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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.96/Safety-I/27/1 (Vol II)

New Delhi, dated: 9.09.2016

**General Manager,
All Indian Railways.**

Sub: Safety audit on Zonal Railways.

Ref: i) Letter No. 96/Safety-I/27/1 dated 23.01.98.

ii) CRB's D.O. No.96/Safety-I/26/1 dated 12/18.01.2001.

At present two types of safety audits are conducted by the zonal railways:

- i) Intra Railway Safety Audit – This is to be conducted once every two months in each division.
- ii) Inter Railway Safety Audit – Every zone conducts this audit in nominated division of other Railway once every 6 months.

The safety audit is conducted by a team of 5 SAG level officers of Civil, Mechanical, Signal, Electrical and Safety department alongwith their inspectors. CSO is the convenor of the committee.

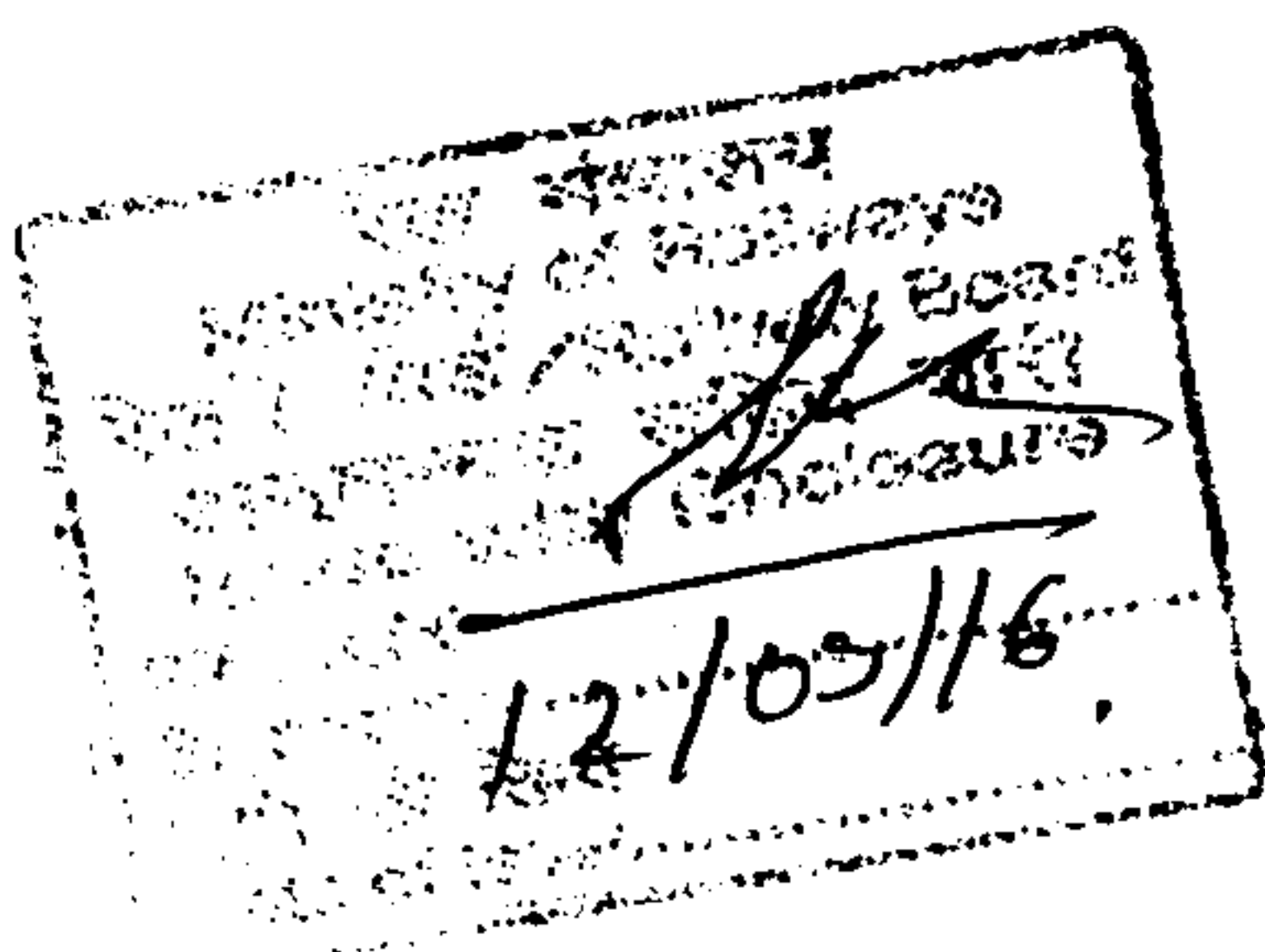
The concept of safety audit was started in zonal railways with a view that it will be different from the normal inspection as it involves the process approach to the items to be inspected. In above referred letters the idea of safety audit was communicated to the zonal railways.

In the CRB's D.O. dated 12/18.01.2001 following is directed:

"A summary of all safety audit reports indicated deficiencies /shortcomings noticed (comprising of not more than 2 pages) may also be forwarded to Board's office."

Over a period of time the safety audits are now conducted in a routine manner like any other normal inspection. Instead of identifying the system failures/generic shortcomings, the safety audits are generally identifying the individual failures.

Normally a 12-15 pages report with most of the items as "being followed /complied" are forwarded to Railway Board. If shortcomings are noticed in a particular section of the division then the audit should also check the other stations/sections and find out if the lapses/failures are of individual nature or they are systemic failures. But all these aspects are normally not seen in the safety audits nowadays.



It is, therefore, requested to kindly limit the safety audits which are forwarded to Board in a letter not comprising more than 2 pages (repeat 2 pages). The detailed safety audit may be kept at the headquarter level but the copy which is sent to Board should not be more than 2 pages.

Zonal Railways shall mention a TDC and action plan on each item appearing in the two pages of the safety audit. An item appearing in safety audit should not be closed unless it is complied with. More and more system related issues should be highlighted. Safety audit report to Railway Board as well as its compliance report must be signed by CSOs.

The above course of action may kindly be initiated with immediate effect.


Adviser/ Safety
Railway Board

O/c