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आज़ादी का
अमृत महोत्सव



भारतीय रेल / Indian Railways
बनारस रेल इंजन कारखाना
Banaras Locomotive Works
वाराणसी - 221004, भारत / Varanasi - 221004, India



Misc – 86

No- GM(P)/ER/Misc-Pt-I

Dated- 24.12.2022

All Concerned
BLW/Varanasi & Sealdah/BLW Camp office
New Delhi.

Sub :- Guiding-norms for imposing punishment in consequential accident cases.

Reference above a copy of Railway Board's Letter No.99/Safety(A&R)/6/1, Dated-
05.12.2022 , is forwarded herewith for information and guidance.

DA-01Page.

(M.A. Ansari)

Assistant Personnel officer/Works

Copy for information and necessary action :-

1. Joint Secretary and staff council members.
2. Secretary SC/ST and OBC Association.
3. Secretary, RREA/BLW.

For General Manager(P)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 99/Safety(A&R)/6/1

Dated 05.12.2022

To,
General Managers,
All Indian Railways,
Including KRCL and DFCCIL.

Sub: Guiding norms for imposing punishment in consequential accident cases.

The consequential train accidents of Collision, Fire, Level Crossing, Derailment etc. are categorised by Railway Board's letter No.2000/Safety(A&R)/19/20 dated 13.12.2000, as further amended from time to time vide letter No. 2000/Safety(A&R)/3/6 dated 29.11.2006 and letters No. 2000/Safety(A&R)/19/20 dated 16.08.2010 & 28.09.2010.


The punishment norms for accidents are contained in Railway Board's letter No.99/Safety(A&R)/6/1 dated 23.04.1999, which have been amended/clarified from time to time vide letters of even no. dated 06.10.2009, 21.08.2012, 04/05.08.2016 and letter No.2017/Safety(A&R)/18/11 dated 08.01.2018.

In various accident cases, it is observed that sometimes negligence on the part of officer(s) has led to situations of (i) inadequate inspection of assets/working, (ii) inadequate supervision of train working, (iii) inadequate worksite protection, (iv) non-compliance of extant rules in working of trains, (v) defective design, (vi) malpractices in the system of working, (vii) failure of system, etc.

Considering the above, it is necessary that in consequential train accidents leading to loss of human life and/or interruption of any important through line of communication for more than 24 hours or as General Manager deems fit, if negligence on the part of officer(s) leading to the above mentioned situations is observed, the concerned officer(s) of Zonal Railway(s) and/or concerned PSUs should be invariably identified and made 'Blameworthy' under the Para related to responsibility in the Accident Inquiry Report. General Manager, on the recommendation of Principal Chief Safety Officer, may decide upon the level of Disciplinary Action proposed to be taken against such officer(s) while accepting the Accident Inquiry Report.

This issues with the approval of Competent Authority.

ALL HODS
15/12


(Tej Prakash Agrawal)
Executive Director/Safety
Railway Board