

**Government of India
Ministry of Railways
(Railway Board)**

No. 2015/Safety(DM)/SPAD/1

New Delhi, Dt 20.04.2017

**General Managers
All Zonal Railways &
CMD/KRCL**

Sub:- Accidents due to Signal passing At Danger.

In the last financial year 51 'Signal Passing At Danger' cases were reported by Zonal Railways, out of which nine cases resulted into Collision/Derailment and remaining 42 cases were Indicative accidents. Performance over the following Railways ECoR, ECR, NCR, NER, NFR, SCR, SECR, SER and KRCL deteriorated in the year 2016-17 when compared to the previous year.

Safety Directorate has analysed SPAD cases occurred in the period from 01.04.2013 to 31.03.2017 and the analysis indicates that:

1. 60 % of SPAD cases are occurring in passenger trains.
2. Departmentally promoted crew is involved in SPAD cases is 2.4 times compared to crew recruited through RRB.
3. In 63 % of cases crew after headquarter rest are involved in SPAD.
4. 21.3 % of SPAD cases occurred in the time period 0600 to 1000 hrs.
5. In 70 % of cases crew have completed less than 6 hours of duty.
6. Crew in age group of 55- 60 are involved in maximum cases.
7. In 74 % cases lack of alertness and negligence of crew is attributed for SPAD.
8. In 18% of cases delayed brake application is attributed for SPAD.

Analysis doesn't indicate any specific reason for lack of alertness of crew resulting into SPAD. Hence, it is imperative that overall working/living conditions need to be improved to minimize stress on the running staff. In this role of Loco Inspectors and running supervisors becomes paramount and their performance needs to be monitored closely and effectively.

Safety directorate compiled various instructions issued by Board in this regard, the same is attached as annexure to this letter. Officers and supervisors may please be advised to strictly follow these instructions with an emphasis on proper counselling/monitoring of running staff. Action taken by Zonal Railway to reduce SPAD cases may be advised to Board before 15.05.2017.

Encl: 02 pages

V-4
(Vinod Kumar)
Adviser Safety

Copy to: CSOs of All Zonal Railways for information and necessary action.

Annexure to Railway Board letter No.2015/Safety/(DM)/SPAD/1 dated 20.04.17

1. All the cases of SPAD should be reported to Board in SIMS.
2. Data logger reports have to be analysed to identify unreported SPAD cases and short cut methods being followed in shunting operations.
3. All the cases of SPAD have to be thoroughly investigated to arrive at the root cause. During the course of Inquiry an effort should be made to bring out any extraneous reasons for the accident. All the relevant details should be filled in SIMS so that a meaningful analysis can be done at Railway Board. Invariably all the Inquiry reports should be uploaded on SIMS.
4. Time schedule for conducting Accident inquiries and D&AR should be strictly followed.
5. Punishment should be imposed as per the Railway board norms in SPAD cases.
6. Instructions issued vide Board letter No.99/Safety(A&R)/6/1 pt. dated 05.08.2016 regarding assigning running duties to crew involved in SPAD cases should be strictly followed.
7. Zonal Railways should complete the annual cadre review if pending and fill the vacancies at the earliest.
8. Loco inspector posts should be created in the annual crew cadre review as per the norms prescribed.
9. Vacancies in loco inspector posts should be filled up on top priority. This should be reviewed at least once in six months at Divisional level and at CSOs level.
10. Categorisation of Drivers should be carried out as per the instructions issued vide Railway Board letter No.97/Safety-I/23/15 dated 29.03.2007. Whenever Loco pilot is upgraded by LI it should be done only with a personal approval of power officers.
11. 'A' category Pilots should be monitored at least once in three months, 'B' category once in two months and 'C' category once in a month by the nominated Loco inspector.
12. Event recorder downloads of microprocessor based Locomotives should be scrutinized by Loco inspector to check loco pilot a) has carried out continuity test, Brake feel test and brake power test, b) Whistling habits, c) Over speeding tendency, d) braking and powering habits, e) Activation of VCD on run etc.,
13. Officers should check the knowledge of the Inspectors & Trainers and their regular training must be ensured for being conversant with latest modifications, new technologies etc.,
14. Performance of the Loco Inspector should be reviewed by the controlling officer once in a month.
15. Full cell based Breath alcohol analyser shall be purchased as per RDSO specification No. RDSO/2015/EL/SPEC/0119 dated 17.09.2015.
16. A foolproof system needs to be evolved for conducting breath analyser test during signing ON and OFF. Ambush checks should be conducted to prevent and check drunkenness on duty. All the Loco inspectors should be issued with fuel cell based breath analyser as personal equipment.
17. JPO issued by Railway board vide letter no.2010/Tele/2(1)/1 dated 27.12.2012 regarding usage of CUG/Personal mobile telephones should be strictly implemented.
18. Instructions issued by Railway board vide letter No. E(NG)I/2002/PM1/31 dated 22.08.2003, 29.03.2005 and 20.03.2007 regarding Aptitude test (Previously known as psychology test) should be strictly implemented.
19. Running staff should be counseled not to consume any sedative drugs during on duty and eight hours prior to reporting for duty.
20. Proper learning road of the crew must be ensured.
21. Crew overdue for refresher and PME should not be booked for service.
22. Crew should be booked 'As per rule' in Crew Management System.

23. Loco pilot should be counseled to conduct brake continuity test and brake feel test as per laid down procedure.
24. Crew should be counseled regarding clear and loud calling out of the aspects of the signals.
25. Guidelines issued by Railway Board vide letter No.2014/Safety(DM)/7/1 dated 25.08.2014 regarding functioning of VCD should be adhered to.
26. Crew should be counseled to avoid unwarranted pressing of VCD acknowledgement button.
27. ALP needs to be counseled not to hesitate to apply emergency brake in case he finds any unusual and he feels that Loco Pilot is not alert.
28. Close monitoring of duty hours and periodical rests must be ensured.
29. 10 hours rule should be strictly adhered. Identify the bad sections, these should be monitored closely and improved upon.
30. Working of all safety items in the locomotives should be ensured before dispatching from the shed.
31. All rolling stock should be maintained in good fettle and minimum brake power prescribed for the train should be ensured.
32. GDR check should be conducted religiously as per prescribed procedure.
33. Rakes with invalid BPC should be offered for examination in the first freight examination depot as per the rules.
34. Except in emergencies, train should be run with Guard and Brake van.
35. Guidelines issued by RDSO for movement of dead locomotives should be
36. Proper feedback mechanism for acknowledgement of any unusual incidents reported by the running staff and action taken thereafter should be implemented.
37. Signal sighting committees should be activated and a system should be developed to monitor the action taken to rectify the deficiencies noticed by them.
38. Increased interaction of inspectors with the crew and his/her family members for bringing about awareness on the need for proper rest at the home station.
39. Working of welfare inspectors nominated for each lobby should be closely monitored by DRM.
40. A team of concerned officers headed by DRM/ADRM should interact with the running staff in the crew lobbies/running rooms to understand their problems and their concerns should be addressed on top priority.
41. A visible and effective grievance redressal mechanism should be established at the divisional level.
42. Condition of crew booking lobbies and Running rooms should be monitored and improved as per the Railway Board instructions vide letter No. 2001/M(L)/467/2 dated 10.11.2003.
43. Standing committee under the chairmanship of ADRM should inspect running rooms as per the instructions issued vide Railway Board letter No.96/M(L)/467/Misc dated 27.10.2000 and 14.03.2007.
44. All running rooms should be provided with Air conditioning as per guidelines issued vide Board letter No.2016/M(L)/165/3 dated 22.09.2016.
45. Effective night inspections at every level should be ensured.
46. Ensure that the cases of SPAD/accidents on the Railways including cases of other Zonal Railways discussed in the training centres for mass awareness.
