

10

STANDING COMMITTEE ON RAILWAYS

(2010-11)

FIFTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/
observations contained in the 8th Report of the Standing
Committee on Railways (Fifteenth Lok Sabha) on 'Protection
and Security of Railway Property and Passengers']**

TENTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

June, 2011/ Jyaistha, 1933 (Saka)

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Presented to Lok Sabha on 17.08.2011

Laid in Rajya Sabha on 17.08.2011



**LOK SABHA SECRETARIAT
NEW DELHI**

June, 2011/ Jyaistha, 1933 (Saka)

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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2010-11)

Shri T. R. Baalu - Chairman

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri Kameshwar Baitha (Palamu)
4. Smt. Rajkumari Chauhan
5. Dr. Ram Chandra Dome
6. Smt. Maneka Gandhi
7. Shri Pralhad Joshi
8. Shri. Bapi Raju Kanumuru
9. Dr. Nirmal Khatri
10. Dr. (Smt.) Botcha Jhansi Lakshmi
11. Shri Anand Prakash Paranjpe
12. Shri Somabhai G. Koli Patel
13. Shri Rudra Madhab Ray
14. Smt. Satabdi Roy
15. Smt. Sushila Saroj
16. Smt. Yashodhara Raje Scindia
17. Shri Gopal Singh Shekhawat
18. Chaudhary Lal Singh
19. Shri Uma Shankar Singh
20. Shri Lalji Tandon
21. Dr. Girija Vyas

RAJYA SABHA

22. Shri K.E. Ismail
23. Shri Om Prakash Mathur
24. Shri Nandi Yellaiah
25. Smt. Kusum Rai
26. Shri Ambeth Rajan
27. Shri Tarini Kanta Roy
28. Shri T.M. Selvaganapathi
29. Shri Ishwar Singh
30. Shri Ramchandra Prasad Singh
31. Ms. Sushila Tiriya

SECRETARIAT

1. Shri K. Vijayakrishnan - Joint Secretary
2. Shri Abhijit Kumar - Director

(iii)

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2010-11), having been authorized by the Committee to present the Report on their behalf, present this Tenth Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Eighth Report of the Standing Committee on Railways on 'Protection and Security of Railway Property and Passengers'.

2. The Eighth Report was presented to the Lok Sabha on 27.08.2010 and it contained 24 Recommendations/Observations. The Ministry of Railways have furnished their Action Taken Replies on all the recommendations/observations.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 10.05.2011.

4. An analysis of the Action Taken by the Government on the Recommendations/Observations contained in the Eighth Report of the Standing Committee on Railways (Fifteenth Lok Sabha) is given in Appendix-II.

NEW DELHI;
June, 2011

Jyaistha, 1933 (Saka)

T.R. BAALU
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 Eighth Report of the Standing Committee on Railways (2009-10) on 'Protection and Security of Railway Property and Passengers.' The Report was presented to the Lok Sabha on 27.08.2010. Simultaneously, the Report was also laid in the Rajya Sabha.

1.2 Action Taken Notes have been received from the Government on all the 24 recommendations/observations contained in the Report. These have been broadly categorized as follows:-

- (i) Recommendations/Observations which have been accepted by the Government –
Para Nos. 1, 3, 4, 5, 11, 12, 13, 14, 16, 18, 19, 20, 23

Total : 13
Chapter-II

- (ii) Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies –
Para Nos. 6, 7, 8, 15, 17, 21, 22, 24

Total : 8
Chapter-III

- (iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration –
Para Nos. 2, 9, 10

Total : 3
Chapter-IV

- (iv) Recommendations/Observations in respect of which final replies are still awaited -

NIL
Chapter-V

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

A. Safety and Security of Railway Property and Passengers

Recommendation (Para No. 1)

1.4 The Committee fully understands the onerous responsibilities that lie with the Indian Railways. It has, among other things, the mammoth task in its hand of providing protection and security to Railway property and passengers. This becomes all the more important in the context of the huge Railway network that we have in the country, the number of passenger traveling on the Indian Railway System daily, the property, including land, and other infrastructure which are in the custody of the Railways, etc. The safety and security of both passengers and Railway property should be of paramount concern for the Railways. While the Railways have undertaken various measures to protect both property and passengers, it is observed that much more needs to be done proactively by the Railways to adequately safeguard the traveling public and preserving property that belongs to the Railways. Remarkable advancements in communication technologies can be optimally utilized by the Railways to facilitate this process. What is important is that the Railways should take concrete steps, urgently, to integrate various processes so as to ensure that safety of passengers and property in an effective manner. The Committee's recommendations are intended to help the Indian Railways to discharge their duties to the nation in a more professional manner.

1.5 In their action taken reply, the Ministry of Railways have stated as under:

“In the Rail Budget 2010-11, setting up of an All India RPF Help Line has been sanctioned at an estimated cost of Rs. 5 Crore. With the setting up of this Help-Line, a unique All India Help Line number will be provided to railway passengers for round the clock security assistance.”

1.6 The Committee are concerned to note that the advancements in Communication technology, as recommended by them, do not find proper place in the operations of Railways. The Committee are appalled to note that the Unique All India Helpline number for round-the-clock security assistance of the passengers as stated in the Budget 2010-11 has not yet been put in place. The Committee hope that the Railways would initiate necessary steps for setting up such helpline number as early as possible.

B. The Railway Property (Unlawful Possession) Amendment Bill, 2008

Recommendation (Para No.2)

1.7 While examining the Railway Property (Unlawful Possession) Amendment Bill, 2008, the Committee had found that Section 2 of the Railway Property (Unlawful Possession) Act, 1966 defines ' railway property as 'goods', 'money', or 'valuable security' or 'animal', belonging to, or in the charge or possession of a Railway administration. The Committee was informed that the Railway Property (Unlawful Possession) Act, 1966 does not include immovable property. The Committee was of the opinion that there is some ambiguity in the definition of 'Railway Property; in the Act which is required to be rectified. They, therefore, recommended to the Government to bring a comprehensive Bill before Parliament widening the definition of 'property' in the Act, giving more powers to the Railway Protection Force relating to the security and property of passengers as well, and devising a better coordination mechanism among the State Police, the Government Railway Police and the Railway Protection Force.

1.8 In their action taken reply, the Ministry of Railways have stated as under:-

“After due deliberations with the Ministry of Law & Justice, it has been noted that inclusion of land within the purview of the RP (UP) Act is not a feasible option as this Act deals with criminal offences and the Inquiry officer exercises the same powers and is subject to the same provisions as the

officer in charge of a police station may exercise and is subject to under the Code of Criminal Procedure while investigating a Cognizable case.

The Public Premises (Eviction of Unauthorized Occupants) Act deals with the unauthorized occupants of all Central Government Ministries lands. The Estate Officer, nominated under the provisions of Section 3 of this Act, is a Senior Railway Officer who is vested with all the powers of ordering eviction, issuing notice, demolition, sealing unauthorized construction etc. provided by the Act including the powers vested in a Civil Court under the Code of Civil Procedure for matters specified in Section 8 of the Act.

Therefore, the existing system is a better option in which clear powers are vested in the Estate officer, who is a senior level serving Railway officer, to deal with illegal occupation of Railway land.”

1.9 The Committee do not agree with the reply of the Ministry that inclusion of land within the purview of the RP (UP) Act is not a feasible option. The Committee reiterate their recommendation of widening the definition of property in the Act, giving more powers to the Railway Protection Force relating to the security and property of passengers as well and devising a better coordination mechanism among the State Police, the Government Railway Police and the Railway Protection Force.

C. Installation of Integrated Security System and frisking of passengers.

Recommendation (Para No. 3)

1.10 The Railway network and property are often threatened by anti-social and anti-national elements, terrorists, etc. The Committee found that 195 stations in the Indian Railway network have been identified as sensitive stations. An integrated security system has been approved and included in the 'Works Programme 2009-10' at an estimated cost of Rs. 344.31 crore. While conducting on-the-spot study tours

of some of these stations, the Committee was dismayed to find that the said integrated security system has not been effectively put in place. Except for an odd baggage scanner, door frame metal detectors and the presence of a handful of RPF personnel in the stations, the Committee did not find any noticeable change in the way the security system functions. Most of the equipment like hand held metal detectors, door frame metal detectors (DFMD) And x-Ray baggage scanners were not in operation or where they were functioning, the personnel manning the scanners were not equipped to properly scan the luggage. In some places, the DFMD was not at all functioning. The Committee did not find a single hand held metal detector in most of the stations they visited; even at those stations where they were in use, the same was operated in a casual manner, without any professionalism warranted for a serious operation. The same was noted in the case of door frame metal detectors as well. In most of the stations, the metal detectors were installed in the middle of the door, thus letting the passengers enter the station from the sides, without going through the door frame metal detectors. No RPF personnel was seen to be manning the metal detectors. Wherever RPF personnel were operating the DFMD, they too failed to stop any passenger and frisk him/her so as to find whether he/she was carrying any contraband or fire arms or lethal weapons which could threaten the safety of passengers and Railway property. However, the Committee was happy to note that the use of closed circuit television (CCTV) was being handled in a professional manner, thereby building up confidence in the minds of the traveling public.

1.11 In their action taken reply, the Ministry of Railways have stated as under:

“An integrated security system is being installed to strengthen surveillance mechanism over 202 sensitive and vulnerable stations of the Indian Railways at an estimated cost of Rs. 353 crore. The system consists of following four broad areas-

- (i) IP based CCTV surveillance system
- (ii) Access control
- (iii) Personal and baggage screening system

(iv) Bomb Detection and Disposal System

Instructions have been issued to the zonal railways to get the system installed expeditiously. Tendering process has been initiated in all the zonal railways. After completion of tender formalities, the system installation will commence.

Training will be an integral part of the system. Zonal Railways have been advised to ensure that Service provider imparts adequate training to the RPF personnel.

(b) At present Baggage scanners are available at few stations. After the installation of the Integrated Security System, the scanners will become available at nominated stations. Guidelines have already been issued to zonal railways for provision of adequate training to the RPF personnel handling such scanners and pasting of stickers on the luggage already scanned through such baggage scanners.

(c) Recently 5134 additional RPF posts have been created. Once recruitment is done, zonal railways will be in a position to provide more staff for manning the security related equipment.

(d) Induction of modern security related equipment is under way. In the year 2008-09, Special allocation of Rs. 67.09 crore was made for procurement of security related equipment identified by a Committee set up for the purpose. Adequate numbers of DFMDs and HHMDs will be available with the zonal railways, once procurement of these equipment is completed. Considering the volume of passenger traffic handled at different Railway stations, it would not be humanly possible to frisk each and every passenger. Basic purpose of installing DFMDs, HHMDs and X-ray baggage scanners is to select passengers by profiling for physical frisking and checking of their luggage. The frequency of such checks are increased based on inputs received from Central/State Intelligence Agencies.”

1.12 The Committee are dismayed to note slow pace of progress in the installation of the integrated security system. Keeping in view the recent terrorist attacks and the vulnerability of passengers, Railways need to expedite the procurement of DFMDs and HHMDs and the installation of the integrated security system without putting the life of the travelling public at risk. The Committee are further dismayed at the reply of the Railways that considering the volume of passenger traffic handled at different stations, it would not be humanly possible to frisk each and every passenger. The Railways should examine expeditiously how best appropriate mechanism can be put in place to facilitate the process of frisking passengers so that their safety and security can be ensured.

D. Anti collision Device

Recommendation (Para No. 9)

1.13 The Committee was deeply concerned at the regularity with which rail accident were happening, leading to loss of many innocent lives, besides loss of invaluable property. The Committee particularly noted with distress that there were several incidents of collisions of trains in the recent past. The Committee are fully aware of the importance of the need to install Anti Collision Device (ACD) in train so as to prevent such incidents in the future. In this context, the Committee felt that the pace of installing the ACD is still unsatisfactory for various reasons. The Committee, while appreciating the efforts of the Konkan Railway in installing ACDs, direct that the Railway Board should come out with a concrete strategy within six months in this regard after examining all issues involved and studying the best practices available. In the interim, the Committees direct the Railway Board to apprise the Committee, every two months, of the progress made in this regard without fail.

1.14 In their action taken reply, the Ministry of Railways have stated as under:

“Cause-Wise Failure Analysis

(i) The Failure of other than Railway staff constitutes to be the major cause of accidents. In the current year the number of cases of sabotage has increased as compared to last year.

(ii) There has been a continuous reduction in number of accidents attributed to failure of Railway Staff. There has been reduction in failure of equipment being the cause of accidents as seen in the table below.

Causes of Accident	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009*	2009-2010*	April - July 2009*	April - July 2010*
Failure of Railway staff	249	186	161	119	120	85	87	76	68	20	16
Failure of other than Railway staff	103	108	107	78	86	84	81	75	76	18	17
Failure of equipment	24	18	18	14	8	9	9		1	1	
Sabotage	14	10	18	4	5	8	7	13	11	4	5
Combination of factors		2	2	1		1	0	4	1	1	
Incidental	20	15	17	16	11	7	8	5	3	2	
Could not be established conclusively	5	2	2	2	3	1	2	4	2	2	
Under Investigation					1						4
Grand Total	415	351	325	234	234	195	194	177	162	48	42

(b) The Anti Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) has been in service trial as pilot project on Northeast Frontier Railway (NFR) since July/2006. Based on experience on NFR, specifications of ACD have had to be revised to improve efficacy, reliability and availability of ACD. The improved version of ACD to revised specifications is to be put in service trials on three zones viz-Southern, South

Central & South Western Railways, covering 1600 Route kilometers that include electrified multiple line & automatic signaling sections. The proving of the equipment for electrified multiple line automatic signaling section is expected to be completed by October 2010 in a nominated section of Southern Railway.

Further proliferation of ACD on Indian Railway will be planned, based on performance evaluation of equipment with improved specifications on Southern, South Central & South Western Railways.”

1.15 Considering the number of accidents and consequent loss of life and property, the installation of Anti Collision Device acquires paramount importance. The Railways should come out with a comprehensive plan in this regard and complete the process in a time-bound manner. Further, as stated by the Railways in their reply, most of the accidents in the Indian Railways are attributed to the failure of the Railway Staff. This clearly warrants the need for training and refresher courses for its staff. The Committee stress that training should be a continuous process and the same may be imparted to staff manning sensitive/important areas. The Committee further reiterated that the recruitment of the Safety Category Staff should be done expeditiously.

E. Unmanned Railway Crossings

Recommendation (Para No.10)

1.16 Unmanned level crossings are another problem area for the Indian Railways, and one of the major causes of accidents. In spite of various measures taken by the Indian Railways, level crossing accidents have continued to occur, that too frequently. The Committee, during their interaction with the Central railway, found that on a trial basis, the Central Railway authorities have painted the unmanned

railway crossing in certain areas with bright colours so that the person trying to cross the unmanned crossing is able to judge the speed of the incoming train. This initiative of the Central Railway has borne results and led to a drastic cut-down of the accident rate in the heavily populated areas. The Committee, while appreciating the initiative of the Central Railway, recommend to the Indian Railways to take similar steps in other zones also so that accidents at unmanned crossing may be checked, without any exorbitant expenditure. The Committee further direct that efforts should be made by the Railway Board to convert all unmanned crossings into manned level crossings in a time bound manner. RUBs/ROBs should be constructed at unmanned level crossings expeditiously, more so, in rural areas, to prevent accidents. If need be, more budgetary allocation should be made for these purpose every year.

1.17 In their action taken reply, the Ministry of Railways have stated as under:-

“The innovative step taken by Central Railway is appreciable but quantitative results regarding its success are not yet available. As such, proliferation of the given scheme for all over Indian Railways is not considered necessary at this stage.

The second part of recommendation is regarding elimination of unmanned level crossings in Indian Railways. In this regard, it is stated that Indian Railways have decided to eliminate all unmanned level crossings (LCs) in next five years as part of Indian Railway Vision 2020. Multi-pronged strategies have been adopted to achieve this end. While some of the LCs would be closed by merging them with the nearby LC by constructing connecting roads, other LCs would be provided with Road under bridge (RUB) or Limited Height subway (LHS) and also by manning of qualifying unmanned LCs.

The position, as it obtains over Indian Railways with respect to various steps being undertaken for eliminating the unmanned level crossings, has been indicated in the ensuing table.

Action Plan for elimination of unmanned level Crossing gates in five years (2010-15)	Nos. of level crossings to be eliminated
Construction of Normal Height Subway	35
Construction of Limited Height Subway	1526
Construction of Road Over Bridge	210
Construction of diversion road to another level crossings, ROB, RUB etc.	986
Closure of one unmanned LC by manning nearby unmanned level crossings	412
Closure of unmanned level crossings having low Train Vehicle Units	1860
Closure by manning of unmanned level crossing	6792
Total nos. of LCs planned for elimination in five years above by scheme.	11821

* Note: Unmanned level crossing of narrow gauge, rail bus routes, meter gauge, cattle and canal crossings have not been planned due to low train vehicle units and low speed of trains.

Budgetary allocation of Rs. 1700 crores has been made during the year 2010-11 and in future also required amount shall be allocated so as to ensure that road safety works i.e., manning and construction of ROB/RUB does not suffer for want of fund.”

1.18 The Committee are not satisfied with the reply of the Railways that the painting of the unmanned railway crossing in certain areas with bright colours as is done by the Central Railway is not considered necessary at this stage. The Committee reiterate its recommendation of taking similar steps by the other Zones in order to cut down the rate of accidents. As regards the elimination of unmanned level crossings in the next five years as a part of the Indian Railway Vision 2020, the Committee would like to be apprised of the status every year in this regard. However, the Railways should give the utmost priority in providing for the manning of all the unmanned Railway crossings in a time-bound manner.

F. Mock Drills and display boards

Recommendation (Para No.11)

1.19 The Committee was informed that various railway zones conduct mock drills on regular intervals to check the preparedness of their staff and officials, ancillary organizations like hospital authorities, fire brigade, etc. While appreciating the initiative of the Indian Railways, the Committee are of the view that during such mock drills, the Railways should invariably involve the general public and sensitize them as well, so that they become aware as to how to conduct themselves in any untoward situation. Besides, the local administration, NGOs, civil society organization etc. should be fully involved in the mock drills so that ordinary citizens get fully aware of the importance of safe practices during crisis situations. Further, a display board should be prominently placed in every railway station on which all important telephone numbers should be available in case of any emergency, including that of senior Railway and local administration, hospitals in the nearby vicinity of the railway station, etc. The said hospitals should also be instructed to be fully equipped to meet any eventuality.

1.20 In their action taken reply the Ministry of Railways has stated as under:-

“Instructions already exists for provision of boards displaying important telephone numbers including that of Senior Railway and Local Administrative Officials, Hospitals in the nearby vicinity of Railway Station, etc. However, the same have been reiterated to the Zonal Railways to ensure display of such boards at a prominent location with important telephone numbers, information etc”.

1.21 The Committee find that the instruction already exists for provision of boards displaying important telephone numbers, including that of senior Railway and local administrative officials and Hospitals in the vicinity of the Railway Station. They feel that mere issuance of the direction to the Zonal

Railways will not fetch the desired results. They, therefore, desire that the details of ground level implementation by each Zonal Railway of the direction issued by the Ministry be placed before them at the earliest.

G. Utilization of Railway assets and visit of senior members of the Railway Board to the related areas.

Recommendation (Para No.23)

1.22 While visiting the Diesel Loco Shed and Central Workshop at Tiruchirappalli, the Committee noted with concern that there was no full utilization of the assets of the Workshop. It was felt that senior members of the Railway Board do not visit the premises regularly. The Committee, therefore, direct the Railway Board to have a far-sighted policy not only to enhance the capacity of the Workshop but also to fully utilize the assets. Moreover, regular visits should be made by senior members of the Railway Board which would keep the authorities at the Loco Shed Workshop alert to their duties and responsibilities. The Committee desire that the Railway Board should apprise the Committee periodically of such visits conducted by senior officers of the Railway Board and follow-up action taken in respect of the visits/findings.

1.23 In their action taken reply, the Ministry of Railways have stated as under:-

“Visits by Members of Railway Board are made to the workshop. Member Mechanical had last visited GOC diesel shed and workshop on 22.10.2009.”

1.24 In their reply, the Railways have informed that the Member, Mechanical, had last visited the GOC diesel shed and workshop on 22.10.2009. The Committee desire that such visits should be more frequent and regular so as to keep the authorities on their toes and to get first hand experience/ information of the problems faced at the workshops/production units, including problems faced by the staff.

CHAPTER – II

RECOMMENDATIONS / OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para. No. 1)

The Committee fully understands the onerous responsibilities that lie with the Indian Railways. It has, among other things, the mammoth task in its hand of providing protection and security to Railway property and passengers. This becomes all the more important in the context of the huge Railway network that we have in the country, the number of passenger traveling on the Indian Railway System daily, the property, including land, and other infrastructure which are in the custody of the Railways, etc. The safety and security of both passengers and Railway property should be of paramount concern for the Railways. While the Railways have undertaken various measures to protect both property and passengers, it is observed that much more needs to be done proactively by the Railways to adequately safeguard the traveling public and preserving property that belongs to the Railways. Remarkable advancements in communication technologies can be optimally utilized by the Railways to facilitate this process. What is important is that the Railways should take concrete steps, urgently, to integrate various processes so as to ensure that safety of passengers and property in an effective manner. The Committee's recommendations are intended to help the Indian Railways to discharge their duties to the nation in a more professional manner.

Reply of the Government

At present security over Indian Railways is taken care of by following three agencies:

- (1) District Police:
 - (i) Security of tracks and bridges over Indian Railways
 - (ii) Law and order problems beyond outer signals of railway stations.
- (2) Government Railway Police (GRP): Maintained by the respective State Governments as a wing of the State Police exclusively for prevention and detection of crime and maintenance of law and order in station premises/circulating areas and

trains. 50% of the cost of GRPs is borne by the Railways and the balance is paid by the State Government concerned.

(3) Railway Protection Force (RPF): RPF is an Armed Force under Ministry of Railways which primarily deals with the protection of railway property. Since the year 2003, security of passengers and passenger area has also been entrusted to RPF.

On the part of Railways, security has been identified as one of the priority areas for improvement and upgradation. With a view to utilize advancements in communication technologies optimally, Railways have initiated installation of an Integrated Security System at an estimated cost of Rs. 353 Cr over 202 vulnerable stations of the country. Above System consists of Internet Protocol (IP) based CCTV, Access Control, Personal & Baggage Screening System and Bomb Detection & Disposal. System integration is an important aspect of the above scheme which will enhance round the clock surveillance in station premises and circulating area.

In the Rail Budget 2010-11, setting up of an All India RPF Help Line has been sanctioned at an estimated cost of Rs. 5 Crore. With the setting up of this Help-Line, a unique All India Help Line number will be provided to railway passengers for round the clock security assistance. Another important initiative is networking of Security Control Rooms at Divisions, Zones and Railway Board and RPF Posts at an estimated cost of Rs.4.41 Crore. It will ensure faster dissemination of data/feedback/complaints leading to improved response to passengers and ensure better crime control.

All out efforts are being made in coordination/liaison with State Police/GRP/Civil Authorities and Central Intelligence Agencies to provide adequate security in trains/station premises.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

(For Comments of the Committee please see recommendation para no. 1.6 of Chapter I)

Recommendation (Para No.3)

The Railway network and property are often threatened by anti-social and anti-national elements, terrorists, etc. The Committee found that 195 stations in the Indian Railway network have been identified as sensitive stations. An integrated security system has been approved and included in the 'Works Programme 2009-10' at an estimated cost of Rs. 344.31 crore. While conducting on-the-spot study tours of some of these stations, the Committee was dismayed to find that the said integrated security system has not been effectively put in place. Except for an odd baggage scanner, door frame metal detectors and the presence of a handful of RPF personnel in the stations, the Committee did not find any noticeable change in the way the security system functions. Most of the equipment like hand held metal detectors, door frame metal detectors (DFMD) and x-Ray baggage scanners were not in operation or where they were functioning, the personnel manning the scanners were not equipped to properly scan the luggage. In some places, the DFMD was not at all functioning. The Committee did not find a single hand held metal detector in most of the stations they visited; even at those stations where they were in use, the same was operated in a casual manner, without any professionalism warranted for a serious operation. The same was noted in the case of door frame metal detectors as well. In most of the stations, the metal detectors were installed in the middle of the door, thus letting the passengers enter the station from the sides, without going through the door frame metal detectors. No RPF personnel was seen to be manning the metal detectors. Wherever RPF personnel were operating the DFMD, they too failed to stop any passenger and frisk him/her so as to find whether he/she was carrying any contraband or fire arms or lethal weapons which could threaten the safety of passengers and Railway property. However, the Committee was happy to note that the use of closed circuit television (CCTV) was being handled in a professional manner, thereby building up confidence in the minds of the traveling public.

Recommendation (Para No.4)

The Committee noted that X-Ray baggage machines were being installed by the Indian Railways with much publicity. In most of the cases, baggage scanners have been simply indented and the Committee was informed that it would take some time to install the same. The Committee recommends that a proper time frame should be laid for installation of scanners. The Committee also noted that baggage scanners failed to serve the purpose even where they were in operation. Baggages were scanned in a non-serious manner and the personnel manning the scanner were unable to decipher from the monitor as to whether any weaponry or explosive was being smuggled into the Railway Station premises. In one particular station, the Committee directed an RPF personnel to place his pistol in a baggage and make it pass through the baggage scanner. The RPF personnel who was monitoring the scanner failed to notice the handgun. The Committee also found that there was no provision for putting any sticker in the scanned luggage to enable the RPF personnel to identify such scanned luggage.

Recommendation (Para No.5)

The Committee, therefore, recommends that the RPF personnel who man such sensitive equipment should be urgently given intensive training. They should be well-versed in handling the equipment, patiently and proficiently. The staff should not only be vigilant but also have a professional approach considering the fact that the safety and security of passengers and Railway property are involved. All scanned luggage should be properly secured with fluorescent sticker which can be seen from a distance to indicate that a particular piece of luggage has already been scanned/cleared. Baggages which have not been scanned/cleared should be re-routed through the scanner. The Railway Station authorities should ensure that baggage scanners are spread out in two to three entry points so that the passengers entering the station are not put to any inconvenience which can be caused if there is only one entry point. To safeguard the safety of railway property and passengers,

the Railway authorities must ensure that all items of luggage entering the Railway platforms are properly scanned.

Reply of the Government (Para 3, 4 & 5)

(a) An integrated security system is being installed to strengthen surveillance mechanism over 202 sensitive and vulnerable stations of the Indian Railways at an estimated cost of Rs. 353 crore. The system consists of following four broad areas-

- (i) IP based CCTV surveillance system
- (ii) Access control
- (iii) Personal and baggage screening system
- (iv) Bomb Detection and Disposal System

Instructions have been issued to the zonal railways to get the system installed expeditiously. Tendering process has been initiated in all the zonal railways. After completion of tender formalities, the system installation will commence.

Training will be an integral part of the system. Zonal Railways have been advised to ensure that Service provider imparts adequate training to the RPF personnel.

(b) At present Baggage scanners are available at few stations. After the installation of the Integrated Security System, the scanners will become available at nominated stations. Guidelines have already been issued to zonal railways for provision of adequate training to the RPF personnel handling such scanners and pasting of stickers on the luggage already scanned through such baggage scanners.

(c) Recently 5134 additional RPF posts have been created. Once recruitment is done, zonal railways will be in a position to provide more staff for manning the security related equipment.

(d) Induction of modern security related equipment is under way. In the year 2008-09, Special allocation of Rs. 67.09 crore was made for procurement of security related equipment identified by a Committee set up for the purpose. Adequate numbers of DFMDs and HHMDs will be available with the zonal railways, once

procurement of these equipment is completed. Considering the volume of passenger traffic handled at different Railway stations, it would not be humanly possible to frisk each and every passenger. Basic purpose of installing DFMDs, HHMDs and X-ray baggage scanners is to select passengers by profiling for physical frisking and checking of their luggage. The frequency of such checks are increased based on inputs received from Central/State Intelligence Agencies.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

(For Comments of the Committee please see recommendation para no. 1.12 of Chapter I)

Recommendation (Para No.11)

The Committee was informed that various railway zones conduct mock drills on regular intervals to check the preparedness of their staff and officials, ancillary organizations like hospital authorities, fire brigade, etc. While appreciating the initiative of the Indian Railways, the Committee are of the view that during such mock drills, the Railways should invariably involve the general public and sensitize them as well, so that they become aware as to how to conduct themselves in any untoward situation. Besides, the local administration, NGOs, civil society organization etc. should be fully involved in the mock drills so that ordinary citizens get fully aware of the importance of safe practices during crisis situations. Further, a display board should be prominently placed in every railway station on which all important telephone numbers should be available in case of any emergency, including that of senior Railway and local administration, hospitals in the nearby vicinity of the railway station, etc. The said hospitals should also be instructed to be fully equipped to meet any eventuality.

Reply of the Government

There are two types of drills. Once in two months a drill is conducted where ARMV/ART condition and alertness and skills of breakdown staff and other officials nominated for attending accidents is tested. Here Railway Officials and Local administration is involved. Besides, frequent Mock drills (last year 180) are organized by NDMA where Railway officials, local administration, NGOs, Civil society organization etc. also take part. In a recent meeting with NDMA and NDRF officials on 26.7.10 it was decided that NDMA will also conduct mock drills in Railway premises also where all stakeholders will be involved.

As far as security preparedness is concerned, Mock Drills are being conducted at regular intervals both at zonal and divisional levels by the Security Departments.

Instructions already exists for provision of boards displaying important telephone numbers including that of Senior Railway and Local Administrative Officials, Hospitals in the nearby vicinity of Railway Station, etc. However, the same have been reiterated to the Zonal Railways to ensure display of such boards at a prominent location with important telephone numbers, information etc.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

(For Comments of the Committee please see recommendation para no. 1.21 of Chapter I)

Recommendation (para No.12)

As regards positioning of Accident Relief Medical Vans and Accident Relief Trains (ARME & ART), the Committee was concerned at the slow response of the vans in times of accidents/emergencies. The Committee found that it takes approximately 3 to 4 hours for the vans to reach the site of the accident. The Railways reply more on local assistances thereby robbing the victims of immediate succor during the 'golden hour'. The Committee recommend that ways and means

should be found to ensure that the Relief Vans are at site within 2 hours. If need be, more vans with all requisite medical facilities should be spread over various locations and dedicated teams of workers should be available 24 hours, 365 days, ready to be at the place of an accident within short notice. Simultaneously, the Railways should be able to mobilize relief, rescue and medical assistance locally in an expeditious manner pending arrival of ARMEs and ARTs. As mentioned earlier in the Report, display panels should prominently enumerate disaster management instructions/guidelines at every station. In this context, the Committee recommend that the Committee should be apprised of the resources available, Zone-wise, for disaster management. The Committee further recommend that the Indian Railways “Train At A Glance” which gives out the times table should also carry a section incorporating disaster management guidelines as applicable to the Railways. Needless to emphasize, disaster management should be given top priority in the Railway system so that all crisis situations can be properly tackled.

Reply of the Government

ARTs and ARMVs are placed at the nominated stations, keeping in mind, availability of infrastructure availability of skilled man power for manning, etc. with the end objective to reach the accident site within minimum time. Therefore, it may practically not be possible to keep ARTs and ARMVs at very short distances. However, with the promulgation of a Disaster Management Act 2005 it has become a duty of the resource owners to assist the affected party at the time of crisis. All NDMA guidelines have been included in the Divisional/HQ/Indian Railway DM plans and copy of DM Plans have been given to all stake holders. So in Golden Hour it is planned that local administration, local hospitals, public and local resources will be utilized to provide relief in minimum time. Disaster management plans and accident manuals are already available on Zonal Railways website. However, a list of ART/ARMV is being provided as per Annexure-A.

The Committee’s suggestion for incorporating a section of disaster Management guidelines as applicable to the Railways in Indian Railways time table “Train at a Glance” has been noted.

The 'golden hour' is envisaged in the HLC Report on Disaster Management is elaborated a "The concept of golden hours is an ideal one which can not be achieved in any disaster/accident unless it occurs in the vicinity of the railway disaster management infrastructure/city/civil/armed forces establishment with adequate medical infrastructure". The committee has also sated that "To ensure that IR's organized disaster management system is designed that the victims are retrieved within the golden hour, it would require ARMVs/ARTs to be based at each and every station. However, the Committee believes that increasing number of ARMVs/ARTs indiscriminately to reduce the beat or to increase number of relief and rescue equipment without any maintenance support would not achieve the objective further. ARMVs not properly support by medical/para medical staff who cannot be positioned throughout the length of railway track will be useless for rescue and relief operations".

In accordance with above, the HLC had emphasized on the local support for the golden hour. In this direction all the Divisions/units have gathered the details of local resources available and have also made formal/informal arrangements with them to get the support of the victims for immediate succor during the golden hour. It is also submitted that with the economic boom in the country, medical infrastructure even in small towns has become adequate in the form of small nursing homes, ambulances etc. Therefore, support of local resources is the key during the golden hour and system has been set up by Safety Organization of Railway, to harness its full potential.

Nonetheless, Railways are working towards speeding up the arrival of its ARTs/ARMVs to the site of accident by way of making these trains self propelled, increasing their speed and constantly reviewing their locations and numbers. Further, arrangements of air support have also been put in place in coordination with State Governments/Arms. But even the air support has a minimum lead time to reach the site coupled with the shortage of air fields and landing spaces.

LIST OF ARTs AND ARMVs ON IR

Annexure - 'A'

RLYS.	(ART)									ARMV		SPARMV
	BG				MG			NG		BG	MG	
	'A' CLASS	B' CLASS	C' Class	SPART	'A' CLASS	'B' CLASS	C' CLASS	'B' CLASS	C' CLASS			
CENTRAL	Kurla Miraj Daund Bhusawal Ajni Total - 5	Kalyan Igatpur Wadi Manmad Amia Wardha Total - 6								Igatpuri, Miraj, Pune, Daund, Solapur, Wadi, Bhusawal, Amia, Wardha Total -9		Kalyan Nagpur Total -2
EASTERN	Beliaghata, Howrah Loco, Rampurhat, Asansol Jn., Sahibganj Total - 5	Ranaghat, Bahdel, Andal, Malda Town Total - 4	Sitarampur, Ja malpur Total - 2	Beliaghata, Ba rdhman Total - 2					Katwa Total - 1	Beliaghata, Ranaghat, Howrah Loco, Rampurhat, Asansol, Sahibganj, Jamaipur, Malda Town Total - 8		
NORTHERN	Delhi, Ambala, Bhatinda, Ludhiana, Pathankot, Moradabad, Lucknow Total - 7	Saharanpur, Ferozpur Amritsar, Rosa, Faizabad Total - 5		Budgam Total - 1					Kalka, Pathankot Total - 2	Delhi, Ambala, Bhatinda, Kalka, Ferozpur, Amritsar, Ludhiana, Pathankot, Baijnath Paprola, Jammu Tawi, Moradabad, Rosa, Lucknow, Faizabad Total - 14		Saharanpur Total - 1
NORTH EASTERN	Gorakhpur Total - 1	Gonda, Mau, Chhapra Kachery, Kasganj Total - 4		Manduadih Total - 1	Gonda, Mailani, Chhapra, Bareilly City Total - 4	Aishbagh, Total - 1				Gonda, Mailani, Aishbagh, Manduadih, Mau, Chhapra Kachery , Kasganj, Bareilly City, Pilibhit Total - 9	Gonda, Chhapra Kachery Total 2	Gorakhpur Total - 1
NORTHEAST FRONTIER	New Jalpaiguri, New Bongaigoan, New Guwahati, Tinsukia, Total - 4	Katihar, Lumding Total - 2	New Alipurdwar Total -		Rangapara North, Lumding, Badarpur Total - 3					Katihar, New Jalpaiguri, New Alipurdwar, New Bongaigoan, Lumding, Mariani Jn., Tinsukia Total - 11	Rrangia Junction, Lumding, Badarpur Total - 03	Guwahati Total - 1

ZONES	(ART)									ARMV		SI	
	BG				MG			NG		BG	MG		
	'A' CLASS	'B' CLASS	C' Class	SPART	'A' CLASS	'B' CLASS	C' CLASS	'B' CLASS	C' CLASS				
SOUTHERN	Tondiarpet, Madurai, Erode Total - 3	Basin Bridge, Jolarpettai, Tiruchirappalli, Villupuram, Tirunelveli, Shoranur, Mangalore, Trivandrum, Emakulam Total - 9		Chennai Central, Shoranur - Total 2	Thiruvananthapuram, Madurai, Sengottai, Total - 3					Jolarpettai, Tiruchirappalli, Villupuram, Madurai, Erode, Mangalore, Trivandrum, Emakulam - Total - 8	Thiruvananthapuram, Madurai, Sengottai, Total - 3		
SOUTH CENTRAL	Secunderabad, Kazipet, Gooty, Purna Total - 4	Nizamabad, Bellampally, Rajamundry, Bitragunta, Guntakal, Renigunta, Dharmavaram, Guntur Total - 8		Vijayawada, Secunderabad Total - 2	Akola Total - 1					Secunderabad, Kazipet, Nizamabad, Vijayawada, Rajamundry, Bitragunta, Guntakal, Renigunta, Dharmavaram, Purna Total - 10	Akola Total - 1	Secunderabad Total	
SOUTH EASTERN	Adra, Bokaro, Chakradharpur, Bondamunda, Kharagpur Total - 5	Hatia, Tata Nagar, Dongapushi, Santragachi Total - 4								Adra, Bokaro, Hatia, Chakradharpur, Bondamunda, Tata Nagar, Dongapushi, Santragachi Total - 8		KGP	
WESTERN	Udhna, Ratlam, Rajkot, Kankaria Total - 4	Bandra, Valsad, Vadodara, Ujjain, Chittorgarh, Gandhidham, Bhavnagar Total - 7	Dahod Total - 1	Bandra Total - 1	Mhow, Sabarmati, Jetalsar Total - 3					Billimora, Dabhol, Total - 2	Mumbai Central, Valsad, Udhna, Ratlam, Ujjain, Chittorgarh, Amhedabad, Gandhidham, Palanpur, Rajkot, Happa, Porbandar, Bhavnagar, Total - 13	Mhow, Sabarmati, Jetalsar, Total - 3	Vadodra Total
East Central	Dhanbad, Barwadih, Danapur, Mugalsarai, Sonepur, Total - 6	Patherdih, Berkakana, Chopan, Gomo, Jhaja, Gaya, Garhara Total - 7			Jhanjhapur, Saharsa, Narkatiaganj Total - 3	Banmankhi Total - 1					Dhanbad, Barwadih, Chopan, Danapur, Jhaja, Gaya, Sonepur, Barauni, Total - 8	Jhanjhapur, Saharsa, Narkatiaganj, Total - 03	Muga - 1
East Coast	Khurda Road, Sambalpur, Kantabahnji, Waltair, Rayagada, Kirandul Total - 6	Palasa, Bhadrak, Talcher, Korapud Total - 4								Palasa, Bhadrak, Kantabahnji, Korapud Total - 4		Khurda Samb Waltair 3	
North Central	Kanpur, Jhansi, Total - 2	Allahabad, Tundla, Agra Cantt. Total - 3	Gwalior Total - 1	Banda Total - 1						Gwalior, Dhampur Total - 2	Kanpur, Tundla, Jhansi, Banda, Agra Cantt. Total - 5	Mathura Jn. Total - 01	Allahabad Total

(ART)										ARMV		SPARMV	
BG				MG				NG		BG	MG		
	'A' CLASS	B' CLASS	C' Class	SPART	'A' CLASS	'B' CLASS	C' CLASS	'B' CLASS	C' CLASS				
North Western	Jaipur, Abu Road, Jodhpur, Laigarh Total - 4			Jaipur, Udaipur Total - 2	Udaipur, Churu, Sriganganagar, Total - 3	Bikaner Total - 1	Mavli Total - 1				Rewan, Ajmer, Jodhpur, Merta Road, Laigarh, Suratgarh Total - 6	Sikar, Udaipur, Mavli, Bikaner, Hanumangarh Total - 5	
Southeast Central	Bilaspur, Bhilai, Gondia, Itwari Total - 4	Shahdol Total - 1	Korba Total - 1							Chhindwara, Nainpur, Total - 2	Bilaspur, Shahdol, Bhilai, Gondia, Itwari Total - 5		
South Western	Hubli, Bangalore Total - 2	Castle Rock, Arsikere Total - 2	Hosepet, Bijapur, Vasco-da-gama, Sakleshpur Total - 4								Hubli, Castle Rock, Bijapur, Mysore, Arsikere, Hanra, Sakleshpur, Shimoga, Bangalore Total - 9		
West Central	New Katni Jn., Itarsi, Bina, Kota, Gangapur City Total - 5	Jabalpur, Bhopal Total - 2	Satna Total - 1	Guna Total - 1							Jabalpur, New Katni Jn., Satna, Bhopal, Itarsi, Bina, Guna, Kota, Gangapur City Total - 9		
TOTAL	66	68	11	13	20	3	1	4	6		156	21	13

ART = Accident Relief Train
 ARMV = Accident Relief Medical Van
 SPART = Self Propelled Accident Relief Train
 SPARMV = Self Propelled Medical Van.

BG = Broad Gauge
 MG = Meter Gauge
 NG = Narrow Gauge

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
 Dated 01.12.2010]

Recommendation No.13

The Committee recommend that more fire arm simulators should be provided to train the officers for accuracy. At present only 9 such simulators are available to the RPF. The Committee further recommend that at least 4 simulators in each of the 12 zonal RPF training centers and the Jagjivan Ram RPF Academy, Lucknow, should be immediately provided.

Reply of the Government

Concerned zonal railways have been advised to initiate proposal for acquisition of fire arms simulators at RPF training centers & JR RPF Academy, Lucknow.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No. 14)

The Committee would also like to recommend to the Indian Railways to study the feasibility of launching their own 'intelligence wing' as part of the RPF. With the increasing number of incidence of sabotage, the home grown intelligence wing may be immense help to the Indian Railways to address specific issues.

Reply of the Government

Intelligence Branch comprising 2 Wings namely (i) Crime Intelligence and (ii) Special Intelligence came into existence in RPF after RPF Rules 1959 were notified in the Gazette in September 1959. Main function of the Special Intelligence Branch was to collect timely information of political / subversive nature, activities of labour unions, their meetings, processions and demonstrations on the Railways.

After notification of RPF Rules, 1987, some modification were made and an independent wing called Special Wing was created, which functions at both divisional and zonal level. This wing collects information about the activities of Trade

Unions, besides gathering intelligence affecting the security and functioning of Railways.

However, in view of recent spurt in terrorist / maoist activities over Railways, revamping of Intelligence Wing is under process.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.16)

The Committee have found to their dismay that the Railways do not have their own fire fighting brigade. The Committee were informed that the local fire fighting brigade authorities provide necessary help in case of any accident. The Committee was of the opinion that in the eventuality of any fire hazard at any Railway station, it will take some time for the local fire brigade to reach the station, cutting through traffic jams which are very common near the entrance of railway stations, thereby losing much precious time. If the Railways have their own fire brigade stationed within the precincts of the railway station, they will be able to reach immediately to take appropriate action. As such, the Committee feel that it may be useful for Railway authorities to have their own fire brigade to meet any eventuality.

Reply of the Government

Railways fire fighting units were available with RPF department in the Divisional Headquarters as also at some major stations till the year 1999. The Railways had to develop and have such units earlier as a number of Districts in some of the States did not have such units or had a very primitive fire fighting equipment.

The Railways network is spread far and wide. Having a fire fighting equipment at only a few locations cannot satisfy the requirement of Railway infrastructure across the country. The fire fighting equipment can be required, as it is often brought into use, to tackle POL and other dangerous Goods transported by

Railway in wagons. These may catch fire en-route at inhabited areas from where the Railways have to make available the fire fighting equipment from the nearest location which invariably will be the civil fire fighting equipment.

Over the years the State Governments had progressed and have modernized their fire fighting equipment as available in almost all the major Districts, or at the major towns/cities. Moreover, the Railways fire Brigade, if provided, will be located far away from the site in most cases as compared to the Civil Districts which are closer to each other as compared to Divisions of the Railways.

Hence there appears no need to duplicate the infrastructure on the Indian Railways which is already available in the Civil side with the State Governments in view of the position explained above.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.18)

The Committee are of the opinion that not enough is being done for senior citizens, women passengers, differently abled passengers and sick passengers. The Committee noted that the Bangalore Railway Station provides battery operated trolley for senior citizens. The Committee recommend that all the major stations in the metropolitan cities should invariably have 4 battery operated trolley each to ferry senior citizens as well as sick and differently abled passengers. For sick passengers, efforts should be made to provide special diet for them as is being done by the Konkan Railways. Women passenger coaches should have RPF personnel manning the same. As far as the differently abled passengers are concerned, the Railways should study the facilities provided to them in developed countries and adapt them to make their journey more comfortable. Accessibility infrastructure should be developed for their benefit which should enable access not merely to the station/platform but also to the train. If there are stairs in a station, lifts should be available so as to facilitate easy movement with wheelchairs. The Railways should

consider expeditiously innovatively designed coaches for the benefit of differently abled passengers which may be introduced starting with the major stations in the metropolitan cities.

Reply of the Government

Indian Railways have so far manufactured about 2100 specially designed non-ACSLRD/SRD coaches having a compartment and toilet adapted to the needs of the wheel chair borne/disabled persons. The current holding of such coaches is sufficient to have at least one such coach in almost all Mail/Express trains and also in select passenger train. Fully air conditioned Garib Rath trains have been provided with AC disabled friendly compartment & toilet in the power cars. Facilities for physical disabled (including senior citizen) persons are planned to be provided in two Phases viz. Short Term and Long Term Facilities.

Short Term Facilities include, provision of standard ramp, earmarking at least one parking lot, provision of non-slippery walkway from parking lot to building, provision of signages of appropriate visibility, provision of at least one drinking water tap suitable for use by a disabled person, provision of at least one toilet on the ground floor and "May I Help You" Booth. In the first instance short term facilities are considered to be provided at "A-1 and "A" category stations and are being extended to B category stations. Works in this regard are planned

to be completed by March, 2011. Long Term Facilities include provision of facilities for inter platform transfer and engraving of edges of platforms. After provision of short term facilities at these stations, long term facilities are planned to be taken up progressively beginning at A-1 and A category stations.

Instructions already exist with the Zonal Railways to provide Battery Operated Vehicles for carrying differently abled and old age passengers. This facility is being provided through Commercial Publicity route by the private parties with no charge to be levied either from the passengers or from the railways. However, Zonal Railways have been advised to examine the feasibility for providing at least 4 such

vehicles at all major stations in the metropolitan cities and initiate further necessary action as found feasible.

The suggestion of the Committee for special diet for sick passengers is noted. Presently, diabetic menu is being made available to the passenger on HWH-Rajdhani and HWH-Duranto train. Zonal Railway have been advised to take suitable action to include the special diet in the a-la-carte items as mentioned in the diet menu.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.19)

For the safety of passengers, and to check incidence of drug-laced food related cases, the Railway authorities should be more vigilant and make extra efforts to educate the passengers. More awareness campaigns should be launched through various mediums, to apprise the passengers of the perils of accepting eatables from strangers.

Reply of the Government

Various measures are being taken by RPF to create awareness amongst the passengers about the menace of 'Drugging' and to tackle it in running trains and Railway stations:-

1. RPF personnel are distributing pamphlets, making announcement through loud hailers and P.A. System at all important Railway stations and inside the coaches of the affected trains.
2. Projection of slides in cinema halls and announcement in FM Radio Channels have also been started in some Zonal Railways.
3. Army H.Qrs. have also been requested to educate their personnel against the menace.

4. 'Nukkad Nataks' are being staged by RPF personnel at affected stations, circulating area of stations and other places to create awareness amongst passengers and general public.

5. Teams of RPF have been formed at Zonal level in Railways to conduct surprise checks to apprehend the drug peddlers in trains and stations.

6. Photographs of drug offenders have been displayed in the Rouges Gallery of RPF Posts and GRP Thanas at important stations to facilitate public to identify the culprits.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.20)

After having a series of discussions with the Members of the Railway Board, visits to various Zonal Railways and interacting with the respective General Managers, the Committee felt that the Railways require immediate decentralization of power to enable the Railways to perform more efficiently and effectively. As per the present scheme of things, a majority of the decisions are taken at the Railway Board level. More power is required to be entrusted to the General Managers at the zonal level to enable them to execute jobs in a time-bound manner. It will also give them the much required flexibility in discharging their duties. As the matter stands at present, it appears that the General Managers have to look up to the Railway Board housed in New Delhi for approval of even routine transfer/postings. The Committee observed that several important decisions get tangled in red-tapism, leading to delay in taking expeditious decisions for the smooth working of projects. Decentralization, which is the order of the day in most of the public sector undertakings, needs to be introduced in the working of the Indian Railways in a substantial way. As such, the Railway Board needs to have a re-look at the present state of affairs.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Reply of the Government

Administrative reforms is an ongoing process and necessary steps have been initiated by railways towards this direction.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.23)

While visiting the Diesel Loco Shed and Central Workshop at Tiruchirappalli, the Committee noted with concern that there was no full utilization of the assets of the Workshop. It was felt that senior members of the Railway Board do not visit the premises regularly. The Committee, therefore, direct the Railway Board to have a far-sighted policy not only to enhance the capacity of the Workshop but also to fully utilize the assets. Moreover, regular visits should be made by senior members of the Railway Board which would keep the authorities at the Loco Shed Workshop alert to their duties and responsibilities. The Committee desire that the Railway Board should apprise the Committee periodically of such visits conducted by senior officers of the Railway Board and follow-up action taken in respect of the visits/findings.

Reply of the Government

At present, diesel loco shed/GOC is holding 82 locomotives. With induction of EMD locos over Indian Railways in a phased manner, it has been planned to home new generation EMD locomotives at diesel shed/GOC in addition to its present fleet. A work for creation of infrastructure facilities to maintain these locos at GOC shed has also been sanctioned in Works Programme 2010-11 at a cost of Rs. 10 Cr.

As far as Golden Rock workshop is concerned, the workshop is engaged in Periodic Overhaul (POH) of coaches, Diesel locomotives, manufacturing of wagons and other activities like overhauling of steam cranes, engine block reclamation and cylinder liner plating. Adequate workload in the form of POH diesel locomotives and coaches in addition to wagon manufacturing has been allocated to Golden Rock workshop to ensure optimum utilization of its capacity. During 2010-11, POH target

of 8784 Non-AC coaches, 2160 AC coaches and 82 ddl. locomotives has been given to the workshop. In addition a target for manufacturing 960 wagons has also been given to the workshop during 2010-11. A workshop modernization project has been sanctioned in 2007-08 at a total cost of Rs. 90 Crores to realign the capacities as per the future requirements. After completion of modernization, the annual POH capacity of AC coaches will increase from 1440 to 2880 and wagon manufacturing from 560 to 1000.

Visits by Members of Railway Board are made to the workshop. Member Mechanical had last visited GOC diesel shed and workshop on 22.10.2009.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

(For Comments of the Committee please see recommendation para no. 1.24 of Chapter I)

CHAPTER – III

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

Recommendation (Para. No. 6)

The Committee was deeply concerned that bullet-proof jackets, helmets, poly-carbonated lathis, shields, binoculars, fluorescent tapes, dragon search lights, etc., are still under procurement. The Committee observed that for instance, under the Western Railways, while there are more than 800 railway station, only 300 bullet-proof jackets are made available to the security personnel. Such insufficient and inadequate provisions can seriously undermine safety and security of both passengers and Railway property.

Recommendation (Para No.7)

The Committee reiterate that all requisite security related equipment should be procured within a specific time frame, without compromising on the quality of the product. The quality of the bullet-proof jackets and helmets should comply with the strictest international norms to meet any eventuality. It should offer confidence and a sense of security to the Railway Protection Force personnel who are using the same. The Committee found that RPF/RPSF personnel are already provided with sophisticated modern weapons like pistols, carbine INSAS rifles, SLR and LMG, but only a handful of AK-47 rifles were available to the force. On enquiry, the Committee was apprised that indent for procuring 3,000 AK-47 rifles had been placed with the Ministry of Home Affairs, which is pending. The Committee took a serious note of the matter and took evidence of officials of the Home Ministry. The Committee was informed that by the end of July, 2010 orders for procuring the weapons would be placed. The Committee wants that there should be no delay whatsoever in such matters, failing which the safety and security of passengers and property would be in seriously imperiled and compromised.

Reply of the Government (Para 6 & 7)

(a) Procurement of modern security related equipment under Norms Committee Report (at the cost of Rs. 67.09 crore) is under process and Zonal Railways have been directed to complete the process at the earliest. Norms for all the above modern equipment including Bullet Proof Jackets and Helmets, have been fixed by the Norms Committee.

(b) To ensure high quality of Bullet Proof Jacket and Helmets, Ministry of Home Affairs has been requested to include requirement of Railway Protection Force for BP Jacket and Helmet along with the requirement of other CPMFs for which procurement is being done by the MHA.

(c) Ministry of Home Affairs (MHA) is the nodal Ministry for procurement of Arms & Ammunition for CPMFs. MHA has conveyed sanction of 6000 AK 47 Rifles to RPF and demanded advance payment. Advance payment has been made to the MHA. Supply is expected in near future. These will be distributed to field units of RPF & RPSF.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.8)

The issue of up gradation of technology for signaling system presently in vogue in the Indian Railways is also a matter of worry for the Committee. The Committee was seriously concerned at the slow pace of modernization/up gradation of the signaling system. The Committee, while on an inspection visit to the Indian Railway Institute of Signal Engineering and Telecommunication (IRISET) Secunderabad, had recommended that the faculty of the Institute should be sent abroad for refresher courses to enable them to understand the latest technology available there so that the Indian Railways can also consider infusing such technology in our system. This would give a fillip to the Railways in upgrading their signaling system.

Reply of the Government

(a) Modernization of Signaling system on Indian Railways is being done progressively as per the available resources. The modernization in signaling includes provision of electrical/electronic interlocking in replacement of over aged multi-cabin mechanical signals, block proving axle counters (BPAC) for automatic checking of clearance of block sections. Light Emitting Diodes (LED) signals in replacement of outdated filament type signals, data loggers for preventive maintenance, Automatic block signaling, Train Management systems (TMS) for efficient control & management of trains operation, and on Board protective system such as Train Protection Warning System (TPWS) to prevent loco pilot Signal passing at dander, Anti Collision Device (ACD) for train collision prevention. Electrical/Electronic at 4530 stations, Data loggers at 3740 stations ABS 2027 Route Kilometers, TMS at divisions TPWS at 50 Route Kilometers. Anti Collision Device (ACD) developed by Konkan Railway Corporation (KRCL) has been in service trials as pilot project on 1736 route kilometers on North east Frontier Railway (NFR). Improved version of ACD to revised specification is now to be developed by KRCL.

(b) Keeping in view recommendations of the Standing Committee on the need to depute our faculty at IRISSET for training abroad to expose them to the latest technology there, Training Directorate have approached 8 such Institutes abroad on 28th July 2010 for arranging training of the IRISSET faculty there as well as for lending their faculty for sharing their knowledge and expertise with Indian Counterparts.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.15)

The Committee was informed that there is a vacancy of 7135 personnel in RPF and efforts are being made to fill up the vacancies. The Committee was further informed that the Railway Board had proposed the creation of 21,000 posts out of which only 5000 posts have been approved by the Government of India and they will be apportioned to various Zones of Railway by the Railway Board. The recruitment is centralized. The Committee noted with concern that keeping in view the vast area of operation of the Railways, 5000 posts may be inadequate. Therefore, the Committee direct the Railway Board to take up the matter with the Government of India once again for creation of at least 15,000 additional posts. Keeping in view the present security scenario, adequate security personnel may be recruited at the earliest to man railway property and passengers. The Committee also feel that the Railway Board should create new posts after all the vacant posts have been filled up. Moreover, intensive training should be imparted to newly recruited RPF personnel and refresher courses may be introduced for officers/staff of RPF at regular intervals. Inadequate training is one of the major causes that can lead to inadequate protection and security of Railway property. The Committee were informed that recruitment and transfers/postings were made on a centralized basis and conducted from the Railway Board Headquarters. In order to have flexible approach, the Committee recommend that the General Manager should be given adequate powers not only to recruit at zonal levels but also initiate transfers and postings on 'need basis'.

Reply of the Government

With a view to speed up recruitment in RPF, it is under consideration for setting up a Central Recruitment Board on the recommendation of MHA. Till the Central Recruitment Board is formally established, a Central Recruitment Cell has been constituted for taking up the recruitment in RPF. Meanwhile, the recruitment is already in progress on North Frontier Railway and South Central Railway.

Intensive Training of new Recruits : The RPF Training Centers are already conducting 9 months initial training of newly recruits. Besides, the newly appointed

constables and Sub Inspectors (after their initial training) are being sent to commando training in phases. Besides, RPF officers and staff are subjected to refresher courses from time to time at the RPF Training Centers and other training Centers of other prestigious organizations.

The Zonal Chief Security Officers are already working under administrative control of the General Managers. Under the general supervision of the General Managers, the Chief Security Commissioners exercise their powers of recruitment, transfers and postings presently. However, on the recommendations of Ministry of Home Affairs for setting up of a central recruitment Board, a proposal has been moved for setting up Central Recruitment Board for speeding recruitment in RPF.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.17)

The Committee found that the Indian Railways are still not above provide foolproof security to passengers traveling on trains. Dacoity/robbery on running trains is a regular feature. The Committee noted that such incidents not only erode the faith of passengers on the working of the Indian Railways, but put a question mark on the whole security system. The Committee, therefore, direct that the Railways should ensure that adequate numbers of RPF personnel, properly armed, should be located in trains which pass through sensitive areas. The local policeshould also be alerted to meet any eventuality. Moreover, the Railway Board should come out with a mechanism to facilitate lodging of FIR in a moving train, in case of theft dacoity, etc., without putting the passengers into any inconvenience by forcing them to terminate their journey. The redressal of grievance of the aggrieved party should be foremost in the minds of the Railway Board. The Committee direct that the Railway Board should apprise the Committee urgently of action taken in this regard.

Reply of the Government

'Policing on Railways' is a State subject and prevention of crime, registration of cases and their investigation and maintenance of law and order in Railway premises as well as on trains are the statutory responsibility of the State Governments concerned which they discharge through the Government Railway Police (GRP) and Civil Police. Consequent upon the amendment in RPF Act 1957 in the year 2003, RPF have been entrusted with the additional responsibility of security of passengers and passenger area without giving any legal power to prosecute the offenders involved in criminal offences like dacoity/ robbery/ theft of passengers' belongings/ drugging and other crimes against passengers. Further, the strength of RPF has not been augmented to shoulder the additional responsibility of providing security to passengers and passenger area as well as manifold increase in the trains / Railway traffic.

RPF is providing escorts in 1275 important trains daily on an average from the existing strength. RPF is in need of 25000 additional manpower to provide escorts in all passenger trains and man the access control at the Railway stations to prevent passenger offences. 5134 posts in RPF have been sanctioned in 2010 for which recruitment is under process.

To ensure better security of passengers, a Comprehensive Bill has been drafted to empower RPF officers, of and above the rank of Sub-Inspector, to deal with IPC offences. This Bill has been approved by the Ministry of Law & Justice. Concurrence of the Ministry of Home Affairs is awaited.

Public awareness against crime like drugging of passengers is done through regular announcements at stations and in trains.

Lodging of FIR in trains:

FIR forms are made available with the Train Guard, TTE and Train Escort parties in trains. It is also mentioned in the Railway Time Tables that the victim passenger in case of any eventuality need not break his journey to lodge a complaint and instead hand over his complaint filled in the prescribed form to the Coach Attendant/

Conductor/ RPF/GRP train escort party/ Station Master, who in turn will hand over the same to the nearest GRP for registration.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.21)

The Committee found that inadequate training is one of the major causes which leads to compromising on the protection and security of Railway property and passengers. The Committee feel that most of the staff receive only routine training, and that too in a limited manner. Not much emphasis is given on refresher and advanced level training programmes. It seems that by trial and error method, the staff gets accustomed to the job entrusted to them. With the introduction of new equipment and gadgets in day to day operations, training is a must at the ground level to handle the system in the proper manner. The Committee, therefore, recommend that officers and staff should be provided intensive training at regular intervals followed by refresher courses. Wherever needed, officers should be sent abroad for training and trained personnel from abroad should be brought for capacity building of officers in various Divisions of the Indian Railways. The officers and staff should be made to undergo tests at the end of the training programmes to see the level of their participation/ involvement.

Reply of the Government

The Indian Railway is continuously evolving methods for development of manpower and it has been the endavour of the railways to increase the existing skill of the work force, with a view to make them competitive in order to withstand competition from other modes of transport and adopt the fast changes in the systems and processes . Some of the steps taken in this direction are as under:-

- (i) A comprehensive training needs analysis is being done in respect of all categories of staff through a series of meeting with the principals, filed offices and Federations.
- (ii) Training Modules for Induction, Refresher, Promotional and Specialized courses are reviewed after every 3-4 years.
- (iii) Special emphasis is being given in training for some of the safety categories which include competency based training.
- (iv) Special emphasis is given through adopting training methodology such as on the job training, simulator training, multi-media interactive packages on the PC as well as computer based tutorials etc.

The staff on completion of training undergoes tests to assess the learning.

As part of the Training Plan for officers of Indian Railways, each officer has to undergo training at fixed intervals in CTIs, reputed Institutes within India like IIMs / IITs and also abroad. As per this Training Plan, each officer is to be deputed for training to a reputed Institute outside Railways within India every five years and abroad every 10 year . Inputs from faculty of reputed Institutes/ Universities/ Business Schools abroad are also being provided to our officers through tie ups with ISB at present. With a view to building capacity of our CTIs and knowledge building of our officers and staff on regular basis, some reputed Training Institutes abroad have been approached to send their faculty to CTIs of Indian Railways for sharing of knowledge and expertise with their counterparts in Railways.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation (Para No.22)

The Committee noted that the Loco Pilots work under very stressful conditions. Breath analyzer tests of the Loco Pilots should be conducted at regular

intervals to ensure that when they are on duty, they are in their fittest mental and physical capabilities. To reduce the physical and mental stress of Loco Pilots, they should be given adequate rest between duty shifts and comfortable accommodation should be provided to them. Periodic medical check-up should be done on all Loco Pilots with special emphasis on physical fitness, eye test, etc.

Reply of the Government

Board have already approved the alcohol policy on drunkenness in order to make it more effective for controlling drunkenness amongst staff. The policy emphasizes that the running staff viz driver, Asstt. Driver shall undergo breathalyzer test both at the time of signing on and signing off. Loco Inspectors/Officers have been authorized to conduct the surprise checks using portable breathalyzers also.

Adequate rest is given to running staff. A lot of stress is being given to the maintenance of running rooms/crew lobbies as they directly contribute to the safety in train operation. Though the improvement is a continuous ongoing process, however, considering the fact that resting facilities for crew has an important bearing on their productivity and train safety, a shield has been instituted at Board's level to foster healthy competition amongst running rooms and to ensure their upgradation.

Railways have been directed to adhere to the stipulations of providing periodical medical examination, refresher course and safety camps to all of the safety category staff. Railways are maintaining the details of staff due/overdue/attending Periodical Medical Examination, Refresher Course or Safety Camp. Details of staff attending the above courses are readily available with the controlling supervisors. As per Railway Board instructions, staff on diesel traction belonging to safety category and if overdue for Periodical Medical examination, Refresher Course or Safety Camp is not permitted to continue his duty until he undergoes the stipulated Exam/Training.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

Recommendation No.24

The Committee find that every year, during the Budget Speech, a number of new trains are introduced in a routine manner. Yet, no efforts are being made to ensure that tracks are renewed to face the excess load. The Committee, therefore, recommend that before new trains are announced, proper scientific study should be conducted by the Railways to assess the capacity of the system to sustain such excess load. The Committee would like to reiterate that track renewals should be given top priority by the Indian Railways.

Reply of the Government

The trains announced in the Railway Budget is the sequel of the detailed deliberations taken at various levels- first at Division level, then at the Zonal level and finally at the National level in the Inter-Railway Time Table Co-ordination Conference (IRTTC) which is held annually and which is attended by all the Zonal railways.

Before incorporating trains for inclusion in the Railway Budget, consent of all concerned departments is taken and inter-alia the important factors enumerated below are taken into consideration:

- a) Availability of demand
- b) Availability of path
- c) Availability of maintenance infrastructure and line capacity
- d) Availability of resources
- e) Availability of Rolling Stock
- f) Manpower requirement
- g) Impact on freight traffic

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

CHAPTER-IV

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

Recommendation (Para No. 2)

While examining the Railway Property (Unlawful Possession) Amendment Bill, 2008, the Committee had found that Section 2 of the Railway Property (Unlawful Possession) Act, 1966 defines 'railway property as 'goods', 'money', or 'valuable security' or 'animal', belonging to, or in the charge or possession of a Railway administration. The Committee was informed that the Railway Property (Unlawful Possession) Act, 1966 does not include immovable property. The Committee was of the opinion that there is some ambiguity in the definition of 'Railway Property; in the Act which is required to be rectified. They, therefore, recommended to the Government to bring a comprehensive Bill before Parliament widening the definition of 'property' in the Act, giving more powers to the Railway Protection Force relating to the security and property of passengers as well, and devising a better coordination mechanism among the State Police, the Government Railway Police and the Railway Protection Force.

Reply of the Government

After due deliberations with the Ministry of Law & Justice, it has been noted that inclusion of land within the purview of the RP (UP) Act is not a feasible option as this Act deals with criminal offences and the Inquiry officer exercises the same powers and is subject to the same provisions as the officer incharge of a police station may exercise and is subject to under the Code of Criminal Procedure while investigating a Cognizable case.

The Public Premises (Eviction of Unauthorized Occupants) Act deals with the unauthorized occupants of all Central Government Ministries lands. The Estate

Officer, nominated under the provisions of Section 3 of this Act, is a Senior Railway Officer who is vested with all the powers of ordering eviction, issuing notice, demolition, sealing unauthorized construction etc. provided by the Act including the powers vested in a Civil Court under the Code of Civil Procedure for matters specified in Section 8 of the Act.

Therefore, the existing system is a better option in which clear powers are vested in the Estate officer, who is a senior level serving Railway officer, to deal with illegal occupation of Railway land.

It may be noted that Hon'ble Minister for Railways has already mentioned in her speech of Rail Budget 2010-11 that "...Railways will bring a comprehensive bill for providing security to our passengers".

Accordingly a comprehensive Bill has been drafted which proposes amendment in the RPF Act and empowers RPF officers, of and above the rank of Sub-Inspector, to deal with offences (including offences related to person and property of passengers) within passenger area.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

(For Comments of the Committee please see recommendation para no. 1.9 of Chapter I)

Recommendation (Para No. 9)

1.13 The Committee was deeply concerned at the regularity with which rail accident were happening, leading to loss of many innocent lives, besides loss of invaluable property. The Committee particularly noted with distress that there were several incidents of collisions of trains in the recent past. The Committee are fully aware of the importance of the need to install Anti Collision Device (ACD) in train so as to prevent such incidents in the future. In this context, the Committee felt that the pace of installing the ACD is still unsatisfactory for various reasons. The Committee, while appreciating the efforts of the Konkan Railway in installing ACDs, direct that

the Railway Board should come out with a concrete strategy within six months in this regard after examining all issues involved and studying the best practices available. In the interim, the Committees direct the Railway Board to apprise the Committee, every two months, of the progress made in this regard without fail.

Reply of the Government

(a) Safety Performance on Indian Railways

1.1 Safety Performance in the past.

(i) There has been a continuous reduction in the number of train accidents over last 9 years as may be seen in the table below:

Consequential train accidents since 2001-2002 to 2010-2011

Current period

Type of Accident	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009*	2009-2010*	April - July 2009*	April - July 2010*
Collision	30	16	9	13	9	8	8	13	9	2	2
Derailments	280	218	202	138	131	96	100	85	80	26	22
Manned Level Crossing Gate Accidents	8	14	9	5	10	7	12	7	5	2	1
Fire in Train	9	14	14	10	15	4	5	3	2	2	1
Miscellaneous	8	7	5	3	4	8	4	7	4		
Total	335	269	239	169	169	123	129	115	100	32	26

Note : Above figures do not include incidents of trespassing by road vehicles at unmanned level crossings which are as follows

Type of Accident	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009*	2009-2010*	April - July 2009*	April - July 2010*
Unmanned Level Crossing Gate Accidents	80	82	86	65	65	72	65	62	62	16	16

(ii) Reduction in accidents could be achieved by the concerted efforts of IR for timely replacement of the over-aged assets, Adoption of suitable technologies

for upgradation and maintenance of Track, Rolling Stock, Signalling & Interlocking systems, Safety Devices, Inspections at regular intervals to educate the staff for observance of safe practices.

1.2 Cause-Wise Failure Analysis

	2005-06	2006-07	2007-08	2008-09	2009-10	April - July 2010
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(iii) The Failure of other than Railway staff constitutes to be the major cause of accidents. In the current year the number of cases of sabotage has increased as compared to last year.

(iv) There has been a continuous reduction in number of accidents attributed to failure of Railway Staff. There has been reduction in failure of equipment being the cause of accidents as seen in the table below.

Causes of Accident	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009*	2009-2010*	April - July 2009*	April - July 2010*
Failure of Railway staff	249	186	161	119	120	85	87	76	68	20	16
Failure of other than Railway staff	103	108	107	78	86	84	81	75	76	18	17
Failure of equipment	24	18	18	14	8	9	9		1	1	
Sabotage	14	10	18	4	5	8	7	13	11	4	5
Combination of factors		2	2	1		1	0	4	1	1	
Incidental	20	15	17	16	11	7	8	5	3	2	
Could not be established conclusively	5	2	2	2	3	1	2	4	2	2	
Under Investigation					1						4
Grand Total	415	351	325	234	234	195	194	177	162	48	42

* provisional

1.3 Casualties in Accidents

(i) The number of casualties in train accidents is essentially fortuitous and not strictly susceptible to comparison. It is the number of accidents and its relationship with traffic volume which is more relevant. However, the number of

Killed (excluding UMLC)	195	62	43	80	64	217
Injured (excluding UMLC)	503	246	268	302	238	290

casualties in train accidents since 2005-06 is given as under:

	2005-06	2006-07	2007-08	2008-09	2009-10	April - July 2010
Killed (in UMLC)	120	146	148	129	161	45
Injured (in UMLC)	124	156	144	142	147	54

1.4 Sabotage Cases in the Last 5 Years

(i) While the number of train accidents have shown a declining trend over the years, the number of deaths, in the recent past, have increased, mainly due to acts of sabotage. For instance, in the past four months, 217 persons lost their lives in train accidents of which 2 deaths were attributable to negligence on the part of the Railways.

(ii) A major chunk of rest of deaths was due to one incident of sabotage of Jnaneshwari Express in Kharagpur Division on 28.05.2010 in which 150 persons lost their lives.

(iii) Further, 64 persons lost their lives in the collision involving Vananchal Express and Uttar Banga Express at Sainithia Station on 19.07.2010, the cause of which is under investigation.

	2005-06	2006-07	2007-08	2008-09	2009-10	April - July 2009	April - July 2010
Persons killed	195	62	43	80	64	9	217
Killed in Sabotage cases	Nil	Nil	Nil	Nil	02	Nil	151
Killed in other than Sabotage	195	62	43	80	62	9	66 (Sainthia 64)

(b) The Anti Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) has been in service trial as pilot project on Northeast Frontier Railway (NFR) since July/2006. Based on experience on NFR, specifications of ACD have had to be revised to improve efficacy, reliability and availability of ACD. The improved version of

ACD to revised specifications is to be put in service trials on three zones viz-Southern, South Central & South Western Railways, covering 1600 Route kilometers that include electrified multiple line & automatic signaling sections. The proving of the equipment for electrified multiple line automatic signaling section is expected to be completed by October 2010 in a nominated section of Southern Railway.

Further proliferation of ACD on Indian Railway will be planned, based on performance evaluation of equipment with improved specifications on Southern, South Central & South Western Railways.

(For Comments of the Committee please see recommendation para no. 1.15 of Chapter I)

Recommendation (Para No.10)

Unmanned level crossings are another problem area for the Indian Railways, and one of the major causes of accidents. In spite of various measures taken by the Indian Railways, level crossing accidents have continued to occur, that too frequently. The Committee, during their interaction with the Central railway, found that on a trial basis, the Central Railway authorities have painted the unmanned railway crossing in certain areas with bright colours so that the person trying to cross the unmanned crossing is able to judge the speed of the incoming train. This initiative of the Central Railway has borne results and led to a drastic cut-down of the accident rate in the heavily populated areas. The Committee, while appreciating the initiative of the Central Railway, recommend to the Indian Railways to take similar steps in other zones also so that accidents at unmanned crossing may be checked, without any exorbitant expenditure. The Committee further direct that efforts should be made by the Railway Board to convert all unmanned crossings into manned level crossings in a time bound manner. RUBs/ROBs should be constructed at unmanned level crossings expeditiously, more so, in rural areas, to prevent accidents. If need be, more budgetary allocation should be made for these purpose every year.

Reply of the Government

Accidents at Unmanned Level Crossings are caused mainly due to trespassing by road vehicles across these on Railway tracks. Railways have the 'Right of Way' across unmanned level crossings. The road vehicle drivers are duty bound under Section 131 of the Motor Vehicles Act, 1988, to "get down from the Vehicle, walk up to the crossing to ensure that no train is approaching from either side before crossing the unmanned level crossing" Thus, the primary cause of the accidents at unmanned level crossings is negligence by road vehicle users.

The numbers of consequential train accidents at Unmanned Level Crossings on Indian Railways were 82 in 2002-03, 86 in 2003-04, 65 in 2004-05, 65 in 2005-06, 72 in 2006-07, 65 in 2007-08, 62 in 2008-09 and 62 in 2009-10. Thus they have shown a declining trend. The Corporate Safety Plan of the Indian Railways had estimated to bring the level crossing accidents (Manned & Unmanned) upto 90 by 2012-13. This estimated target had already been achieved in 2004-05 itself, and in the subsequent years, has further been surpassed.

Presently, the unmanned level crossings are provided with speed breakers and road sign boards on either side of the level crossings to warn road users of any approaching trains. Warning sign-boards are also provided alongside of railway track, at the approach of such unmanned level crossings so that the train driver starts whistling to warn the road users of the approaching trains. The innovative step taken by Central Railway is appreciable but quantitative results regarding its success are not yet available. As such, proliferation of the given scheme for all over Indian Railways is not considered necessary at this stage.

The second part of recommendation is regarding elimination of unmanned level crossings in Indian Railways. In this regard, it is stated that Indian Railways have decided to eliminate all unmanned level crossings (LCs) in next five years as part of Indian Railway Vision 2020. Multi-pronged strategies have been adopted to achieve this end. While some of the LCs would be closed by merging them with the nearby LC by constructing connecting roads, other LCs would be provided with Road under bridge (RUB) or Limited Height subway (LHS) and also by manning of qualifying unmanned LCs.

The position, as it obtains over Indian Railways with respect to various steps being undertaken for eliminating the unmanned level crossings, has been indicated in the ensuing table.

Action Plan for elimination of unmanned level Crossing gates in five years (2010-15)	Nos. of level crossings to be eliminated
Construction of Normal Height Subway	35
Construction of Limited Height Subway	1526
Construction of Road Over Bridge	210
Construction of diversion road to another level crossings, ROB, RUB etc.	986
Closure of one unmanned LC by manning nearby unmanned level crossings	412
Closure of unmanned level crossings having low Train Vehicle Units	1860
Closure by manning of unmanned level crossing	6792
Total nos. of LCs planned for elimination in five years above by scheme.	11821

* Note: Unmanned level crossing of narrow gauge, rail bus routes, meter gauge, cattle and canal crossings have not been planned due to low train vehicle units and low speed of trains.

Budgetary allocation of Rs. 1700 crores has been made during the year 2010-11 and in future also required amount shall be allocated so as to ensure that road safety works i.e., manning and construction of ROB/RUB does not suffer for want of fund.

Hence the second part of recommendation of the Committee is full accepted.

[Ministry of Railways O.M. No. 2010/BC-II/XV/300/3,
Dated 01.12.2010]

(For Comments of the Committee please see recommendation para no. 1.18 of Chapter I)

CHAPTER-V

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

NIL

**MINUTES OF THE ELEVENTH SITTING OF THE
STANDING COMMITTEE ON RAILWAYS (2010-11)**

The Committee sat on Tuesday, the 10th May, 2011 from 1100 hrs. to 1330 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Dr. Ram Chandra Dome
4. Shri Pralhad Joshi
5. Shri Anand Prakash Paranjpe
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Satabdi Roy
9. Smt. Sushila Saroj
10. Shri Gopal Singh Shekhawat
11. Chaudhary Lal Singh
12. Shri Umashankar Singh
13. Shri Lalji Tandon
14. Dr. Girija Vyas

RAJYA SABHA

15. Om Prakash Mathur
16. Shri Nandi Yellaiah
17. Shri Ambeth Rajan
18. Shri Tarini Kanta Roy
19. Ms. Sushila Tiriya

SECRETARIAT

1. Shri K. Vijaykrishnan - Joint Secretary
2. Shri Abhijit Kumar - Director

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)*

- | | | |
|----|--------------------|---|
| 1. | Shri Vivek Sahai | Chairman, Railway Board & Ex-officio Principal Secretary to the Govt. of India. |
| 2. | Smt. Pompa Babbar | Financial Commissioner, Railways & Ex-officio Secretary to the Govt. of India. |
| 3. | Shri A.P. Mishra | Member Engineering, Railway Board, & Ex-officio Secretary to the Govt. of India |
| 4. | Shri Sanjiv Handa | Member Mechanical, Railway Board, & Ex-officio Secretary to the Govt. of India |
| 5. | Shri Sudesh Kumar | Member Electrical, Railway Board & Ex-officio Secretary to the Govt. of India |
| 6. | Shri V.N. Tripathi | Member Staff, Railway Board, & Ex-officio Secretary to the Govt. of India. |

REPRESENTATIVE OF NORTHERN RAILWAYS*

1. Shri S.K. Budhalakoti General Manager, Northern Railway

** Present only during the briefing on the status of New Line Project in Jammu and 'Financial and Accounting Management and Financial Performance of Indian Railways – Zone-wise'.*

2. Since Hon'ble Chairman, Standing Committee on Railways, was delayed, he authorized Shri Nandi Yellaiah to conduct the business of the meeting till the Hon'ble Chairman, Standing Committee on Railways, arrived.

3. The Committee then considered the draft report on the action taken by the Government on the recommendations contained in the 8th Report of the Committee (15th LS) on 'Protection & Security of Railway Property & Passengers' and adopted the same with some modification. The Committee then authorized the Chairman to finalize the Action Taken Report and present the same to the House.

Briefing by the representatives of the Ministry of Railways (Railway Board) on the status of New Line Project in Jammu

4. xxx xxx xxx xxx

Briefing by the representatives of the Ministry of Railways (Railway Board) in connection with the examination of the subject 'Financial and Accounting Management and Financial Performance of Indian Railways - Zone-wise'.

5. xxx xxx xxx xxx

6. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

APPENDIX-II

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 8TH REPORT (15TH LOK SABHA) ON 'PROTECTION AND SECURITY OF RAILWAY PROPERTY AND PASSENGERS'

Total number of Recommendations/Observations		24
(i)	Recommendations/Observations which have been accepted by the Government – Para Nos. 1, 3, 4, 5, 11, 12, 13, 14, 16, 18, 19, 20, 23	13
	Percentage of total	54%
(ii)	Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies – Para Nos. 6, 7, 8, 15, 17, 21, 22, 24	8
	Percentage of total	33%
(iii)	Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration – Para Nos. 2, 9, 10	3
	Percentage of total	13%
(iv)	Recommendations/Observations in respect of which final replies are still awaited -	NIL
	Percentage of total	NIL
