

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

No.2022/Safety(A&R)/1/2

New Delhi, dated 06.05.2022

The General Managers,
All Zonal Railways.
(Including KRCL)

Sub: Photography and videography at accident site.

Ref: (i) CRS, Central Circle, Mumbai's preliminary report No. T/12011/1/2022/CC-208/540 dated 02.05.2022.
(ii) Board's letters no. 2005/Safety(A&R)/26/6 dated 11.12.2019,
2019/Safety(A&R)/1/10 dated 16/17.12.2020 and
2016/Safety(A&R)/1/17(Pt.) dated 11.12.2020.

Commissioner of Railway Safety (CRS), Central Circle, Mumbai has submitted its preliminary inquiry report in respect of derailment of 12 coaches of 11061 DN (Lokmanya Tilak Terminus – Jayangar) Pawan Express between Lahavit and Devlali stations of Bhusawal Division of Central Railway on 03.04.2022. CRS findings and further details are available in SIMS.

Vide para 7.3 of CRS report it has been stated that the videography and photography of the accident sites including videography of locomotive, coach and track is at present being done by ART staff. However, there have been no formal training or guideline issued for systematic videography of the site for recording site observations and clues. The present quality of videography is very erratic and unprofessional. So the training to ART staff in videography and photography of accident site shall be arranged. These trained staff should be ordered to work under Safety Organization at the Division for the purpose of videography and photography of the accident site. Drone cameras can be provided in the ART for videography which can provide global scenario of the site in effective way. They should also be trained to process / arrange different videos in sequential manner so as to provide detailed information of site. It is seen in the present case that it is very difficult to analyze the photographs to get clue for probable cause of accident.

Kindly peruse Board's earlier letters under reference (ii) above vide which guidelines to be followed by Railway regarding photography and videography at accident sites were reiterated.

It is therefore requested that these guidelines may be duly followed by Zonal Railways and photographs and videos of accident sites may also be uploaded in SIMS.

Encl: As above


06.05.22

(तेज प्रकाश अग्रवाल)
कार्यकारी निदेशक /सरंक्षा
रेलवे बोर्ड

Copy to:

The Pr. Chief Safety Officers, All Zonal Railways (including KRCL)

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**GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
(RAILWAY BOARD)**

No.2005/Safety(A&R)/26/6

Dated: 11.12.2019

✓ Chief Safety Officers,
All Indian Railways.
Including KRCL-

Sub: Photography and Videography at Accident Site.

Photographs and videos of accident site, are extremely useful evidence for accident inquiry in an railway accident. Further inclusion of these photographs and videos in Inquiry Report, which is a useful document for insight into the deficiencies existing in the system and remedial measures which can be taken to prevent recurrence of such cases, is extremely necessary. As such quality, content, angles, coverage etc. of photographs and videos become extremely important.

In view of above, guidelines for photography and videography have been prepared, which may be followed by Zonal Railways. These photographs and videos should also be uploaded in SIMS.

DA : As above

11/12/19
(Naresh Chand Goyal)
Principal Executive Director/Safety
Railway Board

कृपया जारी करें
3-12-19
12.12.2019



Guidelines for Photography & Videography at Accident Site

1. While carrying out photography/videography, date and time option of camera must be activated. Resolution should be minimum Full HD for videography and minimum 2 Mega Pixel for photographs.
2. Site should be covered from one end to another in sequence, preferably from front to rear.
3. While taking photograph/video of trackside infrastructure (Track, OHE, Signals etc.), it should be ensured that the frame covers OHE Mast number/Hectometer Post number.
4. Similarly, while taking photographs of rolling stock, the loco/coach/wagon number must be covered in the frame along with OHE Mast/Hectometer Post number to the extent feasible.
5. While taking photograph of trackside infrastructure and/or rolling stock, the principal of 'whole to part' must be followed.

For example, for trackside infrastructure, the first shot (long shot) should cover entire site along with OHE Mast No./Hectometer Post No.; the 2nd shot (medium shot) should cover closer view; 3rd, 4th, 5th and so on should cover further closer view with finer and finer details.

Similarly, for rolling stock, the first shot (long shot) should cover the entire coach/wagon with coach/wagon number; the 2nd shot (medium shot) should cover particular bogie and the 3rd/4th shot (close shot) should have close-up of bogie and specific components.

6. The site must be covered up to sufficient length in rear and any abnormality must be recorded.
7. Photography/videography should be done from different angles and must cover important locations such as suspected point of mount and point of drop, affected parts of rolling stock such as wheels, any part of rolling stock dropped on track, conditions of points etc. Close-shots of these locations need to be taken. The officials of safety organization must guide in this exercise.
8. Photographs of all damages to loco, rolling stock and fixed assets (Track, Signal, OHE, LC etc.) must be taken.

9. Photograph of wheel travel marks on rail head/foot, sleepers, fastening and ballast must be taken. Contact marks, abrasion marks and peeling of paint must be recorded.
10. At stations photograph and video of following equipment/installation must be taken:
 - (i) Panel and Block Instruments from all the sides.
 - (ii) Sealing of Relay Room and Block Instruments after the incidence.
 - (iii) Electronic Key Transmitter, Box for Emergency Key, Cable Termination Boxes in L.C gates.
11. At locomotive cab, photograph should be taken of Control Stand including positions of brake handle etc.
12. In guard's cabin, photograph should be taken of emergency brake application handle/lever.
13. In case of fire, detail photography of affected site covering as applicable, parcel consignment, any inflammable material, electrical wiring, switches & panels etc. must be done.
14. While taking photographs of dead or injured, if required, care should be taken to maintain human decorum. Photographs of only facial parts be taken for identification purposes. Maximum care must be exercised in cases of female passengers and children.
15. To draw attention to specific location/component, the same may be identified by making a circle around it with chalk.
16. Any CCTV recording, if available of accident site or related areas if available, should be taken on possession by safety officials.
17. Above video recordings and photograph should be submitted to accident inquiry committee and should also be uploaded to SIMS. The video recordings and photographs should not be shared with press or any other media unless authorized by the competent authority.
18. Video recordings and photograph must be preserved at least till the finalization of DAR cases.
19. Photograph of restoration process can also be taken as required for training purpose.

New Delhi, dated 11.12.2020

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11/12/20

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

SN-16

No. 2019/Safety(A&R)/1/10

New Delhi, dated: 16.12.2020
17

General Managers
All Zonal Railways,
(including KRCL)

Sub: Photography and Videography at Accident Site.

Ref: (i) CRS, South Central Circle, Secunderabad's Final Report
No.T.11018/1/19-SCC dated 02.06.2020.

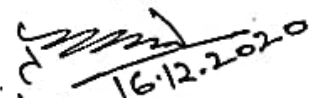
(ii) Board's letter No.2005/Safety(A&R)/26/6 dated 11.12.2019.

Commissioner of Railway Safety, South Central Circle, Secunderabad has submitted its final report in respect of collision of MMTS Train No.47178 with Train No.17028 Express at Km.7.742 of Kacheguda station of Secunderabad Dhone section of Hyderabad Division of South Central Railway on 11.11.2019. CRS findings and further details are available in SIMS.

In compliance of CRS recommendation No.9.7, all Zonal Railways shall ensure utmost care in video recording and photography so that it include all relevant parameters of accident by nominated ART personnel under the supervision of Safety Officer.

In this reference, kindly refer Board's letter under reference (ii) (copy enclosed) vide which guidelines regarding photography and videography at accident sites have been issued, to be followed by Railways.

It is, therefore, reiterated that these guidelines may be duly followed by Zonal Railways and photographs and videos of accident sites may also be uploaded in SIMS.


16.12.2020
(तेज प्रकाश अग्रवाल)
कार्यकारी निदेशक /सरंक्षा
रेलवे बोर्ड

DA: as above.

Copy to:

Chief Safety Officers, All Zonal Railways including KRCL.

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WSHed PM-
16-12-2020




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