

BEHAVIOURAL BASED SAFETY FOR OPERATION MANAGERS

INTRODUCTION

Safety is of paramount importance for any organization, be it for private or public. Unsafe working leading to hazardous conditions/accidents defeats the very purpose of the organization. The basic precepts of safety & the requirements broadly remain the same for all the organizations & it is only the methodology which changes.

RAILWAY'S ROLE IN SAFETY

Railways in India are a kaleidoscope of the country's economy and represents the social and economic fabric of the country. So, safety for us is of paramount importance in Railways. This is emphasized by fact that a white paper on safety was brought out in the year 2003 by the Ministry of Railways covering various aspects to be planned & executed till the Year 2013. Consequent to that a non-lapsable SRSF fund of Rs. 17,000 Crores was separately earmarked for replacement of over aged assets like tracks, bridges, rolling stock, signalling gear etc.

NECESSITY OF INDEPENDENT SAFETY ORGANIZATION

The role of executive body & the safety set up in any organization should be different. The safety branch in any organization should not be responsible for the shop floor output/production & should be an independent organization to act as a watch dog. For Indian Railways, there is an Institution of Commissioner of Railway Safety, which works independently under Ministry of Civil Aviation & submits report directly to Chairman Railway Board.

Opening of any new Railway Line, conducting inquiries in case of major train accidents, opening of new electrified routes is done only after the approval of Commissioner of Railway Safety

SAFETY ORGANISATION WITHIN RAILWAYS

Within the Railway also, there is a safety set up headed by Chairman Railway Board at the Railway Board's level, assisted by Adviser (Safety). At Zonal level, General Manager is the overall incharge for safety assisted by Chief Safety Officer. At the divisional level, Divisional Railway Manager is the overall incharge for safety assisted by Senior Divisional Safety Officer alongwith his team right up to the grass roots level.

PATTERN OF ACCIDENTS IN RAILWAYS

The Accidents in Railways can be broadly classified into the following categories :

- 1) Derailments
- 2) Collisions (at Level crossings + at other locations).
- 3) Averted Collisions
- 4) Bomb explosions
- 5) Fire
- 6) Safety at Work Places

To cater to the exigencies as mentioned above, Railways have got a well compiled ACCIDENT MANUAL and a SYSTEMATIC DISASTER MANAGER ACTION PLAN. Part analysis of accidents show that human element contribute in a large way to the accidents taking place. Accordingly Corporate safety Act Plan has been framed by various departments of Indian Railways.

ACTION PLANS TO REDUCE ACCIDENTS

- 1) Experimental trials of Anti collision device in North East Frontier Railway are going on.
- 2) Defining codal life of various assets & planning their replacement from SRSF funds.
- 3) Emphasis on scheduled maintenance for e.g. Trip Inspection, Weekly Inspection, fortnightly inspection, Monthly inspection. Three Monthly inspection, six monthly inspection, AOH, POH, Mid-life Rehabilitation, End-life Rehabilitation.

- 4) Ultrasonic Testing of axles.
- 5) Extensive powers given to Electrical inspector /Additional (Member) at Railway Board's level & Chief Electrical Engineers of Zonal Railways are the Electrical Inspectors to the Govt. of India.
- 6) Concept of Auxiliary Warning System, Dead Man's Handle for EMUs.
- 7) Safety is inbuilt in Railway System by way of concept of "Permit to Work" and exchange of private numbers.
- 8) Emphasis on modern training with hands on experience on loco & EMU simulators.
- 9) Regular medical check up and yoga camps to relieve stress.

SUGGESTIONS FOR SAFE WORKING IN ANY ORGANISATION

Any healthy organization should have the following tenets inbuilt in its system for ensuring safe working :

- 1) Independent Safety Organisation which is not responsible for shop floor production & acts as a watchdog to curb unsafe practices.
2. Extensive powers to the Safety Organisation.
- 3) Earmarking of separate fund for safety which is non-lapsable.
- 4) Laying down schedules for maintenance with super checks at the highest level.
- 5) Safety audit , surprise checks, night inspections even at the top most level of hierarchy.
- 6) Identifying codal life for all the assets.
- 7) Codifying the safety requirements in form of manuals with need based regular up-dations.
- 8) Trained & healthy manpower will always resort to safe practices. For this separate funds should be earmarked for training.

CONCLUSION :

Railways while carrying about 15.68 million passengers daily & 18.3 million tonnes of freight per day are alive to the needs of safe working. But lot has to be done & achieved yet for which we have always been keen to interact & pick up the latest in technology.