

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)

Minutes of meeting between Chief Commissioner of Railway Safety and Member Infrastructure held on 16th July, 2024 in Railway Board

Officers present:

1. Shri Anil Kumar Khandelwal - Member Infrastructure, Ministry of Railways (Railway Board)
2. Shri Janak Kumar Garg - Chief Commissioner of Railway Safety, Ministry of Civil Aviation
3. Officers from Railway Board & Dy. CRS/G

Meeting between Chief Commissioner of Railway Safety and Member Infrastructure was held on 16th July 2024 in Railway Board's office and the following deliberations were made with the approval of Chief Commissioner of Railway Safety and Member Infrastructure:

1. "CRS Sanction Management System" portal has been developed by CRIS for submission of On-line application for CRS sanction/inspection. This was initiated on trial basis in Northeast Frontier Railway for the opening of Double line project in between Barpeta RD - Pathsala section. The application has been submitted to CRS after filling all the details and necessary forms. Necessary hardware for this purpose shall be provided by Zonal Railways in Circle offices. CRIS has already been advised by Commission for necessary modifications and CRIS has also confirmed in writing for the same. Based on experience, If needed, Railway Board will direct CRIS to bring necessary modifications in the portal.
2. Mandatory Forms as per present opening rules have already been uploaded on the portal. However, these Forms may be reviewed jointly by EDCE(G) and Dy. CRS/G, if required, to incorporate any change in their formats and also for adding/deleting any Form. Once finalized /after successful implementation of portal, technical circular shall be issued by Commission regarding mandatory Forms and Signatories. Railway Board shall modify The Railways (Opening for Public Carriage of Passengers) Rules, 2000 accordingly. However, CRS may ask for additional documents albeit very few, depending upon site requirement and the same will be submitted by Zonal Railway well in time before inspection date.
3. As per provisions of Railways Act and Rules of Opening, for any new works of Doubling, Multiple/Additional lines CRSs are required to do inspection with a view to determine its fitness for opening it for safe public carriage of passengers. Hence, present practice of CRS statutory inspection during NI followed by speed trial on proper signals after commissioning the new interlocking of the yard shall be continued. Railway may plan their works and mark the date of NI in its Rolling Block Plan and communicate it to CRS. It will be ensured by the Commission that CRS inspection is conducted on the given date.
4. On the request of Railway Board statutory inspection of doubling prior to NI was carried out on experimental basis in WCR. The gains due to above experiment shall be documented. Standard procedures documented and issued by Railway Board in consultation with CCRS for further proliferation if at all required.

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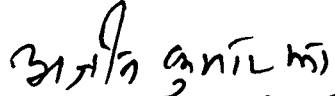
5. Minor sanctions should be sent at least 45 days in advance to concerned CRS. Condonation required from Railway Board as well as GM of the Zonal Railway should also be taken prior to sending the proposal to CRS. All requisite works should be carried out as per approved ESP/SIP. ESP/SIP should be prepared as per extant rules.
6. For the works executed by PSU, design and drawings shall be approved by concerned IR/PSU officials as per extant Railway Board guidelines (e.g. Railway Board Letter No. 2021/2/CE-III/BR/1/Bridge Policy dated 28.10.2021) before submitting the CRS application/opening documents. Railway Board shall reiterate the instructions to all Railways for compliance.
7. Any changes in G&SR or Codes and Manuals involving safety matters shall be done with due deliberation and consultation with the Commission. However, once approved by Railway Board it shall be followed by Railways and Commission.
8. Provisional Authorization issued by CRS shall be normally for the period of 06 months (except for those limitations which are considered unsafe) to avoid repeated paper work for further sanction and also to provide adequate time to Railway to comply with stipulations given in Provisional sanction. After inspection of condition of track (including curves, bridges) and speed trial CRSs are authorizing opening of section with suitable speed. If speed sanctioned is lower than 110 Kmph, it can be raised by competent authority as per relevant provisions subject to compliance of observations given by CRS.
9. Authorized officer (Officer signing the original application seeking sanction) shall certify the compliances of observations/stipulations given by CRS.
10. The numbering scheme of SIP, RCC/TOC and other signaling drawings shall be as per IRSEM 2021 for all the new works. However, it is advisable to migrate to new numbering scheme and formats in signaling drawings even for alteration works in existing yards for better understanding and for uniformity. Further, it must be ensured that circuits enabled in panel correspond to signaling installation actually available on ground in the yard. There shall be no discrepancy.
11. CRS shall not insist on opening/closing of LCs before inspection. However, Railways shall incorporate provisions in SWR required for LC working on actual status. However, the decision to allow LC to remain in track at the time of opening of track shall be taken by the GM of the Zonal Railway in terms of Railway Board letter no. 2006/CE-IV/ LX/WP/1 dated 09.01.2012.
12. Some CRSs are asking for Joint Inspection Report of JAG/SAG level and its compliances at the time of submission of CRS Application. It should not be made pre requisite (except the inspection report of Major/Important bridges by Dy. CE(Bridge line)/Sr. DEN) for acceptance of CRS application in CRS office. However, Joint Inspection Report of JAG/SAG level and its compliances shall be submitted to CRS office well before the scheduled CRS inspection.
13. Some CRSs are not permitting Complete Commissioning of Yards in 3rd line/multi tracking works in single NI (such as one side 3rd line is ready, the other side track of third line up to certain adequate length can be commissioned in single NI if complete yard is ready to avoid repeated NI). Such NI shall be done as per Railway Board's guidelines (e.g. Railway Board Letter No. 2024/GS/Sig/SCR/Misc dt 26.04.2024).
14. DRM of concerned division shall give a certificate stating that newly created assets shall be maintained with existing / outsourced resources.
15. Three to Four Motor Trolleys shall be arranged for the CRS inspection. Rest of the officials can be accommodated in the Self Propelled Inspection Car (SPIC) followed by Motor Trolleys. In absence of Self Propelled Inspection Car (SPIC), more Motor Trolleys may be used.

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16. CCRS has suggested following items for safety improvement:

- i. Pile Integrity Tests must be done for all the piles. Field officers shall be trained to analyze the results of pile testing and also in inspection of bearings and girders.
- ii. Special attention should be taken for joining of 52 kg - 60 kg rails by junction rails and junction fish plates. The forged junction rails to be explored.
- iii. There should be a system of effective scanning of SKV/FB welds in field. Permanent marking of weld is to be adopted to exactly pin point the details of welds.
- iv. Pre-cast concrete structure should be encouraged for bridge and other works as far as possible to ensure better quality and durability.
- v. Loco Pilots often get confused in identifying aspect of signal of 3rd line. Therefore, provisions in terms of identification markers should be made so that signal can be identified by Loco Pilots easily from a distance to prevent SPAD and avoidable accidents.
- vi. Condonation to gradients steeper than 1 in 260 in the yards shall be an exception rather than norms.

{File No. 2019/CE-I/EDCE(G)/Misc./8/CRS Matters}


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Distribution for kind information and necessary action to:

- Sr. PPS/CRB, MI, M(T&RS) and M(O&BD) for kind information of CRB, MI, M(T&RS) and M(O&BD) please.
- CCRS for kind information please.
- General Manager, All Indian Railways.
- DG/RDSO, ED/Track-I, ED/Wagon and ED/B&S, RDSO, Manak Nagar, Lucknow.
- AM/CE, AM(Works), AM(Elec.), AM(Sig.), AM(Traffic) & AM(ME), PED/Bridge, PED(CE/P), PED(TK/M&MC), PED(Safety), PED(GS), Adv./Infrastructure and Adv./Project, Railway Board.
- MD/CRIS