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

**No.2010/M(L)/101/4 (BG) Policy** **New Delhi dated 10.09.2010**

**General Manager**
**All Indian Railways.**

**Sub:- Premature condemnation of DMU motor and trailer coaches.**

Normally DMU (DEMU/DHMU/SPART/SPARMV) motor (DPC) and trailer coaches (TC&DTC) should not be condemned. However, in case of serious and extensive damage occurring in accidents or otherwise, if these coaches are beyond economical repairs they may be proposed for premature condemnation after following the procedure as elaborated below:

1. All DMU trailer coaches should be processed for condemnation based on Board's letter no.96/M(C)/140/3 dated 2.3.2001. The competent authority in Board for approving the condemnation of underaged trailer coaches will be EDME (Traction).
2. In case underaged DMU motor and trailer coaches are involved in an accident, the same may be condemned, if found beyond economical repair, by the Zonal Railway owning the stock with the concurrence of associate Finance. For the Trailer coaches the sanction of CME should be obtained after Finance concurrence. For Motor coaches a survey Committee of 3 SAG officers (similar to what is done for locomotives) should be nominated and based on their Report and Finance concurrence the sanction of GM should be obtained. Such cases should not be forwarded to Board.
3. All other cases of underaged condemnation of the DMU motor coaches should be forwarded by the owning Railway to Board along with the report of the Survey Committee and concurrence of associate Finance and approval of CME. The case should be accompanied by the Report of action taken against the delinquent staff and copy of police report wherever required. The condemnation of these motor coaches will require the approval of Board (MM) with the concurrence of Board Finance.

After the condemnation is approved, the Railway should process to write off of the asset so that the related payment of dividend for the Capital-at- charge is avoided.

This issues with the approval of Board and concurrence of the Finance Dte. of Ministry of Railways.

10/9/10

**(S.M. Sharma)**
**Dir. Mech.Engg. (Traction)**
**Railway Board.**

**No.2010/M(L)/101/4 (BG) Policy** **New Delhi dated 10.09.2010**

Copy to: 1. CMEs/All Indian Railways.
2. FA&CAOs, All Indian Railways.

10/9/10

**(S.M. Sharma)**
**Dir. Mech.Engg. (Traction)**
**Railway Board.**

**No.2010/M(L)/101/4 (BG) Policy** **New Delhi dated 10.09.2010**

**Copy to:** Dy. Comptroller & Auditor General of India (Railways).
Room No.224, Railway Bhavan, New Delhi.

10/9/10.

**For Financial Commissioner/Railways**

**Copy to: F(S)/Railway Board.**