

CHAPTER – VIII

REPORTING OF ACCIDENT, ACCIDENT RECORDS AND STATISTICS

8.01. Reporting of accident from the site –

- (a) Every railway servant shall promptly report any accident on the Railway which may come to his notice:
 - (i) to the nearest Station Master, or
 - (ii) to any other such a responsible railway servant who may be promptly available.

- (b) The Guard and Loco Pilot of the train, the Station Master, any officer or a Senior Subordinate who may happen to be present at the time of accident or who first arrives at the site of accident shall make out a quick survey of the circumstances connected with the accident and also make out a general and suitable note with the following particulars for information to the Control/Station Master and for other necessary action later. As far as possible, following information may be collected and transmitted :
 - (i) Exact time of occurrence.
 - (ii) Train number, load of the train, engine number, name of the Loco Pilot, Guard, Assistant Loco Pilot etc.
 - (iii) Between stations,
 - (iv) Exact kilometreage.

- (v) Condition of weather.
- (vi) Brief description of accident,
- (vii) Approximate number of casualties and injuries.
- (viii) Position and condition of vehicles involved including the position of derailed wheels.
- (ix) Length of the track damaged, including number of sleepers and fish plates broken.
- (x) Clearance of adjacent line,
- (xi) Requirement of ART/ARME,
- (xii) Number of vehicles derailed, whether loaded or empty.
- (xiii) Cause of the accident as far as known.
- (xiv) Position of block instruments, signals, points, locks, keys, levers, lever/slide collars, etc.
- (xv) In case of an accident at level crossings, the condition of gate signals if any and other lamps at the gate, position of barriers, condition of road sign, name and condition of gateman, condition of road and road vehicle and name of its Driver, whether the Driver of the road vehicle was under the influence of any liquor or drug and had he proper license, etc.
- (xvi) In case of averted collision, the distance between the two trains or the train and obstruction, the position and condition of intervening stop signal between the trains or train and obstruction.

- (c) In case of accident on section where the control system is in existence, the report of an accident in the first instance shall be repeated by the officials as mentioned in sub-para (b) above to the Section Controller. If the communication cannot be established, the information shall be communicated through any other means to the nearest Station Master or any other Station Master/official whoever come in contact with them.

8.02. Reporting of Accident to important officials out of HQ -

As regards quick information of an accident to all concerned, the instructions contained in para 6.04 should be rigidly followed. Should any civil/police official or any Railway Officer or subordinate, whose attendance is essential at the site of accident, be out of his office/headquarters, controller of concerned department should endeavour to find out his whereabouts and have the message conveyed.

8.03. Reporting of Accidents to the Government and Police authorities —

- (a) In terms of section 113 of the Indian Railways Act (1989) reproduced in Appendix-1 of this Manual, all concerned officials must take every action as indicated in para 8.02 above and other relevant rules of this Manual, to report such cases to Government Officials.
- (b) The cases of level crossing accidents should invariably be reported to the concerned authorities of the State Government with a copy to the Chief Secretary of the State.

- (c) In case a serious fire accident occurs in a coach/wagon or any railway property is involved in fire, GM/DRM/CSO send the information to the Forensic Science Laboratory which covers the area, so as to enable the concerned Scientist to attend the site of accident promptly for collecting the clues/samples which may lead to the probable cause of the fire. A list of Forensic Science Laboratories with jurisdiction is given in Appendix-17.

8.04. Station Master's report of Accidents.—

- (a) Accident Report.—
 - (i) In addition to the telephonic and/or other quickest initial information of an accident to all concerned, the nearest Station Master will issue all concerned accident message as mentioned in para 8.12 without any delay. In addition to this, Station Master shall send a detailed accident report to Sr. DSO within 24 hrs. in the following format :
 1. Name and Description of the Station/Block section at which accident occurred
 2. Date and Time of accident :
 3. Location of the accident
 4. Time of accident message received and given by whom
 5. Time of reporting of all concerned
 6. Time of relief (ART/ARME) arrived at accident site

7. No. of coaches/wagons affected and their position from engine :
 8. Time of restoration :
 9. Weather condition and visibility
 10. Brief description of the accident
 11. Approximate number of dead and injured
 12. Cause of the accident, if known.
- (ii) The report must be written in plain language and should be as brief as possible. No code words should be used in such report. Station name should also be written in full.
- (iii) The message should not be worded by use of such terms as 'last night', 'today', 'yesterday', 'tomorrow', 'this morning' etc. but precise information as to the time and date of occurrence of the accident must always be stated.
- (iv) Names and designations of staff who are alleged to be responsible for the accident need not be mentioned in this report, if available.
- (v) Divisional Transportation Inspectors should scrutinise the copies of accident reports delivered to them, and ensure that the messages are framed properly.
- (vi) Trivial accidents which occur in shunting, such as breakage of doors, buffers, springs couplings, axle boxes, etc. or bursting of points during shunting and

trivial derailments in yards also to be reported to the Divisional officials concerned by a message under accident report in the format as given above.

- (vii) In case of accident occurred in large/marshalling yard, the person incharge of the yard will be responsible to submit the report.

- (b) Transmission and delivery of accident messages:—

Accident message issued by the Station Master should be classified as emergency. Messages relating to accidents shall have priority of despatch over other messages. The accident message shall be given by any quickest available communication. No excuse will be accepted for avoidable delay in transmission and delivery of accident messages.

8.05. Reporting of Accidents to Divisional Officers :

Information to divisional officers should be conveyed by concerned controller in control office as mentioned in Rule 6.04 who in turn inform to respective HOD/PHOD at Zonal HQ.

8.06 Reporting of Accidents to Central Control at Zonal Headquarter :

Information of accident should be relayed to Central Control at Zonal HQs immediately after the accident in case of following categories of accidents (Refer Appendix-6) :

- (a) All train accidents.
- (b) Information regarding consequential train accident and any yard accident having serious repercussion on movement of traffic on through line resulting in dislocation of traffic more than the threshold value.
- (c) Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value.

- (d) All cases of signal passing at danger and averted collisions, etc.
- (e) (i) CHC/Deputy Chief Controller on duty in Divisional Control Office will communicate the information of a serious accident to the Chief Controller or Deputy Chief Controller on duty in Central Control Office at Chandrasekharpur, Bhubaneswar at the earliest. In this message, a brief particulars in regard to the nature of the accident, casualties (if any), lines affected, probable duration of block, relief arrangements made and other useful information shall be furnished.
- (ii) After the first information conveyed to all concerned, frequent bulletins at regular intervals are also to be relayed to them and to Divisional Emergency Cell for onward transmission to the Central Emergency Cell at Bhubaneswar regarding medical attention of injured in hospitals, progress of relief operations, probable cause of accident (if not already conveyed), expected time of restoration, etc., and any assistance that may be required from Headquarters offices or from adjacent divisions.
(Refer Appendix-7)

8.07 Reporting of Accidents to the officers at Zonal Head quarters :—

When an information is received at Central Control that a serious accident has taken place involving loss of life, grievous injury to persons or intensive damage to Railway property, alarm shall be sounded by CHC/Dy.CHC and prepare report as per format given in Appendix-6 and shall be updated in the forms of bulletins as per the format given in Appendix-7. After hearing the alarm, all the on duty functionaries of the Central

Control Office shall gather at the CHC/Dy. CHC who will briefly inform about the accident. Thereafter each departmental functionary will inform concerned officers at Zonal HQ. as mentioned below :

- i) CHC/Dy. CHC - GM, Operating, Safety and Medical
- ii) TLC/TPC - Electrical,
- iii) DPC - Mechanical,
- iv) S&T - S&T and Stores,
- v) Security - RPF and Police Authorities
- vi) Commercial - Commercial, Public Relations,
- vii) Engineering — Engineering, Accounts and Personnel

NOTE : Medical, Accounts and Personnel Departments shall be informed in case a Passenger Train is involved in accident or level crossing gate accident involving injury to human beings or goods train accident involving injury to crew/guard.

In addition to the above, the divisional branch officers shall also inform to their officials at Zonal HQ. The officers concerned shall gather in the Central Emergency Cell/Disaster Management Cell at HQ and others shall proceed to the site of accident as considered necessary by GM.

8.08 Reporting of Accidents to Railway Board :

- (a) Information should be relayed to nominated officer in Railway Board's Office immediately after the accident in case of following categories of accidents :-
 - (i) All consequential train accidents.
 - (ii) Any yard accident having serious repercussion on movement of traffic on through / main line resulting in dislocation of traffic more than the threshold value as mentioned in para 2.04.

- (iii) Land slides, breaches, OHE breakdown etc. which result in dislocation of traffic more than the threshold value as indicated above.
 - (iv) All cases of averted collisions and Signal passing at danger.
- (b) Following system will be followed for reporting of accident to Railway Board :-
- (i) In case of accidents as mentioned in para (a) above, Chief Safety Officer / the senior most safety officer should inform nominated officer of Safety Directorate of Railway Board. At Board level, Safety Directorate shall receive the message and take follow up action.
 - (ii) In case of land slide, breaches, OHE break down etc. which result in dislocation of traffic for more than threshold value and also cases due to public agitation shall be reported by Headquarters Control Office to Punctuality Cell of Railway Board and dealt with by the Coaching Directorate.
 - (iii) Cases falling under N, P, and Q except Q-6 i.e., blockade of train services due to public agitation, shall be dealt with by Security Directorate.
 - (iv) All passenger train accidents or other occurrences involving in casualties or heavy serious repercussion on movement of traffic should be promptly reported to Member Traffic by COM. In absence of COM, it should be reported by CPTM/ CFTM/Sr.DOM or DOM without delay.

8.09. Reporting of potentially hazardous occurrences to Railway Board :

Occurrences of following nature should be promptly reported by Chief Safety Officer to Safety Directorate on Cell Phone No. 09810017905 followed by a message on Fax No. 011-23382638 (030-43599).

1. Indicative Accidents falling under Class F, G and H.
2. Collisions falling in A 5 when occurring during shunting in coaching yards or stations even though not involving a train.
3. Fire in train engine or any other engines attached to a passenger carrying or goods train including cases falling under B 5 and B 6.
4. Derailments of trains not carrying passengers and falling under D 5.
5. Trains running into obstruction including fixed structures falling under E 2
6. Parting of trains, failure of rolling stock such as failure of tyres, wheels, axles or braking apparatus, etc. during the journey of passenger carrying trains or goods trains falling under Class J 3, J 4, J 5 and J 6.
7. Cases of averted mishaps due to failure of permanent way such as rail fracture, weld failure, buckling of track, etc. or obstruction to track thus endangering the safety of trains.

8.10. Reporting of Accidents to Chairman, Railway Board :

All cases of passenger train accidents should be reported by the GMs (in his absence by AGMs or COMs) directly to the Chairman, Railway Board with whatever information is available

on specific cases. Similarly DRMs (in his absence ADRMs or Sr.DOMs) should directly report to Chairman, Railway Board.

8.11 Reporting of accidents to the Commissioner of Railway Safety.—

In terms of Rule 3 of the Railway(Notices and Inquiries in to Accidents) Rules, 1973 and second amendment Rules 1985, when any accidents such as is described in section 113 of the Indian Railway Act 1989 and attended with loss of human life or with grievous hurt or with damage to Railway Property of the value exceeding Rs. 2 Crore or accidents to passenger carrying trains or, the cases of landslides, or of breaches by rain or flood, which cause the interruption of any important through line of communication for at least 24 hours, the occurrence should be reported to Commissioner of Railway Safety by the Chief Safety Officer or in his absence, the senior most Safety Officer available.

8.12. Particulars to be mentioned initially in the accident message to all above —

- (a) In all the initial accident messages to the Police/Civil authority, Railway Board, Commissioner of Railway Safety or to the divisional and zonal headquarters, the following particulars must be mentioned :—
- (i) Kilometrage at which the accident occurred,
 - (ii) At station or between stations,
 - (iii) Date and time of accident,
 - (iv) Number and description of the train or trains etc.

- (v) Nature of accident indicating the number and description of vehicles derailed, capsized and other damages, if any;
 - (vi) Number of persons killed or injured as far as known ;
 - (vii) Prima facie cause of the accident, if known;
 - (viii) Nature of assistance required.
 - (ix) Probable suspension of traffic.
- (b) If for any unavoidable reason, the information mentioned above cannot be given correctly in the initial message of accidents, a supplementary message should be issued as soon as possible.

8.13. Reporting of accidents on private sidings.—

Accident on private sidings should be reported upto the Zonal HQ. level. If the accident involves casualty, it should be reported in the same manner as accidents occurring on other open lines of Railways. Other actions in regard to the relief arrangements and enquiries etc. shall also be taken in usual manner.

8.14. Reporting of accidents on line under construction—

- (a) Whenever any accident which is attended with loss of human life or with grievous hurt as defined in the Indian Penal Code, or with serious damage to property with estimated cost exceeding Rs. 2 Crore on any line under

construction irrespective of whether the work is being carried out by the open line staff or construction staff, should be reported in the same manner as accidents occurring on the open lines.

- (b) In addition to above, the cases of accidents where any malicious attempt to cause damage or other breach of law is apparent, it should also be reported.
- (c) The Divisional Engineer/Assistant Engineer-in-charge of the work will be responsible to report such cases to all concerned.
- (d) Arrangement of relief etc. should also be made in the usual manner.

8.15. Reporting of accidents to the Director of Wagon Interchange.—

Copies of accident messages sent to the Railway Board shall also be sent to the director of wagon interchange if the accident involves serious interruption of traffic. For this purpose, the words 'please advise D.W.I.' shall be added in the message issued to the Railway Board.

8.16. Advice to Military Authorities.—

- (a) Whenever any serious interruption of any important through line of communication either caused by landslides, breaches by rain or floods or other accidents and is likely to exceed twelve hours or as in the case of (d) below, the Chief Safety Officer will arrange to issue

advice promptly to military authorities detailed below :-

- (i) Army Headquarters (India) QMG Branch, New Delhi,
 - (ii) Milrail, New Delhi,
 - (iii) Embarkation Headquarters, Kolkata.
 - (iv) Nodal Officer (Air Force, Navy & Army), Director (operational logistics), HQ Integrated Defence Staff, Ministry of Defence, Tel. : 011-23017897 (O), 011-25686071 (R), 9810856633 (Mob.)
 - (v) Army Station HQ / Jamshedpur, 0657-2431633
 - (vi) Army Station HQ/Kolkata, 033-22430326
 - (vii) Army Commandant / Chandipur/ Balasore, 06782-262031 (R)
- (b) In the above mentioned advice, the following particulars shall be furnished :-
- (i) the location of the accident,
 - (ii) the date and time of the accident,
 - (iii) the extent of damage,
 - (iv) the effect of the accident on movement,
 - (v) details of military traffic held up or delayed,
 - (vi) expected time to restore communication,
 - (vii) whether alternative routes are available or if any arrangements made for transshipment,
 - (viii) any other information as required,
- (c) Any of the information contained in (b) above which cannot be furnished in the initial message should be sent as soon

as possible. On resumption of the through line of communication, the said military authority should also be advised.

- (d) If any military personnel are injured or killed or died while on Railway premises, the Divisional Railway Manager in whose area the accident has occurred or such case is detected, shall arrange to advise the military authorities as detailed in sub para(a) above as also the other nearest military authority. This is in addition to all other actions to be taken as per rules in this regard.

8.17. Advice to the postal Authority—

- (a) Whenever any serious interruption of any important through line of communication either cause by landslides, breaches by rain or flood other accidents and is likely to cause –
 - (i) delay of more than 6 hours to any train carrying mails,
 - (ii) abnormal delay to any train carrying foreign mails,
 - (iii) diversion or transshipment or loss of or damage to mails, the Divisional Railway Manager in whose area the accident has occurred will arrange to advise all concerned Superintendent/Senior Superintendents of different divisions of Post and Telegraphs as also the Director of Post and Telegraphs concerned.
- (b) The nature of accident, probable suspension of communication, diversion or transshipment or loss of or

damage to mails if any and expected time to restore the communication should be furnished in the message.

- (c) If any Post and Telegraph official are injured or Killed or died while on Railway Premises, the Divisional Railway Manager in whose area the accident has occurred or such case is detected, shall arrange to advise the Post Master General/Superintendent/Senior Superintendent concerned. This advise to the Post Master concerned and others as mentioned above shall be given by urgent message which is in addition to all other actions to be taken as per rules in this regard.

8.18. Advice to the Inspector of Explosives/ Chief Inspector of Explosives. —

- (a) In all cases of accidents by explosion or by fire occurring in course of storage, handling or transport of explosives or inflammable oil or substances, a copy of the 'All concerned' message must also be sent to the nearest Magistrate, Officer-in-charge of the police station, Inspector of Explosives and to the Chief Inspector of Explosives.
- (b) The message / report issued under sub-para (a) above must be followed by a detailed report within 24 hours to the Inspector of Explosives/ Chief Inspector of Explosives.
- (c) In cases of serious accidents due to explosion or fire on inflammable substances/explosives/ dangerous goods, all wreckage or debris shall be left untouched if practicable or except in so far as its removal may be necessary for the rescue of injured persons or/and the recovery of dead

bodies, until the Chief Inspector of Explosives/Inspector of Explosives or his representative has completed the investigation or has intimated that he does not like to investigate the case in such position.

8.19. Advice to the officials of catering departments in cases of accidents.—

Whenever any accidents occurs which is likely to necessitate an alteration in the catering arrangements as for instance, the detachment of Pantry Car out of course etc., the Senior Divisional Commercial Manager/Divisional Commercial Manager shall arrange to inform immediately to the IRCTC and Dy.CCM(Catering) who inturn shall inform concerned catering unit.

8.20 Submission of Accident Report by Station Manager to Sr. DSO :

After sending initial accident message by Station Manager as mentioned in Rule 8.12, he shall also send a detailed accident report in the prescribed format within 24 hrs from the time of accident to Sr. DSO as mentioned at Rule 8.04.

8.21 Submission of Accident Report on form GA-3 :

1. Form GA-3 (Refer Appendix-8) is a detailed and complete written report of accidents. This shall be prepared for all types of accidents occurred including accidents in sidings and shunting yards. This shall be prepared by a committee of Sr. Subordinates of respective departments jointly depending on their jurisdiction and submit to Sr. Divisional Safety Officer within 72 hrs.(D+3) from the time of accident

but before commencement of higher level enquiry, if any. In case CRS inquiry is ordered, this report of Sr. Subordinates shall be submitted to Sr.DSO only after counter signature of Jr. Scale Officers or above of concerned department.

2. Since the information given in this form is basis for further enquiry at higher level including CRS, the information should be more authentic in every respect supported by statements and relevant documents.
3. The format should be available in a printed form in Safety Department. The information available in this form should match with the information submitted by various departments to CRS for inquiry. Sr. Divisional Safety Officer should ensure submission of the same for all accidents.
4. A copy of the accident report should also be sent to the senior police official concerned in case of accidents where any malicious attempt to cause damage or other breach of laws is apparent vide section 113 of Indian Railways Act of 1989.

8.22. Submission of Sr. Subordinates' Joint Note :

See para 6.15

8.23 Submission of Accident Report by DRM to HODs/ PHODs of Zonal HQ and Railway Board :

- a. All cases of accidents excluding accidents in shunting yards and sidings, DRM will arrange to submit a preliminary report in the prescribed format

given at Appendix-9 to all HODs/PHODs of Zonal HQ and Adviser (Safety), Railway Board within 24 hrs. from the time of accident.

- b. In addition to the submission of above report, DRM will also arrange to submit the detailed accident report/enquiry proceedings to the Zonal Head Quarters within the target date for the case as indicated from time to time.

8.24. Accident Register/Record—

- (a) With a view to keep a ready reference and to watch the progress of finalisation of the accident cases, registers are maintained in the office of the Chief Safety Officer as per the directives issued from time to time.
- (b) Accident Registers are also maintained in the divisional office for the purpose mentioned in sub-para (a) above and the Divisional Safety Officer is responsible to ensure this. The registers should contain the columns as mentioned in sub-para (c) below.
- (c) At every station and yard, a record of all accidents occurring at the station/yard is maintained in an Accident Register. The person in charge of the station / yard as the case may be will be responsible for proper maintenance of this register. The register will contain the following particulars—
 - (i) Date and time of accident.
 - (ii) Class of accident.
 - (iii) Exact location of accident.
 - (iv) Brief details of the accident.

- (v) Name of guard and Locopilot.
 - (vi) Date of accident report submitted by concerned incharge.
 - (vii) Nature of inquiry held, date held and date completed.
 - (viii) Cause of the accident.
 - (ix) Name and Designation of staff held responsible
 - (x) Cost of damage.
 - (xi) Punishment given to staff.
- (d) The registers as indicated in sub-para(a), (b) and (c) above should be analysed and scrutinised to see if accidents occurring in a particular location or with particular type of rolling stock or at a particular time or in the duty of particular staff, etc., so as to take preventive measures and also to have a check in regard to the time taken to finalise the cases.

8.25. Preservation of accident records.—

- (a) Accident records should be preserved as under :—
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| Accidents A Class | atleast five years. |
| Accidents D Class | atleast five years. |
| Accidents All other classes | atleast three years. |
- (b) The records of accident cases classified other than class A and D but of special or serious nature should be preserved for atleast five years.
- (c) The records of accident cases in which the Commissioner of Railway Safety or any other Commission has held an inquiry are not to be destroyed.

8.26. Rules for the preparation of accident returns.—

- (a) Accidents to trains shall be accounted for by the Railway which exercises jurisdiction over the site of accident. Engine failures shall be accounted for by the Railway owning the engines.
- (b) A train intended solely or partly for the carriage of passengers shall be treated as a passenger train. All other trains will come under the category of other trains.
- (c) Statistical returns in the prescribed proforma showing cumulative data till the end of the month should be submitted so as to reach Board's Office not later than 7th Day of the next month by the CSO.
- (d) Only those accidents which have occurred during the period to which the returns relate shall be included in the relevant returns. With regard to accidents where details are not available at the time of forwarding the returns for any reason, such accidents are to be included in the statement with a clear indication that the further details would follow.
- (e) Each accident must be shown only once and in the event of an accident falling in more than one category, it should be treated as an accident in the higher category.
- (f) Derailments or bumping during reversing or shunting operations etc. on an incoming, outgoing or any other load, including a sectional carriage, etc. shall be deemed to be a 'train accident' only when the train engine or a vehicle still forming part of the train derails or as a result of bumping casualty (including injuries) or loss to Railway

property takes place, irrespective of whether the shunting was being done by the train engine or by a shunting engine.

- (g) Interruption is defined as duration from the time of accident till starting of first commercial train on line clear from adjacent station for movement over the affected line in that section.
- (h) Statistics of fire should include all cases of physical fire or smoke emission resulting in death or injury or damage to property amount to rupees 5000 and above.
- (i) Equipment failures shall include all failures irrespective of date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category.
- (j) Details and Statistics for accident cases falling under Unusual incident categories "N", "P" and "Q" shall be maintained and provided by Security (RPF) Branch.
- (k) DRM at the Divisional level and the General Manager at the Zonal Headquarters level will ensure correct reporting of accidents to Zonal Headquarters and Railway Board respectively.

8.27. Collection, Compilation and Monthly statement of Accident Statistics.—

- (a) Information about train accidents, yard accident and indicative accidents falling under classification A, B, C, D, E, F, G and H will be compiled by the Safety Branch at Divisional and Zonal Railways.

- (b) Equipment failures falling under classification J, K, L and M will be compiled by the Divisional control on daily basis and shall be handed over to Safety Branch. Every equipment failure shall be classified under the category of avoidable and unavoidable by the Branch Officers concerned and summary shall be handed over to Safety Department of the Division. It is further clarified that all equipment failures should be taken into account irrespective of the date of last schedule or examination and shall be subsequently classified under avoidable or unavoidable category as the case may be. The Safety Branch shall forward the monthly summary to Chief Safety Officers after compilation of statement who shall forward monthly statement to the safety Directorate of Railway Board.
- (c) Unusual incidents falling under classification N, P and Q shall be collected and compiled by the Security (RPF) Branch at Divisional level and they shall take subsequent follow up action. Daily position will be given to the Safety Branch of the Division who after compilation of statistics shall forward monthly statement to Chief Safety Officer of Zonal Railways concerned. Chief Safety Officer after compilation of statement shall forward monthly statement to the Safety Directorate of Railway Board.

8.28 Submission of Accident Statistics from Sr.DSO to CSO and from CSO to Railway Board/CRS :

Following periodical statements are to be submitted from Sr./DSO to CSO and from CSO office to Railway Board as per the format and time prescribed from time to time. Following statements are to be submitted within target dates shown against each.

(a) **Following statement/reports/statistics are to be submitted from the CSO Office in connection with the accidents to Railway Board / CRS.**

<u>Name of statements /reports</u>	<u>Target date of submission</u>	<u>To be submitted to</u>
i) Statement 'C' of train accidents (Responsibility, punishment and average time taken for finalisation, etc.)	Quarterly. 21st of the 4th following month,	Railway Board
ii) Statement 'B' of train accidents (Cause-wise and punishments-wise).	Monthly. 10th of the following month,	Railway Board
iii) Statement 'A' of train accidents (Cause-wise), Statistical summary.	Monthly. 20th of the following month	Railway Board

<u>Name of statements /reports</u>	<u>Target date of submission</u>	<u>To be submitted to</u>
iv) Statement of tampering with railway track.	Monthly. 9th of the following month.	Railway Board
v) Statement 'A' of train accident, Statistical summary.	Annual. 15th June of the following year.	Railway Board
vi) Statistical return of accident (for quarter ending June, September, December and March).	65 days after the close of the quarter.	Railway Board
vii) Study of consequential and indicative train accidents, (Minister's Safety Shield)	Yearly. 8th February of the following Year.	Railway Board
viii) Statement of accident cases under section 83.	Quarterly. 25th of the month following the quarter.	Commissioner of Rly. Safety.
ix) Annual report on the working of the Railway Inspector.	Annual 15th June of the next year.	Commissioner of Rly. Safety.
x) Monthly cumulative data of accidents	7th day of next month.	Railway Board

<u>Name of statements/reports</u>	<u>Target date of submission</u>	<u>To be submitted to</u>
b) The instructions are issued from time to time regarding the submission of statements/reports/statistics by the Sr. DSO. However, the following statements/statistics are to be regularly submitted by the Divisions to CSO.		
i) Monthly accident statistics	3rd of the following month	CSO
ii) Quarterly statistics of accidents.	6th of the month following the quarter.	CSO
iii) Statement of tampering with track	6th of the month following track.	CSO and PCE

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