

**STANDING COMMITTEE ON RAILWAYS  
(2005-06)**

**FOURTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/  
observations contained in the 5<sup>th</sup> Report of the Standing  
Committee on Railways (Fourteenth Lok Sabha)  
on 'Safety & Security in Indian Railways']**

**NINETEENTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

May, 2006/Jyaistha, 1928 (Saka)

SCR No.101

NINETEENTH REPORT**STANDING COMMITTEE ON RAILWAYS  
(2005-06)****FOURTEENTH LOK SABHA****MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/  
observations contained in the 5<sup>th</sup> Report of the Standing  
Committee on Railways (Fourteenth Lok Sabha)  
on 'Safety & Security in Indian Railways']**

*Presented to Lok Sabha on .....2006  
Laid in Rajya Sabha on .....2006*



**LOK SABHA SECRETARIAT  
NEW DELHI**

May, 2006/Jyaistha, 1928 (Saka)

## CONTENTS

		<b>PAGE</b>
	COMPOSITION OF THE COMMITTEE.....	(iii)
CHAPTER I	Report.....	1
CHAPTER II	Recommendations/Observations which have been accepted by the Government .....	
CHAPTER III	Recommendations/Observations which the Committee do not desire to pursue in view of the Government's reply.....	
CHAPTER IV	Recommendations/Observations in respect of which Replies of the Government have not been accepted by the Committee and which require reiteration .....	
CHAPTER V	Recommendations/Observations in respect of which final replies of the Government are still awaited .....	

## APPENDICES

Minutes of the sitting of the Standing Committee on Railways  
held on 19.05.2006

## **STANDING COMMITTEE ON RAILWAY (2005-06)**

**Shri Basudeb Acharia                      -                      Chairman**

### **MEMBERS**

#### **LOK SABHA**

2. Shri A.Sai Prathap
3. Shri Dhirendra Agarwal
4. Shri Atique Ahamad
5. Shri Ajaya Kumar
6. Shri Subrata Bose
7. Shri Bapu Hari Chaure
8. Shri Kishan Lal Diler
9. Shri Giridhar Gamang
10. Smt. Paramjit Kaur Gulshan
11. Shri Anwar Hussain
12. Shri Mahesh Kanodia
13. Shri C. Kuppusami
14. Smt. Kalpana R. Narhire
15. Shri Rajendrasinh Rana
16. Shri Kishan Singh Sangwan
17. Shri Iqbal Ahmed Saradgi
18. Dr. Arun Kumar Sarma
19. Ch. Lal Singh
20. Mohd. Tahir
21. Vacant

#### **RAJYA SABHA**

22. Shri Karnendu Bhattacharjee
23. Maulana Obaidullah Khan Azmi
24. Shri Lalit Kishore Chaturvedi
25. Shri Su. Thirunavukkarasar
26. Shri Tarini Kanta Roy
27. Shri R. Kamraj
28. Shri Isam Singh
29. Shri Harendra Singh Malik
30. Shri Abani Roy
31. Vacant

#### **LOK SABHA SECRETARIAT**

- |                           |   |                         |
|---------------------------|---|-------------------------|
| 1. Dr.(Smt.) P.K. Sandhu  | - | Additional Secretary    |
| 3. Shri A.K. Singh        | - | Joint Secretary         |
| 4. Shri V.S. Negi         | - | Director                |
| 5. Shri A.K. Kaushik      | - | Assistant Director      |
| 6. Smt. Archana Srivastva | - | Sr. Executive Assistant |

## **INTRODUCTION**

I, the Chairman of the Standing Committee on Railways (2005-06), having been authorized by the Committee to present the Report on their behalf, present this Nineteenth Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Fifth Report of the Standing Committee on Railways (2004-05) on 'Safety & Security in Indian Railways'.

2. The Fifth Report was presented to Lok Sabha on 22.12.2004 and it contained 26 recommendations/observations. The Ministry of Railways have furnished their Action Taken Replies on all the recommendations/observations on 00.00.2005.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 19.05.2006.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Fifth Report of the Standing Committee on Railways (2004-05) Fourteenth Lok Sabha is given in Appendix-II.

NEW DELHI;  
19 May, 2006  
 29 Jyaishta, 1928 Saka

**BASUDEB ACHARIA**  
**Chairman,**  
**Standing Committee on Railways**

## **CHAPTER I**

### **REPORT**

This Report of the Committee deals with the Action Taken by the Government on the recommendations and observations contained in the 5<sup>th</sup> Report of the Standing Committee on Railways (2004-05) on 'Safety & Security in Indian Railways'. The Report was presented in Lok Sabha on 22.12.2004 and laid in Rajya Sabha simultaneously.

2. Action Taken Notes have been received from the Government in respect of all the 26 recommendations/observations contained in the Report. These have been broadly categorized as follows:-

- (i) Recommendations/Observations which have been accepted by the Government – 1, 2, 6, 8, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23, 24 and 26.
- (ii) Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies – Para Nos. 3, 4, 7, 9, 14, 15, 17, 18 and 25.
- (iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration Para No. – 5.
- (iv) Recommendations/Observations in respect of which final replies are still awaited Para Nos. – nil.

3. The Committee will now deal with the Action Taken by Government on some of their recommendations/observations.

#### **A. Vacant posts in Safety categories (Para No. 5)**

4. The Committee in this paragraph had found that Railway Minister had announced in his Budget speech to fill up the 20000 vacancies in Group 'D' in safety category and 3500 vacancies in RPF. They found that due to this acute shortage of staff at times even the Station Masters had to perform commercial duties like sale of tickets, booking of parcels/goods, attending public queries etc. They felt that in the process there could be lapse in train operations. Due to shortfall in staff of safety category, safety of trains/operations had to be compromised with. The Committee, therefore, had

recommended that the vacant posts in safety categories should be filled up urgently on priority basis.

5. In their Action Taken Reply, the Ministry of Railways have stated as under:-

“Occurrence and filling up of vacancies is a continuous process. Standing procedure already exists to conduct selections/suitability/trade tests regularly for filling up vacancies timely, especially in safety categories.

There were about 78,564 vacancies in Safety Categories in All Indian Railways as on 01.11.2004 as against the sanctioned strength of 6,31,536. This works out to about 12.44% of the sanctioned strength. The sanctioned strength includes not only the bare requirement for operation but also Rest Givers, Leave Reserve and provision for training etc. In case of Safety Categories, these additional provisions have been liberally made in order that work does not suffer, even if there are time gaps between arising of vacancies and filling up of the same. While every efforts is made to reach the ideal state of “zero vacancy”, yet merely because vacancies exist in safety categories, it cannot be construed that safety has been affected.

Further, with a view to facilitate filling up of vacancies in safety categories these categories have been exempted from the purview of rightsizing.”

**6. The Committee find that against the sanctioned strength of 6,31,536 staff in safety categories in Railways which includes Leave Reserve, Rest Givers and provision for training etc., there were about 78,564 vacancies as on 01.11.2004 constituting about 12.44% of the sanctioned strength. According to the Ministry of Railways provisions of Leave Reserve, Rest Givers and provision for training etc. are made liberally in case of safety categories in order that work does not suffer, even if there are time gaps between arising of vacancies and filling up of the same. The near existence of vacancies in safety categories can not be construed that safety is being affected. The Committee are of the considered view that such a large number of vacancies in the safety categories certainly do affect the safety and operation of trains. They find that Railways are subjecting their employees in safety category to perform strenuous duties continuously in the**

**absence of the Rest Givers and Leave Reserve etc. The Committee while reiterating their earlier recommendation for filling up of all the existing vacancies in safety categories on urgent and priority basis would like to be apprised of the Zone-wise status of the number of vacancies that existed as on 01.11.2004 and the number of vacancies filled up by each zone so far alongwith the steps being taken to fill up the remaining vacancies.**

**B. Road Over/Under Bridges (ROBs/RUBs) (Para No. 16)**

**7.** In the above paragraph the Committee found that nearly 16% of the total accidents occur at the level crossings. Most of these accidents were due to carelessness of road users. They had also found that accidents at manned level crossings were at the level of 4% of the total consequential train accidents, whereas unmanned level crossings accounted for 12% of the accidents. The work related to manning of unmanned level crossings and construction of ROBs/RUBs was being financed through the Railway Safety Fund. 50% of the burden for construction of ROBs/RUBs was being shared by the State Governments, but due to financial constraints they were not discharging their portion. The Committee in their First Report (14<sup>th</sup> Lok Sabha) had inter-alia recommended that under such circumstances, the Railways should consider utilizing the amount accrued from diesel cess for construction of approach works. They had once again reiterated their earlier recommendation in that regard.

**8.** In their Action Taken Reply, the Ministry of Railways have stated:-

During the last five years i.e. 1999-2000 to 2003-04, there have been 2026 consequential train accidents, out of which 68 were at manned level crossings and 388 at unmanned level crossings which accounts for 3.36% at manned level crossings and 19.15% at unmanned level crossing i.e. around 22.51% of total consequential train accidents.

Cause-wise analysis of manned and unmanned level crossings accidents are as under:

Unmanned Level Crossing - 100% due to Failure of Other than Railway staff.

Manned Level Crossings - 55.58% due to Failure of Railway staff.  
41.18% due to failure of Other than Railway Staff.  
2.94% due to combination of Factors.

9. Construction of Road Over/Under Bridges is a joint venture of State Govts and Railways. Railways construct bridge proper over the tracks and approaches are constructed by the State Govt. Railways meet cost of their portion of work of ROB/RUBs from the allocation received from Central Road Fund (CRF) under Plan Head-30 which is at present to the tune of Rs. 300-350 Cr. These funds are not sufficient to meet the Railways' requirements for execution of Railway portion of work. At present Railways have already a liability of 436 sanctioned works of ROB/RUBs in progress on cost sharing basis. Approximate cost of Railway's portion of these works is Rs. 2500 Cr. With the meager allocation of Rs. 300-350 Cr. from CRF for this purpose, it will take Railways years to complete even the sanctioned works.

10. In addition, there are 1252 level crossings having traffic density of more than one lakh TVUs i.e. qualifying for replacement by ROB/RUBs on cost sharing basis for which proposals have to be sponsored by the respective State Govts.

11. For these works, Railways will require at least Rs. 7500 Cr for Railways' portion of work. It will not be possible for Railways to bear the cost of approaches unless. Funding to Railways is increased substantially from the Central Road Fund. However, Chief Secretaries of State Govts. has been addressed by this Ministry vide ME's D.O. No. 97/CE-I/BRO/158(Policy)PT. Dtd. 8.1.2005 in which State govts. has been requested to participate in joints efforts towards expeditious construction and completion of ROB/RUBs works with an arrangement where part of State Govt. share towards cost of ROB/RUBs would be set off against their receivable funds from the Railways on account of cost of GRP dues. State Govt. are also requested to divert a part of fund received by them from Central Road Fund to the Railways. Under this arrangement full construction work including the bridge portion and approaches shall be done through single agencies of PSU under the Ministry of Railways. Consent of most of the State Govts. is still awaited.

12. In case Railways has to meet the entire cost of ROB/RUB following points needs to be considered:

- i) Railways share out of Diesel & Petrol Cess is enhanced to meet the additional funds for approach work.
- ii) Ministry of Railways is exempted from paying towards the Diesel & Petrol Cess and instead utilize the same towards construction of ROB/RUBs.

Manning of unmanned level crossing:

13. To improve the safety at unmanned level crossing stress is given to manning of unmanned level crossing. Policy for manning of unmanned level crossing has been revised in June, 2003. During last three years i.e. 2001-02 to 2003-04, 287, 147 & 95 unmanned level crossings has been manned. Progress has been less in the year 2003-04 due to change in policy of manning. In current year 211 unmanned level crossings has been identified for manning and upto Dec.2004, 86 level crossing has been manned."

14. The Committee further note from the statement made by the Minister of State in the Ministry of Railways on 25.08.2005 under Direction 73 A on the status of implementation of recommendations contained in the 5<sup>th</sup> Report that the proposal for utilizing the amount accrued from diesel and petrol cess for construction of approach work has been sent to Ministry of Finance and Planning Commission and is at present under consideration and approval.

**15. The Committee find from the Action Taken reply that the Ministry of Railways have requested to Chief Secretaries of State Governments to participate in joint efforts towards expeditious construction and completion of ROB/RUB works with an arrangement where part of the State share towards cost of ROB/RUB be set off against their receivable funds from the Railways on account of cost of GRP dues and also by diverting a part of the fund received by them from Central Road Fund to the Railways so that entire construction work including the bridge portion and approaches be done through single agency under the Ministry. In this regard replies from most of the State Governments are still awaited by Railways. The Committee,**

therefore, desire that the matter may again be taken up with the respective State Governments and outcome of the same may be apprised to them. They further desire that the outcome of the proposal sent to the Ministry of Finance and Planning Commission for utilizing the amount accrued from diesel and petrol cess for construction of approach work be also placed before them.

### **C. Publicity of new responsibilities assigned to RPF (Para No. 21)**

**16.** The Committee in this paragraph had found that the responsibility of providing security in trains and stations had been assigned to two agencies i.e. the GRP and the RPF. The GRP works under the respective State Governments and the RPF works under the Ministry of Railways. Recently the RPF Act, 1957 and the Railways Act, 1989 were amended and the same have come into force w.e.f. 01.07.2004. With the Amendments made in the RPF Act, Railways had given some additional responsibilities to RPF such as registration/investigation of the minor offences in the trains, which were earlier dealt with by the GRP. However, the railways had given no publicity in that regard with the result the passenger do not know that such a responsibility had been entrusted to the RPF. The Committee therefore, had emphasised that publicity to that effect might be made at stations and inside the trains. Also general public must be adequately educated.

**17.** In their Action Taken Reply, the Ministry of Railways have stated:-

“All the Zonal Railways have been directed to take necessary steps in this regard so that the common public could be able to know more about the new responsibilities assigned to RPF personnel under the amendment RPF Act, 1957, 1989.”

**18.** The Committee find that Railways has directed the Zonal Railways to take necessary steps towards publicising the new responsibilities assigned to RPF personnel such as registration/investigation of minor offences in the trains after the amendment of RPF Act, 1957 and the Railway Act, 1989. They feel that mere issuance of the direction to the Zonal Railways will not serve the purpose behind making the above recommendation. They, therefore, desire that the ground level implementation by each Zonal

**Railways of the direction issued by the Ministry be placed before them at the earliest.**

**D. Coordination meetings between the Railway officials with State authorities. (Para No. 22)**

**19.** The Committee in this paragraph had desired that coordination meetings between the RPF and GRP might be held at regular intervals in view of the additional responsibilities given to RPF and the sensitive information about the law & order situation in the vulnerable areas on the Railway network should be exchanged. Further, coordination meeting amongst Divisional Railway Manager (DRM), the District Magistrate (DM), Superintendent of Police (SP) and Divisional Security Commandant (DSC) should be held regularly to discuss the law and order problems.

**20.** In their Action Taken Reply, the Ministry of Railways have stated:-

“Coordination meetings/conferences between GRP Chiefs and RPF Chiefs are held regularly at all levels to discuss crime related matters and proper escorting of passenger trains. The results of these meetings/conferences have been encouraging and fruitful.”

**21.** The Committee are surprise to note that the Ministry of Railways have replied to only part of their recommendation whereas the concerned Ministry is required to take action and furnish the reply thereof on every aspect of the recommendation. The Committee find that the essence of their recommendation has not been seriously taken by the Ministry. They feel that coordination in respect of law and order situation should also be held at Divisional level invariably by holding regular meetings of DRM, District Magistrate, Superintend of Police as recommended earlier. The Committee would like to be apprised of the action taken in this regard.

**E. Sand dunes/sand drifts (Para No. 26)**

**22.** In this paragraph the Committee had observed that the shifting sand dunes/sand drifts in western Rajasthan hampers the visibility level in running trains. Also due to deposition of sand on the tracks the trains had to be stopped for safety

reasons for hours together. They therefore, recommended that the Ministry should promptly take concrete measures such as plantation of trees on both sides all along the tracks in the affected areas and also develop such technology which would help in quick removal of sand from the tracks.

23. In their Action Taken Reply, the Ministry of Railways have stated:-

“Central Arid Zone Research Institute (CAZRI), Jodhpur has been approached for stabilization of sand dunes in the area and held a number of meetings with them for seeking their collaboration in stabilization of sand dunes located along track by way of suitable plantation. They have also been requested to submit the Project Report for stabilization of sand dunes at few locations and to render technical guidance and also to monitor the project.

In the meanwhile, Railway has taken preventive measures such as removal of sand heaps by mechanical measures and by manual labour. Plantation of Babool has also been tried in some locations but it has not been found to be very effective.”

**24. The Committee feel happy to note that Railways have taken certain preventive measures such as removal of sand heaps on track mechanically as well as by manual labour, plantation of trees along the tracks in the effected areas. They also find that Railways have requested Central Arid Zone Research Institute (CAZRI) Jodhpur to submit the project Report for stabilization of sand dunes and also to render technical guidance. The Committee desire that the project report submitted by the Central Arid Zone Research Institute (CAZRI) Jodhpur be placed before them.**

## **CHAPTER II**

### **RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT**

#### **Improvement in Safety Measures to achieve Zero Accident Rate (Para No. 1)**

Indian Railways was one of the largest railway networks in the world with 63,122 Kms. of track, 7681 locos, 44756 coaches, 2,14,760 wagons (Unit), hauling 14 million passengers, 1.5 MT freight, crossing 1 lakh signals, 8081 stations, 40,000 odd level crossings and involving 6 lakh front line operating and maintenance staff by running 14761 trains daily. A single flaw in any of these had the potential to cause a major tragedy. The Committee were aware that safety is vital to railway's operational efficiency. Statistics show that despite the increase of 560% in passenger traffic and more than 380% in freight traffic, the number of accidents had reduced drastically from 2131 in 1960-61 to 325 in 2003-04. It was also claimed safety index had come down from 5.50 in 1960-61 to 0.39. But every accident involving loss of human lives shakes the people's faith in the Railways and, therefore, the Committee had felt that statistics of accidents should not create smugness in the Railway authorities. Therefore, the Ministry of Railways should have made all out efforts in all areas of its operations continuously to achieve zero accident rate.

In their Action Taken Reply, the Ministry of Railways have stated:-

"As a result of sustained and intensified efforts, the number of consequential train accidents has come down from 2131 in 1960-61, 325 in 2003-04 and further to 175 (provisional) during the period April to December 2004 as compared to 260 during the corresponding period of last year reflecting a reduction of 32.69%.

Safety is the prime concern of Indian Railways and adoption of new measures to improve safety is a continuous process. The measures being taken by Indian Railways to minimize incidence of accidents include adoption of suitable modern technology for interlocking and signaling systems, up-gradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assets, up-gradation

of training aids like simulators, checks on observance of safety precautions and provision of Anti Collision Device.”

### **Provision of Intensive Training to Operating Staff (Para No. 2)**

The Committee were aware that manpower is the most valuable asset for Indian Railways. They were, however, informed that ‘human failure is the largest single factor responsible for train accidents’. They were also informed that human failures used to be of the order of 66% has come down now to 53%. The Committee had also noted that besides the callousness of the employees, at times there were certain factors which were beyond their control such as circumstances on account of weather, defective signaling system, defects in locomotive or vehicle, stress due to long hours of work, work environment and many others. The Committee had, therefore, felt that a system which is heavily dependent on human elements needs constant monitoring, inspections, counseling and training of operational staff to ensure the safety by strict observance of safety manuals and modernization of signaling system be done in a time bound manner. They were of the opinion that there had been a scope for improvement through training and extending it to areas not yet fully covered. Furthermore the modern techniques require highly intelligent, technically qualified and thoroughly trained staff for handling the operation of the safety equipments as per job requirement. The Committee had, therefore, recommended that the drivers, guards, station masters and the staff in charge of signaling and communications should invariably be trained, re-trained, counseled, monitored and continuously assessed. They had stressed that intensive training should be imparted to the operational staff to keep them up dated with the latest developments through induction courses. The staff also requires self-motivation, basic work ethics and sense of responsibility. They had emphasised that training should also bring about psychological change, the vision and level of commitment so that it undergoes a positive change. Further, meditation, yoga classis and recreational activities could also be promoted.

In their Action Taken Reply, the Ministry of Railways have stated:-

“Continuous training of staff at various stages is being given due attention to cater to the rising customer expectations, to assimilate rapid technological changes taking place within the system and also to provide the necessary motivation to the staff.

Training plan for the railway staff is divided into initial, promotional, refresher and specialized type of courses. Training courses have been designed both for officers and staff to continuously upgrade their knowledge and skills.

A comprehensive training need analysis of all categories of staff is done through a series of meeting with principals of training centers on a regular basis. Based on the feedback received, training modules are modified/revised to suit the training requirement of staff.

Some of the measures taken by the Railways are:

(a) Setting up a Central Training Advisory Committee consisting of Heads of Departments, staff representatives, Principals of Training Centres/Training Managers. It is chaired by GM/AGM.

(b) Defining the responsibilities of Officers/Supervisors, and employees in relation to training and development efforts.

(c) Provision of funds with an aim to upgrade and make good the deficiencies in respect of training aids, Model Rooms/working Models, see/through models, etc. To make efforts to improve the living conditions in the hostels, provide better messing facilities and strengthen the recreational and cultural activities in the training centers.

(d) Training in 'Customer Care' for categories of staff coming in contact with public has been organized. This is arranged with special emphasis on behavioural aspects of customer-service provider interface.

(e) 'Simulator-Training' is also being arranged on the simulators. Locomotive Simulators which are complete mock ups of locomotives cabs give the trainees a complete on the job practice.

(f) Adoption of Multi-media interactive package on the railway especially for the Group 'C' staff relating to safety and technical matters like Air Brake System is being given.

(g) Introduction of First Aid and Disaster Management courses for the front line staff, has been made mandatory.

(h) Introduction of Yoga and Meditation classes in training centers with a view to help railwaymen to cope with the stress involved while accomplishing their jobs.

(i) Minimum pass marks have also been prescribed for initial, refresher and promotional courses so that the staff undergoing these courses maintain the requisite seriousness while undergoing these courses.”

**(Para No. 6)**

The Committee had found that vacancies in important safety categories were not filled up and in the process huge backlog got accumulated. It had been alleged that a large number of posts were surrendered indiscriminately without any commensurate reduction in workload of workers so as to reduce the expenditure on staff. They were of the view that efficiency depends on the availability of materials and machines, layout and infrastructure. The Committee had, therefore, urged the Ministry to give necessary instructions to the Zonal Railway to surrender the posts only after an indepth analysis of the staff vis-à-vis other factors such as work load, working condition, availability of materials, status of machines, layout, infrastructure etc. and not merely as a routine practice. They had further emphasised that particularly posts in safety category should not be surrendered or curtailed without making a thorough analysis.

In their Action Taken Reply, the Ministry of Railways have stated:-

“Railway is both a capital and labour intensive industry. Although railways are focusing on rightsizing initiatives, yet surrender of posts is generally not being resorted to in areas pertaining to safety, operating, running maintenance, security of trains, etc. Here, the Railways are found to be in constant pressure of additional manpower on account of introduction of new trains/augmentation of services, additional number of stations and passenger reservation system, improvement of passenger amenities, new lines, doubling of lines, creation of new assets, such as Loco/Goods/Wagon sheds, etc. Thus surrender of posts is normally being resorted to in non-core activity areas only after detailed workstudy/job analysis and not in a routine manner. Railways have been advised to review the strength of all categories of staff critically using benchmarking principle. Adoption of new technology in certain areas viz. modern track structure, modern signaling system, computerization, etc. is resulting in generation of requirement of staff in new areas. For expeditious requirement in important safety categories, instructions have been issued to Zonal Railways/Production Units for placing indents in accordance with fixed schedules. RRBs have also been advised to follow the prescribed

calendar of events and complete various stages of requirement within the stipulated period of time giving top priority to safety category panels.”

**(Para No. 8)**

The Committee had noted that under the Voluntary Retirement Scheme (VRS) of the Railways the gangmen and drivers within the age of 50-57 years were allowed to seek voluntary retirement thereby giving one of his wards appointment on compassionate grounds. However, they were also apprised that if VRS is given to all those in the age group of 50-57 years then a huge number of vacancies would arise at once. As there were already a large number of existing vacancies in the safety category, it would not be desirable to consider all those eligible for VRS. The Ministry, therefore, decided to first consider only those who are 57 years of age. They were of the opinion that justification to extend this facility first to all those who were at the age of 57 years is on the consideration of their deteriorated physical condition in case of gangmen and deterioration in the amount of alertness in case of Drivers which had been needed in their case due to aging effect. The Committee had emphasized that that scheme might be implemented in phases starting from the stage of staff seeking retirement at the age of 57 years first.

In their Action Taken Reply, the Ministry of Railways have stated:-

The Ministry of Railways have introduced the Safety Related Retirement Scheme for Drivers and Gangmen within the age group of 50 to 57 years. This scheme is being implemented in a phased manner. In the first phase, Drivers and Gangmen in the age bracket of 55 to 57 years will be considered, for voluntary retirement under the scheme.”

**(Para No. 10)**

The Committee were informed that the number of accidents had reduced drastically during the period 1960-61 to 2003-04 even though the freight and passenger traffic had increased manifolds. They were also informed that accident per million train Kms. (a universally accepted safety index) had come down from 5.5. in 1960-61 to 0.39 (provisional) in 2003-04 which compares favourably with any leading railway system in the world. The Committee had also noted that while the traffic had increased the commensurate increase in assets for capacity generation had not been there. They had

felt that the system was over stretched, overstressed and had a direct impact on the safety of the operations in running trains. The Committee had, therefore, recommended that the railway network might be expanded alongwith upgradation of technological installations. The priorities of investment had to be made so that the valuable and scarce resources could be allocated for expansion, replacement, rehabilitation and modernization of the existing network.

In their Action Taken Reply, the Ministry of Railways have stated:-

"The Indian Railways is taking all possible measure to enhance capacity, replace and rehabilitate old assets and modernize existing network subject to availability of resources. It is pertinent to point out that the Railway is not merely a commercial organization but also have social responsibility towards development of rail infrastructure in the remote and backward areas of the country. as a result, the Railway also has a large number of unremunerative projects. However, Railway has recently initiated an Integrated Railway Modernization Plan identifying various activities with different time frame for implementation of the plan. This will bring in much needed rehabilitation and technological up gradation of existing assets. All efforts are being made to execute the sanctioned works already on had to additional generate capacity."

### **(Para No. 11)**

The Committee were apprised that the track circuiting is divided into two parts i.e. track circuiting at stations and continuous track circuiting. They were also informed that fouling mark to fouling mark track circuiting has already been accomplished at A, B, C & D stations and the remaining locations of track circuiting at various stations is at different stages of implementation. The Ministry further informed that 2000 route Kms. of continuous tracks circuiting at the cost of nearly Rs. 425 crore and subsequently another 2000 Kms. will be carried out at almost the same cost. The Ministry have informed the Committee that now they have adequate internally generated funds to be appropriated to the Development Fund, in order to take care of the track circuiting. Continuous track circuiting is very crucial to avoid accidents. The Committee had, therefore, recommended that since the Ministry had adequate funds in the Development Fund the track circuiting works on the tracks should be carried out.

In their Action Taken Reply, the Ministry of Railways have stated:-

"The work of providing continuous Track Circuiting has been sanctioned on 2000 Route Kms and the work has been taken in hand. Efforts shall be made to provide adequate funds for the work. Appropriation to Development Fund is made out of the 'excess' left after meeting the dividend liability. Thus, the level of appropriation to this fund is linked to availability of internally generated resources in a financial year. The appropriation shall be done based on the progress of the work as well as availability of funds in the financial year under Annual Plan."

**(Para No. 12)**

The Committee had observed that new trains were declared on many sections and at times express trains were converted into superfast ones without studying the impact it would have on the already over stressed system. Railway track is the backbone of the railway system. They had noted that the maintenance of track was a continuous process. The Committee were informed that there was an established system of inspection of those tracks and recently the tracks were being maintained with the help of machines. The Committee had recommended that regular inspection and surprise inspection by senior officers should be conducted. They had also emphasised that the ultra sonic flaw detectors and self propelled ultra sonic rail testing cars for detection of hidden flaws in rails/welds should be bought in adequate numbers. They had also stressed that those sophisticated equipments be brought into regular use. The Committee had further recommended that adequate efforts should be made for maintenance, renewal and modernization of tracks.

In their Action Taken Reply, the Ministry of Railways have stated:-

Repair and maintenance of Railway track is an on-going process. Maintenance works are carried out regularly depending upon the need. For ensuring safety of traffic, track is inspected regularly and corrective action taken promptly wherever required. Speed restrictions are also imposed for ensuring safety, if the situation so warrant. Track renewals are also undertaken depending upon the need of renewal and subject to availability of funds & resources.

Detailed instructions regarding inspections already exists in the form of 'Inspection Manual' which is available with the P. Way staff of zonal railways. Senior Officers of the zonal railways have been authorized to conduct inspections at regular intervals and are also expected to see that the junior officers are carrying out their scheduled of inspections properly. Sr. DENs have also been instructed to hold regular meeting with ADENs to discuss the progress of work in their jurisdiction.

Safety is ensured at all levels and at all times and field P. Way Supervisors are authorized to impose speed restriction as warranted, without making any reference to their supervisors. With this in view, it can be appreciated that there is no stretch of track that is not inspected at regular intervals.

However, the following steps have also been taken for improving safety on IR as far as track is concerned:

1. Regular inspection of track at various levels is undertaken.
2. For monitoring track geometry and running characteristics of track, sophisticated track recording cars and oscilliograph cars are being used.
3. Training to railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars/ workshops/ field demonstrations are also organized for Permanent way staff from time to time to enhance/update their knowledge.
4. Patrolling of railway track by gangmen is carried out at vulnerable locations during monsoon, summer and winter.
5. The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.
6. Ultrasonic Flaw Detectors are used to detect hidden flaws in the rail. Two number of Self Propelled Ultrasonic Rail Test Cars (SPURT) are also being procured which will be able to detect hidden flaws, while running at higher speed.
7. Mechanized maintenance of track is being introduced progressively, for better and improved maintenance.
8. The track structure is being upgraded on a planned basis.

9. To keep the track in good condition, track renewals are carried out whenever it becomes due for renewal subject to availability of funds.”

**(Para No. 13)**

The Committee were aware that on some occasions train accidents had occurred due to overaged bridges. They had noted that the Ministry had adopted the state of the art technique for bridge management. The Committee had been informed that this helps in under water inspection of bridges, integrated testing of bridges, non-destructive testing mapping of unknown foundations techniques. This determines the life of the bridge as well as the residual life of the bridge. The Committee had emphasised that regular inspection of the bridges should be carried out by using various technologies adopted by the Railways and determine their life and promptly carry out the necessary repairs wherever necessary.

In their Action Taken Reply, the Ministry of Railways have stated:-

“Safety of bridges is accorded high priority on the Indian Railways. a well laid down system of multi-tier inspection of bridges is followed on Indian Railways. All the bridges including old and stressed bridges are inspected thoroughly once a year at various levels, as laid down in Railway Codes and Manuals. For stressed bridges, an increased frequency of inspections has been laid down in the Manuals. The steel Superstructures of all bridges are subjected to detailed technical checks once every five years and once a year for the floor system of early steel girders. The inspection of substructures of bridges is done by close visual inspection and hammer tapplings to check for any cracks or hollowness of masonry. Bridges showing signs of distress like cracks etc. are classified as distressed bridges and after more detailed inspection planned for placement and major repairs. If required, suitable speed restriction is imposed on the bridges till the repairs are carried out.

Guidelines have been issued for underwater inspection of bridges and work has started on some of the bridges. guidelines have also been issued for the assessment of residual fatigue life of steel structures. As per task force report set up for this purpose and decision taken by Board, pilot projects have been initiated in the various field of latest techniques of non-destructive evaluation of bridges, under water inspection of

bridges, residual life assessment of bridges and Bridge Management System before large scale implementation on Indian Railways. In addition research projects have been taken up as per corporate safety plan in various areas related to health monitoring of bridges, residual life estimation etc. in association with professional technical institute like IITs, in the country. This will improve the monitoring of bridges as well as assessment of remaining residual life of bridges.”

**(Para No. 16)**

The Committee had found that nearly 16% of the total accidents occur at the level crossings. Most of those accidents were due to carelessness of road users. They had also found that accidents at manned level crossings were at the level of 4% of the total consequential train accidents, whereas unmanned level crossings accounted for 12% of the accidents. The work related to manning of unmanned level crossings and construction of ROB/RUBs was being financed through the Railway Safety Fund. As of now 50% of the burden for construction of ROB/RUBs was being shared by the State Governments, but due to financial constraints they were not discharging their portion. The Committee in their First Report (14<sup>th</sup> Lok Sabha) had inter-alia recommended that under such circumstances, the Railway should consider utilizing the amount accrued from diesel cess for construction of approach works. They had once again reiterated their earlier recommendation in that regard.

In their Action Taken Reply, the Ministry of Railways have stated:-

During the last five years i.e. 1999-2000 to 2003-04, there have been 2026 consequential train accidents, out of which 68 were at manned level crossings and 388 at unmanned level crossings which accounts for 3.36% at manned level crossings and 19.15% at unmanned level crossing i.e. around 22.51% of total consequential train accidents are as under:

Unmanned Level Crossing	- 100% due to Failure of Other than Railway staff.
Manned Level Crossings	- 55.58% due to Failure of Railway staff. 41.18% due to failure of Other than Railway Staff. 2.94% due to combination of Factors.

As Committee is aware, construction of Road Over/Under Bridges is a joint venture of State Govts and Railways. Railways construct bridge proper over the tracks and approaches are constructed by the State Govt. Railways meet cost of their portion of work of ROB/RUBs from the allocation received from Central Road Fund (CRF) under Plan Head-30 which is at present to the tune of Rs. 300-350 Cr. These funds are not sufficient to meet the Railways' requirements for execution of Railway portion of work. At present Railways have already a liability of 436 sanctioned works of ROB/RUBs in progress on cost sharing basis. Approximate cost of Railway's portion of these works is Rs. 2500 Cr. With the meager allocation of Rs. 300-350 Cr. from CRF for this purpose, it will take Railways years to complete even the sanctioned works.

In addition, there are 1252 level crossings having traffic density of more than one lakh TVUs i.e. qualifying for replacement by ROB/RUBs on cost sharing basis for which proposals have to be sponsored by the respective State Govts.

For these works, Railways will require at least Rs. 7500 Cr for Railways' portion of work. It will not be possible for Railways to bear the cost of approaches unless. Funding to Railways is increased substantially from the Central Road Fund. However, Chief Secretaries of State Govts. has been addressed by this Ministry vide ME's D.O. No. 97/CE-I/BRO/158(Policy)PT. Dtd. 8.1.2005 in which State govts. has been requested to participate in joints efforts towards expeditious construction and completion of ROB/RUB would be set off against their receivable funds from the Railways on account of cost of GRP dues. State Govt. are also requested to divert a part of fund received by them from Central Road Fund to the Railways. under this arrangement full construction work including the bridge portion and approaches shall be done through single agencies of PSU under the Ministry of Railways. Consent of most of the State Govts. is still awaited.

In case Railways has to meet the entire cost of ROB/RUB following points needs to be considered:

- i) Railways share out of Diesel & Petrol Cess is enhanced to meet the additional funds for approach work.
- ii) Ministry of Railways is exempted from paying towards the Diesel & Petrol Cess and instead utilize the same towards construction of ROB/RUBs.

**Manning of unmanned level crossing:**

To improve the safety at unmanned level crossing stress is given to manning of unmanned level crossing. Policy for manning of unmanned level crossing has been revised in June, 2003. During last three years i.e. 2001-02 to 2003-04, 287, 147 & 95 unmanned level crossings has been manned. Progress has been less in the year 2003-04 due to change in policy of manning. In current year 211 unmanned level crossings has been identified for manning and upto Dec.2004, 86 level crossing has been manned."

**(Para No. 19)**

The Committee had noted that the vital safety equipment of the Railways were prone to theft and vandalism. Those things had an important bearing on safety and their theft invariably leads to unsafe conditions. The Committee had, therefore, recommended that the existing vacancies in the RPF category should be filled up without further delay.

In their Action Taken Reply, the Ministry of Railways have stated:-

The process of filing up of 10,751 vacancies of Constables in RPF/RPSF is in full swing through out India. Nine Recruitment Committees have been engaged to complete the work expeditiously. Recruitment has been completed in Gujarat, Andhra Pradesh, Orissa, Punjab, Jammu & Kashmir, Himachal Pradesh, Delhi, Haryana, Chandigarh, Daman & Diu, Dadar & Nagar Haveli. Recruitment is on in Uttar Pradesh, Tamil Nadu, Kerala, Chattisgarh, Maharashtra, N.F. Region and West Bengal. The process of recruitment in Bihar and Jharkhand will be initiated soon after elections are over. Vacancies for the state of Rajasthan have been notified and the recruitment has commenced w.e.f. 16<sup>th</sup> February."

**(Para No. 20)**

The Committee were given to understand during the course of the examination of the subject that no details such as names, designation etc. of the GRP escorting various trains and persons in pantry cars are maintained. With the result that in case of any mishap or untoward incident, even Railway staff on board were unable to trace the GRP personnel on duty in the absence of records. In this context, the Committee had

emphasised that Railways in coordination with the concerned authorities in GRP and Catering Department should maintain proper records which should be kept readily available with the train Guard/TTEs so that in case of any lapse, GRP personnel could be held responsible.

In their Action Taken Reply, the Ministry of Railways have stated:-

"In this connection GRP Chief's have already been requested by the Zonal Railways to issue instruction to GRP personnel to furnish the names of the escort party to the guard of the train.

As per G&SR, the Guard is the Incharge of the train. The details of GRP personnel escorting the train should therefore, remain with the Guard of the train who is always available in SLR, so that in case of any need/emergency, the information is centrally available."

### **(Para No. 21)**

The Committee had found that the responsibility of providing security in trains and stations had been assigned to two agencies i.e. the GRP and the RPF. The GRP works under the respective State Governments and the RPF works under the Ministry of Railways. Recently the RPF Act, 1957 and the Railways Act, 1989 were amended and the same have come into force w.e.f. 01.07.2004. With the Amendments made in the RPF Act, Railways had given some additional responsibilities to RPF such as registration/investigation of the minor offences in the trains, which were earlier dealt with by the GRP. However, the railways had given no publicity in that regard with the result the passenger do not know that such a responsibility had been entrusted to the RPF. The Committee therefore, had emphasised that publicity to that effect might be made at stations and inside the trains. Also general public must be adequately educated.

In their Action Taken Reply, the Ministry of Railways have stated:-

"All the Zonal Railways have been directed to take necessary steps in this regard so that the common public could be able to know more about the new responsibilities assigned to RPF personal under the amendment RPF Act, 1957, 1989."

**(Para No. 22)**

The Committee had desired that coordination meetings between the RPF and GRP might be held at regular intervals in view of the additional responsibilities given to RPF and the sensitive information about the law & order situation in the vulnerable areas on the Railway network should be exchanged. Further, coordination meeting amongst Divisional Railway Manager (DRM), the District Magistrate (DM), Superintendent of Police (SP) and Divisional Security Commandant (DSC) should be held regularly to discuss the law and order problems.

In their Action Taken Reply, the Ministry of Railways have stated:-

"Coordination meetings/conferences between GRP Chiefs and RPF Chiefs are held regularly at all levels to discuss crime related matters and proper escorting of passenger trains. The results of these meetings/conferences have been encouraging and fruitful."

**(Para No. 23)**

The Committee had observed that representatives of the RPF association like other recognized federations, were also involved in Permanent Negotiation Machinery (PNM) and are also the Members of Participatory Railway Management where the duties and responsibilities of RPF in regard to security of Railway property and providing security to passengers were discussed. The Committee were of the firm view that the involvement of RPF personnel in those participatory forums should be further strengthened.

In their Action Taken Reply, the Ministry of Railways have stated:-

"The representatives of the RPF associations are involved in permanent negotiation machinery (PNM) where they can present and discuss their views. The 1st meeting was held on 10.3.2004."

**(Para No. 24)**

The Committee were informed that the Mahila squads of RPF 'Surakshini and Tejaswini' were being deputed in two or three trains presently, which had been a welcome step. The Committee had desired that the Railway might make sincere efforts to increase the strength of Mahila squads so that they might be deployed in other trains also.

In their Action Taken Reply, the Ministry of Railways have stated:-

"Efforts are being made to increase the strength of Lady Constables. The process of filling up of 10,751 vacancies including lady Constables in RPF/RPSF is in full swing to augment the strength of the Force."

**(Para No. 26)**

The Committee had observed that the shifting sand dunes/sand drifts in western Rajasthan hampers the visibility level in running trains. Also due to deposition of sand on the tracks the trains had to be stopped for safety reasons for hours together. They therefore, recommended that the Ministry should promptly take concrete measures such as plantation of trees on both sides all along the tracks in the affected areas and also develop such technology which would help in quick removal of sand from the tracks.

In their Action Taken Reply, the Ministry of Railways have stated:-

"Central Arid Zone Research Institute (CAZRI), Jodhpur has been approached for stabilization of sand dunes in the area and held a number of meetings with them for seeking their collaboration in stabilization of sand dunes located along track by way of suitable plantation. They have also been requested to submit the Project Report for stabilization of sand dunes at few locations and to render technical guidance and also to monitor the project.

In the meanwhile, Railway has taken preventive measures such as removal of sand heaps by mechanical measures and by manual labour. Plantation of Babool has also been tried in some locations but it has not been found to be very effective."

### **CHAPTER III**

#### **RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLIES**

##### **Deployment of Highly Qualified Instructors (Para No. 3)**

The Committee had found that training allowance to instructors had been cut down from 30% to 15% as an economy measure by the Ministry of Railways. They had felt that unless proper remunerations were offered, the talented and well qualified candidates would not come forward as instructors. Until, highly qualified instructors were available they couldnot be assigned the responsibility of skills upgrading of trainees/employees upto an appropriate level. The Committee had, therefore, emphasised that competent instructors who had good educational background and good acumen for training should be employed with a proper pay package. They had further stressed that even the trainers should be exposed to higher level of training from time to time.

In their Action Taken Reply, the Ministry of Railways have stated:-

The reduction of the training allowance to the instructors/trainers in the training centers has been based on the Government of India's instructions dated 9.7.92 and not by Ministry of Railways.

Apart from the grant of Training Allowance, the instructors are provided the following incentives:-

- (a) The Principal/instructors are allowed reimbursement of the cost of Books, Journals, etc purchased by them upto a ceiling limit of Rs. 400 per quarter.
- (b) Officers/staff on their posting to training centers as faculty are permitted to retain railway quarter at the previous place of posting for a period not exceeding 2 years on payment of normal rent.

(c) The Principal of the Main Training Centre catering to the training needs of Group 'D' & 'D' staff are entitled to sumptuary allowance at the rate of Rs. 200/- per month.

Trainers are selected by a selection committee consisting of 3 HODs which includes the head of the concerned training centre taking into consideration their service records, educational qualification, professional background, competency and having the following attributes:-

- good communicator
- sensitive to and concerned with needs of people
- self starter and motivator patient and resilient
- open minded and perceptive
- honest
- committed and motivated

The selected trainers are highly dedicated employees who have lot of working experience in their fields. They also undergo "Training of Trainers" programme organized by the Department of Personnel and Training. This improves their training skills and helps them to communicate better with the trainees using the modern aids, etc.

There is also a provision of guest speakers/lecturers from within the organization and from outside, to provide inputs in both technical and managerial fields."

#### **(Para No. 4)**

8. The Committee were informed that the 10 hours of duty from rolling on to rolling off and 12 hours of duty from signing on to sign off were being maintained. However, they had found that in actual practice it was not so and at times the operational staff especially Gangmen and Drivers had to work for even 22 to 24 hours at a stretch. The Committee had believed that due to work stress and stifling conditions, the life of thousands of commuters cannot be put to danger. At times drivers had been found to be working for 5 consecutive days. The Committee had apprehended that those type of conditions would certainly affect the safety in train operations. The Committee had, therefore, recommended that the ten hour daily roster system might be reviewed in

view of the present scenario of train speed levels, number of signals, load and whistle boards etc. They had emphasised that it might be ensured that the running staff might not be put on duty for not more than 8 hours as continuous concentration is required by the drivers and a slight deviation, stress or fatigue could lead to a major disaster. Besides, the Committee had also stressed that crew friendly cabs should be introduced or necessary alterations be made in the running coaches at the time of overhauling to provide easy approach to various control handle/buttons including provision of toilets and provide such features that would ensure fatigue free driving for long hours. They had also urged the Ministry to provide certain basic amenities at running rooms like proper hygienic toilets facilities, clean drinking water, proper ventilation, desert coolers, subsidized meals etc.

9. In their Action Taken Reply, the Ministry of Railways have stated as under:-

"The Hours of Employment Regulations were introduced in the year 1931 keeping in view the provisions of the ILO Convention No. 1 of 1919 relating to hours of work and convention No. 3 of 1921 relating to periodic test of industrial workers. The running staff to whom the 10 hour duty rule is applicable were at that time not brought within the scope of these regulations. It was in 1946 that the Ministry of Labour referred the Hours of Employment Regulations to Justice Rajadhyaksha for adjudication. On the basis of the award given by the Justice Rajadhyaksha, the Hours of Employment Regulations were revised **in April 1951 when for the first time the running staff were brought within the purview of the Hours of Employment.**

The Adjudicator, Justice Rajadhyaksha had **recommended that running staff may be classified as 'Continuous'** and their hours of employment should be limited to 54 hours a week on the average in any month. However, as the running staff are not employed on a fixed daily roster, unlike other staff, the Adjudicator recommended that the duty hours at a stretch should be calculated from the actual departure of the train till its arrival at destination station, which should not exceed 10 hours, and that they should be entitled to claim relief after 12 hours provided they have given two hours notice for relief to the Controller. These provisions were incorporated in the Subsidiary Instructions framed under the Hours of Employment Regulations. Later on,

the staff were brought within the averaging clause and their rostered and statutory hours of work were limited to 104/108 hours in a period of 14 days.

In 1969, the Railway Labour Tribunal under the Chairmanship of Justice N.M. Miabhy was set up. One of the terms of reference to the Tribunal related to review of the Hours of Employment Regulations, including running duty at a stretch for running staff. In regard to running duty at a stretch, the Tribunal after detailed consideration made the following recommendations in August, 1972.

“Running duty at a stretch of running staff should not ordinarily exceed 10 hours but such duty may extend to a maximum period of 12 hours, provided the concerned administration gives at least two hours notice before expiration of 10 hours, provided further that the total maximum hours of duty from ‘signing on’ to ‘signing off’ does not exceed 14 hours provided further that the total hours will be progressively reduced by half an hour every two years from the date of this Report till the target of 12 hours is reached, i.e. at the end of eight years from the date of this report, the total maximum hours of duty at a stretch from signing on to signing off shall not exceed 12 hours.”

Certain Loco running staff of Trivandrum Division had filed the case in the Kerala High Court challenging Ministry of Railways letter No. E(LL) 77/HER/29 dated 3.4.81. The highlights of Board’s letter dated 3.4.81 were challenged are as under:-

- i. The under mentioned periods will count for duty.
  - (i) Engine attendance time as prescribed; and
  - (ii) Time taken from starting station upto crew changing station including intermediate detentions.
- ii. The following period will not count:-
  - a) From Bahar line to the station at the starting point, pre-departure detentions and traveling pilot; and
  - b) At the terminal station, from the station to be shed; where the destination point is other than a station say, yard, a convenient point or area would

have to be locally demarcated as the destination station for the purpose of 10 hour rule.

The CAT/Earnakulam vide their judgement dated 10.1.92 struck down the above-mentioned letter and had issued detailed guidelines for issue of instructions. Based on the guidelines, instructions were issued vide Ministry of Railways letter No. E(LL)91/HER/11 dated 13.4.92 which provides as under:-

- I. The overall duty at a stretch of running staff from 'signing on' should not ordinarily exceed 12 hours and they should be entitled to claim relief thereafter.
- II. The running duty at a stretch should not ordinarily exceed 10 hours from the departure of the train and the staff should be entitled to claim relief thereafter.
- III. In operational exigencies the running duty may be extended beyond 10 hours within overall limit of 12 hours provided a due notice has been given to the staff by the Controller before the completion of 8 hours of running duty.
- IV. If a train does not reach, within the overall limit of 12 hours, its normal crew changing point/destination of the train/or the place where a relief has been arranged and such point is approximately one hour's journey away, the staff shall be required to work to that point.
- V. In exceptional exigencies of accidents, floods, agitations, equipment, failure etc. the staff may be required to work beyond the limits prescribed above. In such cases, the Controller should suitably advise the staff.

Due to the very nature of their duties and keeping in view round the clock operation of the Railways, running staff cannot be put on daily fixed roster.

All efforts are made to contain the duty hours within the parameters laid down and the position is being monitored at Divisional, Zonal and Railway Board levels. Their position regarding drivers duty on fortnightly basis is monitored by Crew Controllers and Divisional Officers to ensure that it is within the rostered 104 hours in a two weekly period of 14 days. Power Controllers are also required to work in close coordination with Section Controllers to ensure implementation of 10 hours duty rule. In addition to

this Ministry of Railways have issued instructions to the Railways stating that periodic Joint Meetings are required to be held with the Federations on this issue of implementation of ten hours duty rule.

The rule provides that the overall duty at a stretch of running staff from signing on should not ordinarily exceed 12 hours. From the information available for the months of January to September 2004 on the Railways, an average of 87.8% trips were completed within 12 hours from 'signing on' to 'signing off'. Further an average of 87.6% trips were completed within 10 hours from departure of the train and also that an average of 77% was achieved in respect of completion of trips within 10 hours from signing on to signing off. Keeping in view the constraints and the large rail network, this is not a mean achievement.

It would not be out of place to mention that in emergency situations like folds, accidents, abnormal detentions of trains or unforeseen incidents it becomes unavoidable to book the staff beyond restored hours for which the running staff is compensated monetarily and paid overtime allowance as per rules.

In terms of Hours of Employment the details of periodic rest available to running staff are detailed below:-

<u>Rest at Headquarters</u>		<u>Period of Rest</u>
(i)	for duty of less than 8 hours	: 12 hours
(ii)	for duty of 8 hours or more	: 16 hours
<u>Rest at Outstation</u>		
(i)	for duty of less than 8 hours	: 6 hours
(ii)	for duty of 8 yours or more	: 8 hours

10 hour stipulated running time from wheel movement to wheel stoppage is intended to be the maximum running time. This includes stoppage time of trains at signals and stations etc. However, in reality, the actual running time may be much lesser depending upon the availability of relief or termination of train. In case the maximum running time is reduced, the average running time per day of a driver in a fortnightly period will be much less. In addition to requirement of more drives it may

lead to problems of provision of additional running rooms, crew lobbies and accommodation to the drivers.

As per extant instructions, the Gangmen in the Civil Engineering Department are employed on daily roster of 8 hours for attending to preparatory and/or complementary work.

Regarding introduction of crew friendly cabs, it is stated that the programmes for making new friendly cabs have already been adopted. With regard to running rooms a Committee was constituted to suggest improvements in the conditions of running rooms. The Railways have been advised to take action on the recommendations of the Committee. It may, however, be added that the running rooms are planned for by the Railways, wherever necessary.

The existing instructions have withstood the test of time. However, the whole gamut of the issue pertaining to running staff including duty hours applicable under Hours of Employment Regulations is under consideration of the Running Allowance Committee. Further course of action will be decided on submission of the said Report."

### **(Para No. 7)**

The Committee were happy to note the decision of the Railways to automatically create posts for maintenance and running staff as soon as new trains were declared. They had, however, emphasized that vacancies for additional staff for the additional work after introduction of new trains, should be filled up within a time bound period not exceeding six months.

In their Action Taken Reply, the Ministry of Railways have stated:-

"General Managers are empowered to fill up vacancies in Group 'C' and 'D' categories as per their requirement keeping in view Government's policy regarding restriction on annual intake in the context of rightsizing of manpower. Vacancies in various categories are filled up either by direct recruitment from the open market or by promotion of staff working in the lower grades. While calculating vacancies for the purpose of requirement, the existing as well as anticipated vacancies over the next one year, the training period prescribed for that post, the lead time required by RRB for

completing the recruitment process etc. are taken into account. This provide sufficient cushion to take care of the existing as well as anticipated vacancies.

As far as safety category posts are concerned, these have been exempted from the purview of rightsizing and instructions have been given to the General Managers to fill up all vacancies in these categories on priority.”

### **Para No. 9)**

The Committee had observed that in order to earn more revenue, new trains were introduced and many express trains were converted into superfast ones and efforts were made to provide for commensurate safety safeguards and maintenance facilities. While doing so, proper care was also not taken to replace the overaged rolling stock. It was also observed that the process of modernization and renewal of track and their maintenance lacks the desired attention. Moreover, most of the bridges and culverts had out lived their lives and had become weak. The Committee had therefore, strongly recommended that before introducing more trains and enhancing frequency of the trains proper survey of the concerned routes, the capacity of the infrastructure to bear the additional stress including the status of rolling stock should be conducted.

In their Action Taken Reply, the Ministry of Railways have stated:-

Now passenger carrying trains are introduced on demand from passengers. Requests for introduction of trains are constantly received from members of the Divisional Railway Users Consultative Committee, Zonal Railway Users Consultative Committee. Passenger Associations, Hon'ble MPs, MLAs and other other VIPs and dignitaries. These requests are studied in detail. Demands for new train far exceed the resources available. Trains services are, therefore, provided in a phased manner subject to availability of resources and operational feasibility.

A new train is introduced based on the following factors:-

- |   |                                  |
|---|----------------------------------|
| a) Availability of demand                     | d) Availability of Rolling Stock |
| b) Availability of path                       | e) Manpower requirement          |
| c) Availability of maintenance infrastructure | f) Impact on freight traffic     |

As these trains are introduced on the sections where the passenger trains are already running and the route is fit for passenger services, their introduction will not cause any safety hazard. Moreover, trains are made superfast not only to earn revenue but also to reduce the traveling time for the benefit to traveling public and augment the line capacity. Based on the assessment of the line capacity available vis-à-vis that required in the foreseeable future, proposals for augmentation of line capacity on different routes are made by Zonal Railways every year and are finalized through the Annual Works Programmes. While planning for augmentation of capacity, time for maintenance blocks is taken into consideration. Moreover, trains announced in Budget are introduced during the course of the financial year and after the entire infrastructure facilities are completed.

Repair and maintenance of Railway track and bridges is an ongoing process. Maintenance and repair works are carried out regularly depending upon the need. For ensuring safety of traffic, track and bridges are inspected regularly and corrective action taken promptly as and when required. If the situation warrants, speed restrictions are also imposed for ensuring safety till the repair works are completed. Track renewals and rehabilitation/rebuilding of bridges are also undertaken based on the need of renewal and subject to availability of funds & resources.

Detailed instructions regarding inspection of track and bridges exists in the form of laid down codes and manual's. These inspections are carried out at the prescribed intervals by various levels of supervisors and officers. Based on the inspections the works for rehabilitation/rebuilding of bridges and renewal of track are carried out. A Special Railway Safety Fund (SRSF) was created in the year 2001-02, with the corpus of Rs. 17000 crores to wipe out the renewals and 8% is earmarked for the bridge rehabilitation programme. The works taken up under the SRSF are planned to be completed by 31.3.2007. As a result the renewal works for track and bridges have stepped up. Track renewals which were earlier around 3000 Km. in a year, have gone up to 4986 Km. during the year 2003-04. Approx. about 2700 bridges are taken up for rehabilitation-rebuilding out of the SRSF.

Further an Integrated Railway Modernization Plan has been framed in November 2004 which includes programmes for modernization of track as well as bridges. Emphasis has been laid on the modernization of inspection, maintenance and management systems for track and bridges.

The above measures are helping Railways, run more number of trains. The day to day problems of finding adequate maintenance blocks etc, are being sorted in coordination meetings at various levels on the Zonal Railways.

Moreover, overaged coaches are not allowed to remain in commercial service. These are condemned and replaced by new manufacture of coaches. The shortfall in maintenance infrastructure is reviewed to make good the shortfall. This is an ongoing process and works are sanctioned based on the funds availability."

#### **(Para No. 14)**

The Committee had noted that a number of steps were being taken by the Railways to induct safety-related technologies like track circuiting, advance warning system, computerized track measuring cars, simulators for training of drivers, Anti Collision Device, Auxiliary Warning System (AWS) solid state interlocking walkie-talkie sets on crew, Auto Braking Device, Train Actuated Warning System (TAWS), Train Protection and Warning System (TPWS). The Committee were apprised that nearly 3500 Km of ACDs have been sanctioned for the year. They were also apprised that it had been decided to first go on a commercial scale on the NF Railways and subsequently the rest of the stations would be completed. The Ministry informed that all the detailed estimates were being kept in readiness and once the problems, if any, were rectified, they would work on other Railways. They were also informed that the ACDs would be installed on the entire broad gauge system by 2013. The Committee had recommended that the routes which were fully saturated or more than 50% saturated should be identified, and installation of such devices should first be made on those identified routes.

In their Action Taken Reply, the Ministry of Railways have stated:-

“Following modern signaling system are being provided on important section of Indian Railways to improve safety and enhance line capacity:

<b>S N</b>	<b>Item</b>	<b>Quantum of work</b>	<b>Time frame of Completion</b>
1.	Provision of Train Protection and Warning System (TPWS) to prevent cases of 'Signal Passed At Danger'	300 Track Kms of section on North Central and Southern Railways	March, 2006
2.	Provision of modern electronic or relay based centralized operation of signals and points replacing overaged signaling assets at stations	927 stations under Special Railway Safety Fund (SRSF),  About 620 stations under plan head 33 & joint works	March, 2007 for SRSF works.  March 2013 for other sanctioned works.
3.	Provision of Train Management System (TMS) or Centralised Traffic Control (CTC) system for suburban sections	<ul style="list-style-type: none"> <li>Provision of TMS ON Mumbai suburban section of Central Railway.</li> <li>Provision of CTC System on Ghaziabad-Kanpur section of North Central Railway at Tundla.</li> </ul>	March, 2008
4.	Provision of Block Proving by Axle Counter (BPAC) to prove electronic clearance of the block section to enhance safety and improve line capacity	1550 Block Sections	March, 2013.
5.	Provision of continuous Track Circuiting with Automatic Block Signalling (ABS) to enhance safety and improve line capacity	2000 Route Kms of selected sections	March, 2010
6.	Provision of Anti collision Device (ACD) with Signal Passed at Danger prevention feature	<ul style="list-style-type: none"> <li>Work is sanctioned on 3465 Route Kms of important and busy sections of North East Frontier, Northern, Southern, South Central, South Western Railways.</li> <li>Further works on about 6000 Route</li> </ul>	March, 2005 for NFR work  March, 2010 for balance

		Kms of busy sections on various railways shall be taken in hand subsequently	works.
7.	Train Actuated Warning Device (TPWD)	90 Gates	June, 2005
8.	Modernization of Signalling & Telecommunication system on Ghaziabad-Kanpur section	(i) Provision of electronic interlocking at all stations on the section. (ii) Provision of Continuous Track Circuiting with Automatic Block Signalling on the section (iii) Provision of Computer based Centralised Traffic Control (CTC) system for the section at Tundla (iv) Provision of Global System of Mobile Communication – Railways (GSM-R) based Mobile Train Radio Communication system on Ghaziabad-Mughalsarai section	Dec, 2008

Further provision of these equipments on important routes will be undertaken on traffic requirements and availability of funds.

**(Para No. 15)**

The Committee had observed that there was an accumulation of overaged assets awaiting renewal due to which a Special Railway Safety Fund of Rs.17000 crore was created in 2001-02 for expediting the work of renewal/replacement of these assets relating to safety within a period of six years. The safety of train operations was dependent on proper maintenance of the track, rolling stock and other safety assets. Those might be kept in working and safe condition and as such they must be renewed/replaced at regular intervals for smooth running, as the term of SRSF was nearing completion in 2006, the Committee had recommended that the work under Special Railway Safety Fund might be expedited so that the same might be completed within the stipulated time.

15. In their Action Taken Reply, the Ministry of Railways have stated as under:-

"A non-lapsable "Special Railway Safety Fund" (SRSF) of Rs. 17000 Crore has been set up to wipe out the arrears in renewal of over aged assets such as track, bridges, rolling stock, signaling gears etc and for certain safety enhancement works within a fixed time frame of 6 years. The SRSF came into existence in October, 2001.

Considerable progress has been made in the execution of works sanctioned under SRSF and efforts are on to complete the works, within the stipulated time frame.

The head-wise physical targets and performance under SRSF since 2001-02 till 2003-04 are as given below:

<b>Type of Assets</b>	<b>Physical Targets</b>	<b>Physical performance from 2001-02 till 2003-04</b>
Track Renewals	16538 CTR – <ul style="list-style-type: none"> <li>• 12376 on BG,</li> <li>• 4162 on MG</li> </ul>	8937.65 CTR units
Bridge works	2700 bridge	1306 Bridges
Signaling & Telecommunications	1448 stns complete, 911 stns casual renewals	Complete renewal=441 stns, Casual Renewal =102
Rolling Stock	<b>Diesel locos</b> <ul style="list-style-type: none"> <li>• BG-93,</li> <li>• NF-6;</li> </ul> <b>Coaches</b> <ul style="list-style-type: none"> <li>• BG 186</li> <li>• MG 520</li> <li>• NG 157,</li> </ul> <b>Wagons 7698 (Vus)</b> DMU 12, EMU 599, OHE Ins. Car 52, Self Prop. ART 60;	24 locos,  Coaches – <ul style="list-style-type: none"> <li>• 238 BG coaches (including EMU, DMU, OHE cars)</li> <li>• 30 MG coaches,</li> <li>• 19 NG Coaches,</li> </ul> 974 wagons

The physical targets and performance, head-wise, during the year 2004-05 upto February 2005, are given in the following table.

<b>Type of Assets</b>	<b>Physical Targets 2004-05</b>	<b>Cumulative Actual Physical performance April' 05-Feb' 05</b>
Track Renewals	3200 CTR Kms.	2489.75 CTR Kms.
Bridge works	411 Nos.	333 Nos.
Signaling & Telecommunications	<u>Signalling gear renewals:-</u> * Complete Renewal 350 stns. * Casual Renewal 250 stns. * Track Cktg. 800 locations	* Complete Renewal 147 stns. * Casual Renewal 216 stns. * Track Circuiting 601 locations
Rolling Stock	<ul style="list-style-type: none"> <li>• BG Dsl locos 45,</li> <li>• NG Dsl loco 2,</li> <li>• BG Coaches 174,</li> <li>• MG Coaches 24</li> <li>• NG coaches 20,</li> <li>• OHE car 5,</li> <li>• AC EMU 72,</li> <li>• AC/DC EMU 33,</li> <li>• Wagons 2901</li> </ul>	<ul style="list-style-type: none"> <li>• BG Locos 29,</li> <li>• NG Coaches 5,</li> <li>• OHE Insp. Car 4</li> <li>• AC EMUs 75,</li> <li>• AC/DC EMU – 19,</li> <li>• Wagons 2728</li> </ul>

- (a) The head-wise details of financial allocation made and expenditure incurred since 2001-02 till 2003-04, under Special Railway Safety Fund is as given below:

	<b>2001-02</b>		<b>2002-03</b>			<b>2003-04</b>		
<b>Plan Heads</b>	Revised Grant	Actual Expenditure	Budget Grant	Revised Estimate	Actual Expenditure	Budget Grant	Revised Estimate	Actual Expenditure (Provisional)
Track Renewals	1403.15	1347.63	1661.00	1897.09	2006.67	1829.10	1853.89	1943.81
Bridge Works	61.74	44.15	143.30	156.77	151.61	217.00	187.52	157.09
Rolling Stock	60.00	127.62	280.00	240.00	321.95	218.66	250.13	306.14
Signal & Telecom Works	193.77	155.92	505.00	447.23	353.40	470.00	475.00	495.04
Other Electrical Works	..	..	0.50	0.50	0.03	1.00	0.60	0.80

Machinery	0.01	0.00	9.00	3.26	3.17	13.00	22.12	16.22
Other Specified Works	..	..	0.50	0.50	..	1.00	3.35	0.05
Total Gross	1718.67	1675.31	2599.30	2745.35	2836.84	2749.76	2792.60	2919.19
Credits	318.67	241.03	389.30	435.35	350.54	439.10	441.94	335.41
Total Net	1400.00	1434.28	2210.00	2310.00	2486.31	2310.66	2350.66	2583.77

The head-wise details of financial allocation made and expenditure incurred during the year 2004-05, upto January, 2005, under Sepcial Railway Safety Fund is given in the tabe below:

<b>Plan Head</b>	<b>Financial Targets (Net) 2004-05 RE (Rs. in crore)</b>	<b>Actual Financial Performance (Net) April' 04 – January' 05</b>
Track Renewals	1715.48	1380.25
Bridge works	320.1	175.3
Signaling & Telecommunications	663	361
Rolling Stock	918	460.84
Machinery & Plant	9.94	12.67
Other Electrical Works	0.6	0.46
Other Special Works	17.88	2.31
Total	3645	2393.16

### **(Para No. 17)**

Keeping in view that the first responsibility in case of accidents was to reach and extricate the victims and arrange for their effective treatment, the Committee had recommended that the Railways should ensure an expedient system of rescue and medicare to manage the aftermath of accidents. Besides, they set up specialized public relation desks at the major stations falling on the routes of the trains involved in accident.

In their Action Taken Reply, the Ministry of Railways have stated that disaster management teams have been formed at divisional level by the zonal Railways and training is being provided as to how to take quick action in case on Railway accident. The Ministry have further stated that the system for providing timely rescue and relief service to passengers involved in train accidents has evolved over a period of 150 years over IR. There are 174 accident relief medical equipment vans (ARME) and 185 accident relief trains, which are positioned at strategic cover area within a distance of

150-200 kms. and thus may take around 2 to 3 hours to reach the site of accident. As the Railways are spread out over a vast geographical area, it is normally not possible to maintain rescue and relief equipment and teams at every station. ARMEs can only be located at stations having adequate medical backup facilities. Therefore, the first help normally arrives from the community in vicinity and civil administration in case of railway accidents.

The Ministry have further stated that in order to review the disaster management system over Indian Railways and recommendations for strengthening and streamlining, a High Level Committee was constituted. The Committee identified a number of technological and managerial inputs to quicken the pace of relief and rescue operations which are being introduced/implemented in a phased manner. To ensure the expedient system of rescue and medical aid to manage aftermath of accident, Railways and district administration have to join hands to work in close coordination. Therefore, all the divisions over IR have drawn up their disaster management plans, which include leveraging the local, civil, private and army resources in terms of rescue and medical relief infrastructure. In addition all the zonal railways, all the zonal railways training institutes are conducting focused courses on disaster management for different categories of staff/supervisors as a part of their regular training programmes and also as separate courses. In addition, to bring about a significant improvement in the quality of training on disaster management, it has been decided to review and strengthen existing disaster management modules as well as to set up a state of the art institute of rescue and medical relief at Bangalore with the help of a consultant/organisation engaged in setting up/running such training facilities.

They have also stated that on receipt of information of train accident involving/suspecting casualties of passengers, Accident Relief Medical Equipment Vans (ARMVs) and Accident Relief Trains (ARTs) are rushed to the site of accident on top priority along with doctors, paramedical staff, rescue workers and engineers. These ARMVs and ARTs are optimally located on the Indian Railway network to reach within reasonable time. However, being rail bound and dependent on location of accident, such railway relief is not always available within first golden hour. It is the on board Railway and non-Railway resources, assistance from nearby areas, and medical & fire

fighting resources of civil administration which are available within the first golden hour for achieving better expediency in Trauma Management of victims within the first golden hours. Ministry of Home Affairs, which is the nodal Ministry of Disaster Management in the country, has taken several initiatives to upgrade the civil, medical and fire fighting capability. Civil administrations have been forming Emergency Response Teams and even the local village level population is being trained on Disaster Management. For harnessing such useful capability, Ministry of Railways is coordinating with Ministry of Home Affairs at the central level for expeditiously making available such resources like medical and fire services, emergency response teams etc. also for the railway accidents involving casualties of passengers. Similar coordination is being made by Zonal Railways with the civil administration. As a general policy of Accident management, in case of Railway Accidents in which casualties occur, is that of rapid evacuation after rendering immediate and necessary first aid treatment. The medical teams move to the accident site by the first available mode either by Accident Relief Medical Van or Road Ambulance or even by any other vehicle. It is stated that on the recommendation of Railway Safety Review Committee, instructions have already been issued to impart training on first-aid to ticket checking staff. The provisions of First-Aid have also been incorporated in the duty list of ticket checking staff."

**(Para No. 18)**

The Chief Commissioner of Railway Safety informed the Committee that normally one month's notice was required for inspecting the assets before opening of assets/new lines. However, he had submitted that at times, the Railways give inadequate time. As such they had to complete the inspection with a time constraint. They were also informed that the Commissioner of Railway Safety was not consulted before announcement of new trains. Chief Commissioner of Railway Safety gave a conditional certification to start the train/new line/segment, but subsequently, the Railways unilaterally withdrew some of these conditions. The Committee took a strong view and recommended that sufficient notice period might be given to the CCRS for inspection and in no case the conditions put by the latter, on any project or the works, be withdrawn without consulting him as it may prove a major safety threat to the Indian Railways.

In their Action Taken Reply, the Ministry of Railways have stated as under:-

"This recommendation consists of three parts

- (i) that sufficient notice period may be given to CCRS for inspection,
- (ii) in no case, condition put by CCRS on any project or the works be withdrawn without consulting him as it may prove major safety threat to the Indian Railways.
- (iii) Need for consultation with CRS for introduction of new trains.

For part (i), it is to state that necessary administrative instructions on the subject have already been issued to all the Zonal Railways to ensure submission of necessary documents to CRS normally one month in advance from the date of proposed inspection by CRS for opening of a section. Necessary amendment to the Railways (Opening for public carriage for passengers) Rule 2000 has also been made and published in gazette notification of 27<sup>th</sup> January, 2005 read along with the corrigendum issued in the gazette notification dated 16<sup>th</sup> February, 2005.

Regarding part (ii) of the recommendation, it is submitted that normally due consideration is given to all the recommendations of the CRS/CCRS. In fact, before issuing the confirmation of the opening of a new line, the compliance to the CRS observations are obtained from the Railways. In case of any technical/administrative reasons, if the recommendations of the Commission can not be accepted/implemented then the Commission is advised of the same with reasons. The Commission is also free to discuss the issue with the Ministry (concerned Board Member) for a review of the views of the Ministry.

For part (iii) it is stated that as per current instructions, New passenger trains, comprising of rolling stock already in use and at speeds already permitted on a particular zonal Railways, can be introduced without needing any further consultation with CRS. Introduction of a new passenger train consisting of new type of rolling stock, is, however, done in consultation with CRS is processed through CRS."

**(Para No. 25)**

As per the existing system, payment of salary to the Group 'D' category of staff in particular, was made through cash. The committee were informed that as per instructions issued from RBI and CVC all the monetary transactions either to staff or to the contractors etc. were to be made through cheques only. However, taking into account the nature of duties performed by the workers especially 'D' class workers such as gangman, it was very difficult for them to come to a city to collect their salaries through banks. The Committee were of the view that disbursement of salary through cheque should be made optional rather than mandatory for the group 'D' staff. Necessary orders to that effect be issued to all the Zonal/divisional heads. They had also desired that the matter might be taken up with the RBI/CVC explaining the difficulties to obtain a waiver especially for Group 'D' category of staff.

In their Action Taken Reply, the Ministry of Railways have stated:-

"The decision to switch over to the scheme of payment of salary through BCS/Bank/Cheque has been taken by Board in light of directives received from CVC, RBI and assigning of additional work of Security to RPF.

However, with a view to mitigate the problems of way side staff, staff posted at remote locations, wayside stations, smaller towns etc., where banking facilities are not adequate and ECS/direct credit facility is not available have already been exempted from the above scheme vide instructions issued in August 2004. The General Managers have been directed to personally look into the matter to identify such areas so that there is no instance of delay in payment of salary or debiting any collection charges to any of the staff while putting in place a sound grievance redressal mechanism to monitor difficulties/problems put forth by staff for prompt resolution thereof to their satisfaction. Railways have also been advised to liaise with banks to facilitate opening of bank account by staff to arrange direct crediting of salary to their bank account.

It may thus be seen that adequate safeguards have already been provided to exempt the staff posted at remote locations in view of the difficulties/ground realities faced by such staff."

## **CHAPTER IV**

### **RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE WHICH REQUIRE REITERATION**

#### **(Para No. 5)**

The Committee had found that Railway Minister had announced in his Budget speech to fill up the 20000 vacancies in Group 'D' in safety category and 3500 vacancies in RPF. They found that due to this acute shortage of staff at times even the Station Masters had to perform commercial duties like sale of tickets, booking of parcels/goods, attending public queries etc. They felt that in the process there could be lapse in train operations. Due to shortfall in staff of safety category, safety of trains/operations had to be compromised with. The Committee, therefore, had recommended that the vacant posts in safety categories should be filled up urgently on priority basis.

In their Action Taken Reply, the Ministry of Railways have stated as under:-

"Occurrence and filling up of vacancies is a continuous process. Standing procedure already exists to conduct selections/suitability/trade tests regularly for filling up vacancies timely, especially in safety categories.

There were about 78,564 vacancies in Safety Categories in All Indian Railways as on 01.11.2004 as against the sanctioned strength of 6,31,536. This works out to about 12.44% of the sanctioned strength. The sanctioned strength includes not only the bare requirement for operation but also Rest Givers, Leave Reserve and provision for training etc. In case of Safety Categories, these additional provisions have been liberally made in order that work does not suffer, even if there are time gaps between arising of vacancies and filling up of the same. While every efforts is made to reach the ideal state of "zero vacancy", yet merely because vacancies exist in safety categories, it cannot be construed that safety has been affected.

Further, with a view to facilitate filling up of vacancies in safety categories these categories have been exempted from the purview of rightsizing."

**CHAPTER V**

**RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL  
REPLIES OF THE GOVERNMENT ARE STILL AWAITED**

- N I L -

**NEW DELHI;  
19<sup>th</sup> May, 2006  
29 Jyaistha, 1928 Saka**

**(BASUDEB ACHARIA)  
Chairman,  
Standing Committee on Railways**

**MINUTES OF THE TWENTY THIRD SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2005-06)**

The Committee sat on Friday, the 19<sup>th</sup> May, 2006 from 0930 hours to 1000 hours in Committee Room 'C', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri A. Sai Prathap
3. Shri Bapu Hari Chaure
4. Shri Kishan Lal Diler
5. Shri Giridhar Gamang
6. Smt. Paramjit Kaur Gulshan
7. Shri Anwar Hussain
8. Shri C. Kuppusami

**RAJYA SABHA**

9. Shri Lalit Kishore Chaturvedi
10. Shri Su. Thirunavukkarasar
11. Shri Tarini Kanta Roy
12. Shri Harendra Singh Malik

**SECRETARIAT**

- |                         |   |                    |
|-------------------------|---|--------------------|
| 1. Shri A.K. Singh      | - | Joint Secretary    |
| 2. Shri V.S. Negi       | - | Director           |
| 3. Shri Arun K. Kaushik | - | Assistant Director |

**4.**           **xxx**                                 **xxx**                                 **xxx.**

**The Committee then adjourned.**

**APPENDIX II**

**ANALYSIS OF ACTION TAKEN BY GOVERNEMENT ON THE  
RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 5<sup>TH</sup> REPORT  
2004-05 (14<sup>TH</sup> LOK SABHA) ON 'SAFETY & SECURITY IN INDIAN RAILWAYS'**

<b>Total Number of Recommendations/Observations</b>	<b>36</b>
(i) Recommendations/Observations which have been accepted by the Government	16
(Vide recommendations/observations)	
Para Nos.1, 2, 6, 8, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23, 24 and 26	
Percentage of Total	61.6%
(ii) Recommendations/Observations which the Committee do not desire to pursue in view of the Government replies.	
(Vide recommendations/observations)	9
Para Nos.3, 4, 7, 9, 14, 15, 17, 18 and 25	
Percentage of Total	34.7%
(iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee which Require reiteration.	
(Vide recommendations/observations)	1
Para No. 5	
Percentage of Total	3.7%
(iv) Recommendations/Observations in respect of which final replies of Government are still awaited.	
(Vide recommendations/observations)	
Para No. Nil	