

GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
(RAILWAY BOARD)

No. EO III-98/TR/298

New Delhi, dt. 19-2-2003

General Managers (Open Line)

All Zonal Railways.

Sub : Strengthening of Safety Organisation⁹

The Railway Safety Review Committee in Part-II of their report has observed that "the department of Safety should mostly act as a catalyst and each executive department responsible for running trains must own the task of monitoring safety. The prime objective should be to prevent accidents and for this purpose meticulous technical work is needed to arrive at the precise causes/remedies. Thereafter, pro-active preventive action will need to be instituted and relentlessly pursued. One SAG officer of each department involved in running trains is charged with the responsibility to review all safety matters for his department in addition to his other duties. A sense of involvement in the subject will need to be developed in each department. Formation of an inter-disciplinary task force of officers responsible to follow up safety matters in different executive departments along with CSO as catalyst will be a very strong group to implement preventive measures for safety. In order to develop a group spirit it is necessary that all departments must feel equally part".

Railway Safety Review Committee, while reviewing the efficacy of existing Safety Organization on the Railways have recommended that "Safety department should be made broad-based and suitable officers from Traffic, Civil, Mechanical, Signalling and Electrical departments should be posted as Safety officers at all levels". The recommendation has been accepted by the Board.

It has also been decided that Chief Safety Officer in headquarter of each Zone may be drawn from any of five branches, mentioned in the recommendation. He will be supported by 4 Deputy HOD rank officers and will report to him. These officers would be drawn from departments, other than the department, to which CSO belongs. All posts of DSOs on the Divisions would be upgraded to JA Grade. (The upgradation of some of them was recently sanctioned and communicated to the Railways.) All Safety Officers would be given a minimum tenure of 3 years and each Safety group would be provided with an independent transport for field inspections and surprise checks.

This issues in partial modification to the earlier letter E(O) IIII/98/TR/298 dated 18.10.99, as far as it relates to the tenure of Safety Officers stipulated in the letter.

Railways should take immediate action on the accepted recommendations and report compliance.



(R.R. JARUHAR)

Secretary, Railway Board