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**STANDING COMMITTEE ON RAILWAYS
(2009-10)
(FIFTEENTH LOK SABHA)**

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**PROTECTION AND SECURITY OF RAILWAY
PROPERTY AND PASSENGERS**

EIGHTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

August, 2010/ Shravana, 1932 (Saka)

SCR NO. 155

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Presented to Lok Sabha on 27.08.2010

Laid in Rajya Sabha on 27.08.2010



**LOK SABHA SECRETARIAT
NEW DELHI**

August, 2010/ Shravana 1932 (Saka)

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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2009-10)

Shri T. R. Baalu - Chairman

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri Kameshwar Baitha (Palamau)
4. Shri K. Bapiraju
5. Smt. Rajkumari Chauhan
6. Dr. Ram Chandra Dome
7. Smt. Maneka Gandhi
8. Smt. Botcha Jhansi Lakshmi
9. Shri Pralhad Joshi
10. Dr. Nirmal Khatri
11. Shri Anand Prakash Paranjpe
12. Shri Somabhai G. Koli Patel
13. Shri Rudramadhab Ray
14. Smt. Shatabdi Roy
15. Smt. Sushila Saroj
16. Smt. Yashodhara Raje Scindia
17. Shri Gopal Singh Shekawat
18. Chaudhary Lal Singh
19. Shri Umashankar Singh
20. Shri Lalji Tandon
21. Dr. Girija Vyas

RAJYA SABHA

22. Ms. Sushila Tiriya
23. Shri Nandi Yellaiah
24. Shri Ishwar Singh
25. Vacant*
26. Shri Om Prakash Mathur
27. Shri Tarini Kanta Roy
28. Vacant*
29. Vacant#
30. Shri K.E. Ismail
31. Shri Abani Roy

* Shri Lalit Kishore Chaturvedi and Shri Ambeth Rajan retired on 04.07.2010
Nomination of Shri N. Balaganga was changed w.e.f. 15.07.2010 to Standing Committee on HRD

LOK SABHA SECRETARIAT

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

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2009-10), having been authorised by the Committee to present the Report on their behalf, present this Eighth Report of the Standing Committee on Railways on 'Protection and Security of Railway Property and Passengers'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 11.02.2010, 15.03.2010, 29.06.2010, 30.06.2010, 20.07.2010 and 03.08.2010. The Committee also took oral evidence of representatives of Ministry of Law and Justice, Ministry of Urban Development on 15.03.2010 and Ministry of Home Affairs on 20.07.2010.

3. The Committee considered and adopted the Report at their sitting held on 18.08.2010. Minutes of the related sittings are given in appendix to the Report.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board), Ministry of Urban Development, Ministry of Law and Justice and Ministry of Home Affairs for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the subject. They would also like to place on record their deep sense of appreciation for the valuable assistance rendered to them by officials of Lok Sabha Secretariat attached to the Committee.

5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Part-II of the Report.

NEW DELHI;
20 August, 2010

29 Shravana, 1932 (Saka)

T.R. BAALU
Chairman,
Standing Committee on Railways

REPORT

PART I

CHAPTER – I

INTRODUCTORY

The Indian Railways Vision Statement 2020 spells out:-

“Indian Railways shall provide efficient, affordable, customer-focused and environmentally sustainable integrated transportation solutions. It shall be a vehicle of inclusive growth, connecting regions, communities, ports and centres of industry, commerce, tourism and pilgrimage across the country. The reach and access of its services will be continuously expanded and improved by its integrated team of committed, empowered and satisfied employees and by use of cutting-edge technology.”

1.2 Notwithstanding this vision outlined by the Indian Railways, the issue of protection and security of Railway property and passengers continues to be a crucial concern which needs urgent coordinated action.

1.3 It goes without saying that the Indian Railways is the lifeline of the nation. But when the life of passengers and the property of the Railways themselves become a casualty in the wake of accidents, etc., it is a cause of worry which should warrant serious introspection. Statistically speaking, the behemoth, *i.e.*, the Indian Railways, is one of the world’s largest networks with over 64,000 route kilometer of route length, employing around 1.4 million regular employees that catered to the needs of over 6900 million passengers and lifted 833 million tons of freight traffic during the year 2008-09. Keeping in view the aforesaid statistics, there has to be constant and continuous monitoring of safety aspects so as to augment protection and security of Railway property and passengers. Globally, India is an economic force to reckon with, excelling in the field of Science and Technology, various Engineering disciplines, Information

Technology and Space Science; in spite of this, the Indian Railways have been found wanting in making use of our advancements in these fields to strengthen the safety and security of the Railway network. Efforts and endeavours at modernization and a far-sighted policy have not been commensurate with our capabilities and with the needs of the time. Routine announcements during the presentation of the Railway Budget to introduce more new trains on the already saturated track system have often resulted in compromising safety standards, leading to the perception that no study has been undertaken by the Railways to examine the feasibility at ground level whenever any such new train is announced. That being so, it is high time that the utmost priority should be accorded for the protection and security of Railway property and passengers to enable the Railways to achieve the targets they themselves have set, and compete with the best globally so as to provide world class railway services.

1.4 In the year 2001, 2007 and 2008, the Railways had set up a Committee on Railway Security, Composite Security Planned Committee and Committee to Draw Integrated Security System, respectively. According to the written replies furnished by the Railways, the recommendations of these Committees are under various stages of implementation. During the coming years, keeping in view the burgeoning economy, the Railways would be called to haul more goods and carry more passengers which will definitely put tremendous strain on the existing Railway system. As such, the Railways should accord the highest of priority to protection and security measures to ensure smooth, safe and timely operations throughout the length and breadth of the country.

1.5 In the light of this, the Report of the Committee touches upon some important aspects of the protection and security of Railway property and passengers, including safety measures, sensitive stations, accident analysis, the role of the Railway Protection Force (RPF), protective gears and weaponry for RPF personnel, etc.

CHAPTER – II

RAILWAY LAND

The Indian Railways have very extensive infrastructure in the country. Over the years, the Railways have been acquiring land for its operations. Today, they have more than 4.31 lakh hectares of land under their control. During evidence, the Committee desired to know whether the railway land is a property of the Railways or not. The Member Staff, Railway Board, stated as under:

“After your directive and suggestion that land should also be included as a property, then we deliberated in the Board and the eviction Act was deliberated upon because that has been issued by the Ministry of Urban Development. We discussed the issue with them and finally we discussed with the Ministry of Law. Both the Ministries were not in agreement. They were saying that there will be contradictions if we include the land as property in the RPUP Act. That is why the Ministry of Law has given in writing also their opinion that this is not desirable.”

2.2 The Committee further desired to know the manner in which the Railways will secure the land under them if that land is not included as property. The Ministry of Railways (Railway Board) replied as under:

"...let us consider that the RPF Act is not there. We are maintaining the land records with the railways and as rightly observed by the hon. Member, once the land is purchased by us, it becomes our property in the record also and we are maintaining the records. After maintaining the records, there are a couple of things which we do. One is that we have inspectors to look into encroachment when it is there. There is an encroachment register which we maintain.

If encroachments take place, they try to remove it. If there are pressures and if the man does not get out of it, then case is filed against him under the Public

Premises Eviction Act. In some places, there are some constructions also. There are some sort of permanent encroachments also. We have also boundary pillars. If you have been travelling by train, you can see red pillars on the boundaries which we put on the railway land so that no trespassing is allowed. Recently, instructions have also been issued that wherever we have lands, where they are isolated, there are also boundary walls or pillars on the corners, after ascertaining from the records. Despite all these efforts, encroachments do take place. We have had encroachments in the past and we have been evicting the encroachments. We are taking the help of the Public Premises Eviction Act. We are authorized to give magisterial powers to our own officers. All the land records are being reconciled and are being digitized so that we do not lose the land records. In some places we have got old land records. There have been some difficulties in reconciling the records. As you will see, we have a system and we are following the procedures."

2.3 The Committee desired to know the views of the Ministry of Urban Development and the Ministry of Law and Justice. The Additional Secretary, Ministry of Law and Justice, clarified as under:

"xxx the expression railway property is different in section 2 clause (d) of RPUP 1966. It is as under:

"Railway property includes any goods, money, valuable security or animal belonging to or in the charge or possession of the railway administration.'

The scope of the Act is only for consolidating the amending of the law relating to unlawful possession of railway property. Definition of railway property does not contain the land belonging to the railway administration. That is covered under the Railway Act, 1989. As rightly pointed out, if anybody is unauthorisedly occupying any railway land action by the Estate officer to evict the person under the Public Premises (Eviction of unauthorized occupation) Act 1971 is resorted to. That is the present position."

2.4 The Chairman, Railway Board, further clarified that the Railway land and the land of other Central Government Departments are dealt with under the Public Premises Eviction Act. So, since the Railways is also a Central Government Department, it will have to be dealt with under the same provisions. Otherwise, if the land is property of the Central Government or any State Government, then theft of the land under RPUP Act should be dealt with under the criminal law whereas it is dealt with under the civil law at present.

2.5 The representative of the Ministry of Urban Development stated before the Committee that the Public Premises Eviction Act, 1971 covers all the Central Government properties, including land, building, any encroachment, unauthorized occupation, etc. Railways are also one of the Government Ministries/Departments; so, they are also covered.

2.6 The Committee then desired to know the reasons for having a separate Railway Act, 1989. The representative of the Ministry of Law and Justice informed the Committee that "the Railway Act deals with land acquisition for railway purposes. It is one of the chapters there. Chapter IV A deals with land acquisition for special railway projects. Land related to Railways is governed under the Railway Act and eviction of unauthorized occupants as in the case of other Government property eviction is under general laws, that is the Act of 1971. He further stated that the 1971 Act is administratively the concern of the Ministry of Urban Development. Every Ministry and Department is authorized to appoint an Estate Officer under Section 3 of the Act.

2.7 The representative of the Ministry of Urban Development informed the Committee that Section 11 of the Public Premises Eviction Act, 1971 defines and provides for criminal offence if anybody is found an unauthorized occupant of public premises. It is punishable with imprisonment and fine.

2.8 The Committee further desired to know the name of the Department which would take cognizance of any such complaint and go for a report and then take up the matter to the court. The representative of the Ministry of Urban Development stated

that the Estate Officers concerned who are nominated and notified by the respective Department and Ministries have to take action. If there is a railway land, the Ministry of Urban Development does not come into the picture. It is the State Government officer or the Railway Ministry which takes up. The law is common. It is not that the Urban Development Ministry is removing encroachments all over the country.

SENSITIVE STATIONS

2.9 With the increase in the incidents of terrorist activity, arson and militancy, the Railway Stations become the prime target of anti-social elements. The Ministry of Railways (Railway Board), in their written reply, informed the Committee that based on the recommendation of a high level committee comprising of officers from NSG, Delhi Police, CISF, RPF, Railways and the Ministry of Home Affairs, the following 202 Railway Stations had been identified as Sensitive Stations:

Sl.	Zone	Name of Stations
1	CR Mumbai Area	Bhusawal, Nasik Road, Manmad, Chalisgaon, Jalgaon, Akola, Murtijapur, Badnera, Nagpur, Pune, Miraj Chhatrapati Shivaji Terminal (Main line & Suburban), Dadar, Kurla, Lokmanya Tilak Terminus, Thane & Kalyan
2	ER Kolkata Area	Malda, Bardhaman, Asansol, Durgapur, Sealdah, Kolkata(T), Bidhannagar, Majherhat, Ballygunge, Dum Dum, Howrah
3	Kolkata Metro	Dum Dum Jn, Belgachia, Shyambazar, Sovabazar, Girish Park, Mahatma Gandhi Road, Central, Chandni Chowk, Esplanade, Park Street, Maidan, Rabindra Sadan, Netaji Bhawan, Jatindas Park, Kalighat, Rabindra Sarobar, Tollygunge, Kudghat, Bansdram, Naktala, Garia Bazar, Birji

		(Previous Pranab Nagar) New Garia
4	ECR	Dhanbad, Mughalsarai, Patna Jn., Rajendra Nagar, Muzzafar Pur, Samastipur, Raxaul
5	ECoR	Puri, Cuttack, Bhubaneshwar, Vishakapatnam
6	NR Delhi Area	Lucknow, Varanasi, Faizabad, Ayodhya, Srinagar, Badgam, Anantnag, Jammu Tawi, Udampur, Amritsar, Jalandhar, Ludhiana, Ambala, Saharanpur, Kalka, Bathinda, Chandigarh, Patiala, Bareilly, Moradabad, Haridwar, Chakkibank, Brijbehra, Panjgam, Awantipura, Kakapore, Pampore, Rajwansher, New Delhi, Delhi Main, H.Nizamuddin, Shahdara, Tilak Bridge, Sarai Rohilla, Delhi Cantt., Shivaji Bridge, Anand Vihar, Ghaziabad
7	NCR	Agra, Mathura, Jhansi, Kanpur, Allahabad
8	NER	Lucknow, Gorakhpur, Chapra
9	NFR	Guwahati, Dimapur, New Jalpaiguri, Diphu, Lumding, Maibong, Katihar, Kishanganj, Siliguri, Kokrajhar, New Tinsukia, Simalguri, Jorhat Town, Mariani, Furkating, Dibrugarh
10	NWR	Jaipur, Ajmer, Bikaner, Jodhpur
11.	SR	Trivandrum, Ernakulam, Coimbatore, Madurai, Calicut, Tiruchirapalli, Mangalore, Chennai Central, Chennai Egmore, Beach, Mamblam, Tambaram, Basin Bridge, Tiruvallur
12	SCR	Secunderabad, Hyderabad, Tirupati
13	SER	Kharagpur, Ranchi, Tatanagar, Chakradharpur, Rourkela, Jharsuguda, Bokaro, Puruliya, Adra, Muri, Midnapur
14	SECR	Bilaspur, Raipur, Gondia
15	SWR	Bangalore, Yaswantpur, Mysore

16	WCR	Bhopal, Itarsi
17	WR Mumbai Area	Surat, Vadodara, Godhra, Ahmedabad, Ujjain Church Gate, Marine Drive, Charni Road, Grant Road, Mumbai Central, Mahalaxmi, Lower Parel, Elphiston Road, Dadar, Matunga Road, Mahim, Bandra Local, Bandra Terminus, Khar Road, Santa Kruz, Vile Parle, Andheri, Jogeshwari, Goregaon, Malad, Kandivali, Borivali, Dehisar, Miraraod, Bhayander, Nayagaon, Basairoad, Nalasupara, Virar, Palghar, Boisar, Dahanuroad

INTEGRATED SECURITY SYSTEM

2.10 The Committee wanted to know whether there is any proposal with the Ministry of Railways for introducing an integrated security system consisting of luggage scanner, metal detectors, dog squads and CCTVs, and if so, the stations where such system is working satisfactorily.

2.11 The Ministry replied that for the first time, an Integrated Security System had been approved and included in the Works Programme 2009-10 at an estimated cost of Rs. 353 crore to strengthen the surveillance mechanism over 202 sensitive and vulnerable stations of the Indian Railways. The system consists of the following four broad areas –

- (a) Internet Protocol (IP) based CCTV surveillance system
- (b) Access control
- (c) Personal and baggage screening system
- (d) Bomb Detection and Disposal System.

2.12 General Managers of the Zonal Railways have been directed to ensure implementation of the system by the end of 2010.

ACCIDENT RELIEF MEDICAL EQUIPMENT VAN (ARME), ACCIDENT RELIEF TRAIN (ART)

2.13 The Committee felt that railway relief reaches accident sites quite late, thereby failing to provide the much need medical succour during emergencies. They desired to know the action plan for Disaster Management system in place to move in a speedily and coordinated manner to accident sites for evacuation, extrication of victims, crowd management and transporting the victims to hospitals. The Ministry of Railways, in their written reply, informed the Committee as under:

"The ARTs/ARMEs are located at a distance ranging from 200 to 300 kms. approx. away from each other. This is based on availability of manpower and existing facilities where staff works in normal situations, eg. C&W sick line, loco shed, etc. These can cover a distance of 100-150 kms. approx from each side. The ARMEs are used for immediate Medical relief and evacuation of the seriously injured to the nearest bigger hospitals of the State Govt., private hospitals and also the Railway hospitals. The ARMEs are mini-hospitals on wheels which have facilities for minor surgeries in mini operation theatre. They have medicines, blankets, eatables, drinking water and life saving surgical equipment, etc.

Even in normal circumstances with 20-30 minutes time for turning out of the ARME and 45-60 minutes for ART, the time to travel to the site ranges from 2 hrs. to 4 hrs. approx. However, during the 'Golden hour', we are dependent on the local resources, including district hospitals, private hospitals, etc. for medical relief. These resources have been included in the Disaster Management plan of Railways.

With the promulgation of a Disaster Management Act in 2005 now it is mandatory that all Ministries and Departments of the Central Government and State Governments will extend their resources to jointly provide relief, rescue, mitigation, etc."

2.14 The Committee desired to know the number of accidents that had occurred on account of ongoing track maintenance work, the details of the measures taken to protect the workers/gangmen and the measures taken to reduce derailment of trains. The Ministry of Railways (Railway Board), in their written reply, informed the Committee as under:

ACCIDENT ANALYSIS

2.15 According to the information supplied by the Indian Railways, there has been a continuous reduction in the number of train accidents over the last 10 years as indicated in the Table below:

Safety Performance in last 10 years:

Year	Collisions	Derailments	LC Accidents	Fire	Misc.	Total	Acct./ MTKm* *
1999- 00	20	329	93	21	-	463	0.65
2000-01	20	350	84	17	2	473	0.65
2001-02	30	280	88	9	8	415	0.55
2002-03	16	218	96	14	7	351	0.44
2003-04	9	202	95	14	5	325	0.41
2004-05	13	138	70	10	3	234	0.29
2005-06	9	131	75	15	4	234	0.28
2006-07	8	96	79	4	8	195	0.23
2007-08	8	100	77	5	4	194	0.22
2008-09	13	85	69	3	7	177	0.20

**Accidents per million train kms

2.16 This 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 and Inspections at regular intervals to educate the staff for observance of safe practices.

CAUSE-WISE FAILURE ANALYSIS

2.17 Failure of Railway staff and other than Railway staff constitutes the major cause of accidents, followed by sabotage. There has been a continuous reduction in failure of equipment being the cause of accidents as seen in the Table below:

CAUSES	2000-01	200-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008- 09
Failure of Railway Staff	293 (61.9%)	248 (59.8%)	186 (53)	161 (49.5%)	119 (50.9%)	120 (51.3%)	85 (43.6%)	87 (44.8%)	73 (41.2%)
Failure of Other than Railway staff	109 (23%)	103 (24.8%)	118 (33.6%)	107 (32.9%)	78 (33.3%)	86 (36.8%)	84 (43%)	81 (41.8%)	75 (42.4%)
Failure of equipment	33 (7%)	24 (5.8%)	18 (5.1%)	18 (5.5%)	14 (6%)	8 (3.4%)	9 (4.6%)	9 (4.6%)	- -
Sabotage	19 (4%)	14 (3.4%)	10 (2.9%)	18 (5.5%)	4 (1.7%)	5 (2.1%)	8 (4.1%)	7 (3.6%)	13 (7.3%)
Miscellaneous	19 (4.1%)	26 (6.2%)	19 (5.5%)	21 (6.4%)	19 (8.1%)	15 (6.4%)	9 (4.6%)	10 (5.2%)	16 (9%)
Grand Total	473	415	351	325	234	234	195	194	177

2.18 Safety Performance of IR for the period 1st April to 24th November, 2009, Category-wise break-up of accidents is as follows:

Type of Accident	1 st Apr to 24 th Nov, 2008 (2008-2009)	1 st Apr to 24 th Nov, 2009 (2009-10)

Collisions	06	06
Derailments	55	49
Manned Level Crossing Accidents	02	04
Unmanned Level Crossing Accidents	46	39
Fire incidents	02	02
Miscellaneous	04	00
Total	115	100

This shows a substantial reduction in the number of consequential accidents over the corresponding period of the previous year.

Cause-wise analysis of the accidents for the period Apr to 24th Nov 2009 is as follows:

CAUSES	Apr to 24 th Nov 08	Apr to 24 th Nov 09
Failure of Railway Staff	44	42
	(38.3%)	(42%)
Failure of Other than Railway staff	55	44
	(47.8%)	(44%)
Failure of equipment	0	1
	(0%)	(1%)
Sabotage	11	8
	(9.6%)	(8%)
Miscellaneous	5	5
	(4.3%)	(5%)
Grand Total	115	100

ACCIDENTS ON ACCOUNT OF TRACK MAINTENANCE WORK

2.20 The Safety Directorate maintains a break-up of the cause-wise analysis of the consequential train accidents. If the cause of an accident is attributed to more than one department, the 'accident' is equally distributed to those concerned departments. Accidents on account of failure of Engineering maintenance staff, combination of staff (engineering account) and track failures during the past 3 years are as follows:

S.No.	Accidents	2006-07	2007-08	2008-09
i)	Direct Engg. Maintenance Staff	28	26	18
ii)	Combination of staff, Engg account	4.8	6.5	0.5
iii)	Track failure	5	3	0

2.21 Further, the number of Consequential Train Accidents which took place at Worksites during construction of track or track maintenance during the last three years and current year upto November 2009 are as follows:

	2006-07	2007-08	2008-09	2009-10 (upto Nov)
No. of Train Accidents at Worksites	02	04	02	04

STEPS TAKEN TO PROTECT THE WORKERS/GANGMEN ON TRACK MAINTENANCE JOB:

2.22 Ample safety instructions for carrying out works safely at work spots have been issued from time to time. Routine inspections are also being carried out constantly by various field officials to ensure compliance of these instructions. Detailed instructions already exist in Indian Railway Permanent Way Manual on precautions while working on track.

2.23 RDSO/Lucknow and IIT/Kanpur are conducting tests for two devices: one for warning gang-men and trackmen working on the railway tracks and other for warning road users at manned & unmanned LC gates through SIMRAN.

MEASURES TAKEN TO REDUCE DERAILMENTS OF TRAINS

2.24 Derailment of trains is another concern area for the Indian Railways. As such, the Indian Railways have taken a number of steps to check derailments of trains. They are as follows:-

- (i) Replacement of over-aged tracks, bridges, S&T gears and Rolling Stock.
- (ii) Gradual phasing out of derailment prone 4-wheeler tank wagons.
- (iii) Reduction in Thermit welded joints on rails, use of SPURT Cars for Rail flaw detection.
- (iv) Track Circuiting for enhanced safety in train operations.
- (v) Introduction of Self Propelled Accident Relief Medical Van (SPARMV) and Wheel Impact Load Detector (WILD).
- (vi) Replacement of majority of wooden/cast iron/steel sleepers with sturdier concrete sleepers. 60kg/52 kg rail sections are being progressively used.
- (vii) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.
- (viii) Railways have been asked to procure modern digital SRT/DRT machines for ultrasonic flaw detection (USFD) of rails to detect hidden flaws in rails.
- (ix) For better and improved maintenance, mechanized maintenance of track with the help of state-of-the-art on-track machines are being introduced progressively. As on 01/04/09, nearly 78% of Broad Gauge track is under mechanized maintenance.
- (x) Provision of Thick Web Switches in place of conventional overriding type of switches is being planned for important routes in phased manner.

- (xi) Gause Face Corner (GFC) testing is being done along with normal USFD testing of Rails on track on higher axle load routes. This will help in timely detection of GFC defects developing in Rails.

LEVEL CROSSINGS

2.25 Accidents at level crossings account for a major part of rail accidents. The Railways are seized of the matter and the following steps are taken by them to check such accidents:-

Public awareness campaigns to educate the road users of level crossing gates by issuing paid advertisements in local newspapers.

Nukkud nataks at villages, dhabas, schools/colleges near LC gates are organized to educate in passing unmanned level crossing gates.

Making awareness among the Railway staff and road users by counseling and displaying posters at level crossings and station premises regarding precautions to be taken at unmanned level crossings.

Improvement to level crossing gates:

1. Manning of level crossing gates.
2. Interlocking of level crossing gates.
3. Closure of unmanned level crossing gates with the consent of local people.
4. Closure of manned level crossing gates by providing ROB, RUB and limited height subways/RUBs.
5. Improvement to road surfaces at level crossings.
6. Provision of speed breakers on the approach roads.
7. Provision of whistle boards on railway lines.
8. Provision of sign boards for alerting the road users.

Other measures:

1. Intensive training/counseling/refresher courses and periodical medical examination of safety category staff are conducted regularly to ensure their competency and suitability for the job.
2. Safety seminars are organized to inculcate safety consciousness among the staff.
3. Advertisements are published and displayed at important stations; also announcements are made through the Public Announcement System that passengers are not to carry inflammable articles.
4. Frequent inspections and ambush checks are conducted to ensure implementation of Safety Rules.
5. Person-to-person contact at village level to educate road users is being done on regular basis.
6. Track circuiting work, provision of panel interlocking, block proving by axle counter.
7. Priority given in rail renewal to fracture prone areas and also 90 R rail stretches.

BLOWING OFF OF RAILWAY TRACKS

2.26 The Committee observed that incidents of blowing off of railway tracks, train hijacking as well as running away with engines have been increasing in the country and wanted to know the measures contemplated by the Railways to check such incidents. The Ministry of Railways (Railway Board), in their written reply, informed the Committee as under:

"A statement showing the number of incidents of blowing off railway tracks by anti-social elements in last four years are as under:

Years	No. of incidents reported
2006	16
2007	23
2008	11
2009	26

2.27 According to Entry No. 2 of the State List of the Constitution of India, 'Police' (including Railways and Village Police) is a State subject. Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are, therefore, the statutory responsibility of the State Police, which they discharge through the Government Railway Police (GRP) of the State concerned. Although the security of track, bridges and tunnels are the responsibility of State Police, but the following measures are being taken by the Railways:

1. Close liaison is maintained with State Police and Government Railway Police for taking suitable preventive measures in vulnerable sections of affected States to avert incidents of anti-social attacks.
2. Periodical meetings with State Administrations of affected States and police authorities are being held regularly by Railway Administration to formulate effective joint strategy to combat the problem of anti-social elements' attack over Railway system.
3. Sharing of intelligence between Railway Protection Force, Government Railway Police and Intelligence Bureau of affected States have been given priority to combat terrorist attacks on Railways.
4. Gangmen patrolling of track is intensified during specific threats."

They further informed the Committee as under:

"Crisis Management Plan (CMP) 2009 for Ministry of Railways has already been approved. Para 1.4 part (ii) deals with terrorism/security related crisis.

"Railways will take all necessary steps/actions for crisis concerning its properties and Ministry of Home Affairs will step into lead role....."

2.28 A Standard Operating Procedure (SOP) for flow of information and coordination/liaison with civil police and GRP in various crisis situations has been drawn by the Group constituted by Min. of Home Affairs. A compendium of SOPs has been circulated to Zonal Railways for information and necessary action.

SIGNALLING

2.29 Signalling plays a very vital role not only in promoting safety and minimizing the impact of human error in train operations, but also in enhancing line capacity through the introduction of modern signalling systems. Indian Railways have undertaken technological upgradation in signalling. The Committee is aware of the crucial role of signalling in the Indian Railways. Therefore, the Committee wanted to be apprised of the system and its functionality. The Railways informed as under:-

- To reduce human dependence for verification of clearance of track, track circuiting of the complete station section has been taken up. Track circuiting has been done at 26221 locations up to March 2009.
- Further, to increase efficiency and enhance safety in train operations, modern signaling systems with Route Relay/Panel/Electronic Interlocking along with Multi Aspect Colour Light Signalling in replacement of over-aged Mechanical/Multi Cabin Signalling System have been provided progressively. 4250 stations have been provided Route Relay/Panel/Electronic Interlocking as on March, 2009.

- Interlocking of level crossing gates is being done on the volume of road-cum-rail traffic to enhance safety. The interlocking of 8,903 level crossing gates has been completed upto March, 2009.
- Provision of telephones of manned level crossing gates improves safety as it enables gatemen to communicate with the station master. Telephonic communication has already been provided at 16,641 level crossing gates upto March, 2009.
- Block Proving Axle Counters (BPACs) are being provided progressively which helps in automatic verification of complete arrival of train and increase line capacity by reducing block closure time. 1929 Block Sections have been provided with Block Proving Axle Counters upto March, 2009.
- For improving reliability and visibility of signals, outdated filament type signals are being replaced by long life highly durable LED signals. 2695 stations have been provided with LED signals upto March, 2009.

SAFETY MEASURES

2.30 The Ministry of Railways (Railway Board) has the following system in place for safety and protection of Railway Property and Passengers:-

- Contribution to Depreciation Reserve Fund (DRF) has been enhanced to Rs.7,800 crore in 2009-10 so that renewal/rehabilitation of over aged assets is taken care of through internal sources.
- Safety Action Plans were continuously implemented with a view to reduce accidents caused by human errors. A multi-pronged approach with focus on introduction of newer technologies, mechanization of maintenance, early detection of flaws, etc. to reduce human dependence in the first place, along with upgrading the skills of the human resources were the prime drivers for accident prevention.
- Periodical safety audits of different Divisions by multi-disciplinary teams of Zonal Railways as well as inter-railway safety audits were conducted on regular basis. During 2008-09, 49 internal safety audits and 19 inter-railway safety audits were carried out. In addition, inspections were also conducted by Railway Board teams.

- Four multi-disciplinary safety teams have been constituted in March, 2009 at Board's level to audit the safety preparedness on Zonal Railways. Each team has been allocated four zones.
- Training facilities for drivers, guards and staff connected with train operation have been upgraded. Disaster Management Modules have also been upgraded. During 2008-09, 98,334 safety category employees attended refresher training.
- Anti Collision Device (ACD) to prevent cases of collisions and to minimize the extent of damage caused by collisions has been installed on 1,736 route kilometres of North-east Frontier Railway. Improved ACD system with revised specifications is planned to be installed for trial on Southern, South Central and South Western Railways on 1,600 route kilometres.
- Fouling Mark to Fouling Mark track circuiting on the entire 'A', 'B', 'C' 'D' and 'D Special' routes, where permissible speed is more than 75 kilometres per hour, was completed. Further, Fouling Mark to Block Section Limit (straight) track circuiting and Fouling Mark to Home Signal (straight) track circuiting was completed on 'A', 'B' and 'C' routes.
- Last vehicle check by Axle Counter 9BPAC was introduced in 257 Block Sections.
- Auxiliary Warning System to prevent cases of signal passing at danger has been working on Mumbai suburban sections. Trials for an improved version of this system are under progress on North Central and Southern Railways.
- Two pilot projects on Train Protection Warning System (TPWS) have been sanctioned, out of which one has been commissioned in May 2008 on 50 route kilometers of Southern Railway. The work on the second pilot project – Delhi-Agra section (200 route kilometers) – is in progress.
- To improve reliability and visibility of signals, filament type signals are being replaced by long life highly durable LED signals.
- To improve maintenance and reliability of assets, efforts to eliminate fish-plated joints by welding single rails into long welded rails were continued. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers. Turnouts are also being improved systematically.
- There has been a progressive increase in the use of Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.

- Modern bridge inspection and management system has been adopted, which include non-destructive testing techniques, under water inspections, fibre composite wrapping, mapping unknown foundations and integrity testing, etc.
- Based on threat perceptions due to adverse weather conditions or external interference, patrolling of railway track, including night patrolling, is carried out at vulnerable locations regularly.
- To minimize effects of accidents, coaches with Center Buffer Coupler (CBC) are being manufactured with anti-climbing features.
- Design of passenger coaches with features of crashworthiness to absorb most of the impact energy leaving the passenger area unaffected has been developed and coaches are being manufactured accordingly.
- Derailment prone 4-wheeler Tank Wagons are being progressively phased out.
- To educate road users about safety at unmanned level crossings, publicity campaigns are periodically launched through different media like quickies on television, cinema slides, posters, radio, newspapers, street plays, etc.
- Joint ambush checks with civil authorities are conducted to nab erring road users under the provisions of the Motor Vehicles Act, 1988 and the Indian Railways Act, 1989.
- Construction of 38 ROBs/RUBs was completed during 2008-09. 102 ROBs/RUBs have been further sanctioned for 2009-10.
- Adequate powers were delegated to Zonal Railways to sanction Limited Height Subways, wherever feasible, with a view to reduce the number of unmanned level crossings. 632 level crossings were identified for replacement by Limited Height Subways, out of which 516 were sanctioned in 2008-09. Against the target of 160 Limited Height Subways in 2008-09, 65 have been completed during the year.
- Unmanned level crossings are also being progressively manned in a need based and planned manner. During 2008-09, 259 unmanned level crossings were manned.
- Improved material for electrical fittings and fixtures such as MCB, light fittings, terminal boards, connectors, etc., are being used progressively.
- Intensive publicity campaigns to prevent the travelling public from carriage of inflammable goods are regularly undertaken.
- Coaches are being provided with fire retardant furnishing material.

2.31 Safety devices installed in the diesel locomotive for the safety of the locomotives and engine are as under:

Safety devices installed for the safety of engine are as under:

1. Low water switch
2. Oil pressure switch
3. GFOR
4. Over speed trip assembly
5. Safety Auxiliary Relay
6. Dead man Relay
7. Engine Run Relay
8. Ground Relay

Safety devices installed for the safety of Locomotive are as under:

1. Head light/flasher light
2. Marker light
3. Cattle Guard
4. Rail Guard
5. Hand Brake
6. VCD
7. Fire Extinguisher
8. Set of wooden wedges
9. PECP set

GLOBAL POSITIONING SYSTEM (GPS)

2.32 The Committee further desired to know the installation of the Global Positioning System to know the exact location of trains. The Ministry of Railways (Railway Board) informed the Committee as under:-

"Telecom Directorate has developed a Pilot Project called SIMRAN using the Global Positioning System (GPS) to know the exact location of trains. A brief on Simran is as under –

This pilot project was one of the 14 sanctioned under Technology Mission for Railways Safety (TMRS) in 2003.

The project is jointly funded by Ministry of Railways and Ministry of Human Resource and Development.

This project is envisaged to provide On-line train running information to public/passengers through Internet, SMS through mobile phones, Interactive Voice Response System (IVRS), Station Display Boards, Call Centers and to passengers on board. The SIMRAN platform has been designed to communicate the on-board loco diagnostic parameters to central location for monitoring health of loco.

Field trials of this project have been conducted. It is working successfully since December 2006 on 18 rakes of Rajdhani Express, 6 rakes of Shatabdi Express, 14 rakes of MEMUs, 3 rakes of Pushpak Express and 1 rake of New Delhi-Sealdah Duronto Express trains.

RDSO/Lucknow and IIT/Kanpur are conducting tests for two more devices; one for warning gang-men and trackmen working on the railway tracks and other for warning road users at manned and unmanned LC gates through SIMRAN.

A Committee headed by Shri Sam Pitroda is also examining the ways and means to use ICT (Information Communication Technology) to improve safety of trains."

TECHNOLOGY MISSION FOR RAILWAY SAFETY (TMRS)

2.33 The Committee was aware of the Pulse Laser Technology which can cut through haze and fog and provide clear vision to the engine driver which can counter accidents. The Committee desired an update on the issue.

The Railways replied: Under Technology Mission for Railway Safety (TMRS), a project on fog vision has been undertaken by RDSO in association with IIT/Kanpur. Under this project, Lab experiments with CO2 laser along with scanner arrangement have been carried out by IIT/Kanpur to form the image of an object under foggy condition. However, Prototype using this technology for field trials is still not developed. Discussions have been held by RDSO with Central Mechanical Engineering Research Institute (CMERI), Durgapur, to identify additional/alternative technology to

enhance results received from arrangement already experimented, which may lead to a working solution.

RAILWAY PROTECTION FORCE (RPF)

2.34 Indian Railways are the largest organization in the country with mostly open, easily accessible and unguarded assets. These include equipment such as signaling, track, open line installations, overhead wires, yards, stations towers, etc. which are prone to theft and vandalism. With various threats to the law and order situation in different parts of the country, including terrorism, sabotage, Naxalism, etc., the railway operations and safety get seriously affected.

2.35 The responsibility for providing security on Indian Railways has been assigned to two agencies, i.e. the Government Railway Police (GRP) which works under the respective State Governments and the Railway Protection Force (RPF) which works under the Ministry of Railways (Government of India). With amendments in the Railway Act and the RPF Act in the year 2003, the RPF has taken over escorting of important mail/express trains along with the GRP. At present, RPF personnel are escorting 1257 mail/express trains in the vulnerable and terrorist affected areas to combat crime. Previously, the domain of the RPF was to protect Railway property only.

2.36 In addition to the Government Railway Police, 69,302 Railway Protection Force personnel have been providing protection and security to Railway property and passengers. The Ministry of Railways (Railway Board), in their written reply, informed the Committee that earlier 973 posts were created for RPF/RPSF personnel in the year 2008. Recruitment against these posts has already been completed. 5134 posts have again been created in non-gazetted rank recently and the process of recruitment has also started. Another proposal for creation of 4008 posts to cater to the needs of the newly set up 3 PRSF Batallions and 12 Mahilla coys is under consideration for sending to the Ministry of Finance for approval. Recruitment of Sub-Inspectors has been completed. 834 Sub-Inspectors have been posted recently to various zones after

successful completion of training. Recruitment for the posts of Constables in North Frontier Railway, South Central Railway is under process. Recruitment in West Central Railway has been completed.

WEAPONS, BULLET PROOF JACKETS

2.37 During on-the-spot study visit, the Committee was surprised to learn that even after the November 2008 terrorist attack at the CST in Mumbai, the procurement of essential life saving bullet proof jackets, bullet proof helmets and assault weapons like the AK-47, etc. by the Indian Railways have not been completed. The Ministry of Railways (Railway Board) informed the Committee that RPF and RPSF personnel are already provided with sophisticated modern weapons: pistol and revolver (19249), Carbine (8668), INSAS rifle (5662), SLR (4033) and LMG (357). So far as availability of AK 47 is concerned, the present holding is only 100. These have been distributed among sensitive zones and Battalions. An indent has been placed with the Ministry of Home Affairs for procurement of 3,000 AK 47 rifles for use by RPF/RPSF personnel. It has been included in the centralized tender. However, centralized tender is reported to be delayed due to some technical problems. When asked the reasons for the delay in procurement of these safety items, the Ministry of Railways (Railway Board), during evidence, informed the Committee as under:

"About AK-47, indent to MHA was sent on 17.09.2007. This is an indent for 3,000 AK-47 weapons. This tender was opened on 4th June, 2008. After that, a number of meetings have been organised and our representatives have attended these meetings for technical scrutiny. The matter is not still finalised by MHA. We wrote to them on 25th February, 2009 giving the urgency of the tender getting finalised. We have also indicated that we are in need of 3,000 more AK-47 rifles, and if that could be added into this tender, it would be well and good. Otherwise, the total requirement is of 6,000 AK-47. The MHA has replied on 8th April, 2009 that the tender will be finalised very early. They have also indicated

that once this tender is finalised, our request for another 3,000 rifles will be examined and attended to by the MHA. But it is not yet finalised."

2.38 The Ministry of Railways (Railway Board) further informed that:

"there have been meetings. We have regular meetings with the MHA, in which we have been raising this issue. In every meeting, we are reviewing this issue of AK-47. About the bullet proof jackets, these are being indented as per the DRDO specifications. These specifications are well laid out by the DRDO. In fact our first lot of bullet proof jackets were procured by the DRDO and given to us. This is the first time we are now procuring after having got the experience of DRDO procured jackets, and we take them for actual hits by bullets on a range."

2.39 The Committee then decided to call the Ministry of Home Affairs and desired to know the reasons for the inordinate delay in the procurement of AK-47 rifles for the Ministry of Railway. The Secretary, Ministry of Home Affairs, informed the Committee as under:

"...One of the reasons was, earlier a tender had been issued, and the Members would be aware of it. Last year, there was a sting operation by one of the TV channels which showed the irregularities in the testing procedure in one of the DRDO laboratories as a result of which we were forced to cancel that tender on the 15th March, 2010 this year. We opened a new tender and we decided to go in, without going in for a global tender, for a short notice tender on 19th March, 2010 and the tender was opened on 19th May, 2010.

The technical bid was sent for valuation on 19th May, 2010. One of the documentations was completed on 4th June, 2010. The trials of the weapons were started on 19th June and completed on 16th July, 2010. I am glad to inform that the Technical Committee will open the bids and take a final decision on the

bids today itself. We hope to place the supply orders by the 26th of July this year."

2.40 The Committee further desired to know the steps taken by the Ministry of Home Affairs to protect the railways and the passengers during the Commonwealth Games which could be targeted by terrorists and anti-national elements. The Secretary, Ministry of Home Affairs, inter-alia stated that so far as the Commonwealth Games are concerned, the Ministry is taking adequate precautions and the entire security plan is put into operation. When the Committee wanted to know whether the DG of the RPF is part of the security discussions, the Secretary, Ministry of Home replied in affirmative and stated that the Railways will be associated in all security related meetings.

DRUG LACED FOOD RELATED CASES

2.41 When asked for the steps taken by the Indian Railways to check the increasing incidents of drug laced foods offered to passengers by anti-social elements who subsequently robbed the passengers, the Ministry of Railway (Railway Board), in their written reply, stated as under:

"A statement showing the cases of drugging reported over Zonal Railways during the last four years is as under:-

Years	No. of incidents reported
2006	699
2007	877
2008	812
2009	957

It is pertinent to mention that maintenance of law and order is a State subject and the power to investigate in IPC crimes are vested with Police.

Registration and detection of IPC crimes is the responsibility of the Government Railway Police which works under the control of the State Governments and as such, Ministry of Railways has to depend largely on them for control of such crimes over the Railways. In spite of the above fact, Railways is supplementing the efforts of the State Governments in controlling crime on the Railways by deploying Railway Protection Force staff to escort trains for security of passengers.

1. Exhibiting leaflets in the coaches cautioning passengers not to accept eatables from strangers.
2. Making frequent announcements through public address system/megaphones and CCTV cautioning the passengers at the originating stations and major junctions so that the traveling public do not fall prey to such unscrupulous elements.
3. Sharing of Special Intelligence and Crime Intelligence between RPF and GRP is being done at all levels.
4. Periodic High Level co-ordination Meetings with Government Railway Police and Local Police are being conducted to analyze such crime on Railways with a view to take suitable preventive measures."

2.42 When asked about the problems faced by the victims in registering FIRs in such cases in moving trains, the Member, Staff, informed the Committee as under:

"In fact, already a high powered committee had examined this issue which was appointed by the Ministry of Home Affairs and they had given the recommendations. Those recommendations are under examination by the Railways as well as the Ministry of Home Affairs. Exactly this issue has been addressed as to what should be the arrangement between the GRP and the RPF; how GRP should gradually get reduced its presence in the Railway premises and how RPF should take over. This exactly is the recommendation on this very topic."

2.43 The Ministry of Railways (Railway Board) further added that:

"There are no two opinions on this. That is the ideal solution. But there are many factors why this is not getting implemented or this is not getting recommended. There is State resistance also."

PROTECTION OF SENIOR CITIZENS, PHYSICALLY CHALLENGED & LADY PASSENGERS

2.44 For ensuring safe, secure and protected journey for senior citizens, unaccompanied physically challenged persons and lady passengers, the Railways have in trains reserved accommodation, a combined quota of two lower berths per coach earmarked in sleeper, AC 3 tier and AC 2 tier classes for the following category of passengers when traveling alone :-

- i) Senior Citizens;
- ii) Female passenger 45 years of age and above; and
- iii) Pregnant women.

(II) Besides there is already a provision in Computerized Passenger Reservation system (PRS) to provide lower berths automatically to male passengers of 60 years and above and female passengers of 45 years and above, subject to the availability of lower berths at the time of booking of tickets.

(III) After departure of the train, if there are vacant lower berths available in the train, and if any senior citizen, who has been allotted upper/middle berth, approaches for allotment of vacant lower berths, the Conductor/Train Ticket Examiner (TTE) has been authorized to allot the vacant lower berth to them making necessary entries in the chart.

2.45 They further informed the Committee that they have issued policy guidelines for allowing free round-the-clock service of battery operated cars at the platforms of major railway stations for carrying physically challenged and old age passengers for boarding trains.

RECOMMENDATIONS/OBSERVATIONS

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 passengers travelling 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 travelling 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 the 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.

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.

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 travelling public.

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 recommend 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.

5. The Committee, therefore, recommend 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.

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 stations, 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.

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.

8. The issue of upgradation 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/upgradation 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.

9. The Committee was deeply concerned at the regularity with which rail accidents 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 trains 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 Committee direct the Railway Board to apprise the Committee, every two months, of the progress made in this regard without fail.

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 purposes every year.

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.

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 rely more on local assistance thereby robbing the victims of immediate succour 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 "Trains At A Glance" which gives out the time 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.

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 centres and the Jagjivam Ram RPF Academy, Lucknow, should be immediately provided.

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 of immense help to the Indian Railways to address specific issues.

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 Railways 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 only 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 a 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 a 'need basis'.

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.

17. The Committee found that the Indian Railways are still not able to provide foolproof security to passengers travelling 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 police should 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.

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.

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.

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 transfers/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.

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.

22. The Committee noted that the Loco Pilots work under very stressful conditions. Breath analyser 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.

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.

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.

NEW DELHI
20 August, 2010

29 Shravana, 1932 (Saka)

T.R. BAALU
Chairman,
Standing Committee on Railways

APPENDIX
MINUTES OF THE TWELFTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2009-10)

The Committee sat on Thursday, the 11th February, 2010 from 1400 hours to 1520 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. Shri K. Bapiraju
4. Dr. Nirmal Khatri
5. Shri Anand Prakash Paranjpe
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Shatabdi Roy
9. Smt. Yashodhara Raje Scindia
10. Shri Gopal Singh Shekhawat
11. Shri Umashankar Singh
12. Shri Lalji Tandon
13. Dr. Girija Vyas

RAJYA SABHA

14. Ms. Sushila Tiriya
15. Shri Nandi Yellaiah
16. Shri Ishwar Singh
17. Shri Lalit Kishore Chaturvedi
18. Shri Om Prakash Mathur
19. Shri Tarini Kanta Roy
20. Shri K. E. Ismail
21. Shri Abani Roy

SECRETARIAT

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

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|----------------------|---|
| 1. | Shri S. S. Khurana | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Mrs. Sowmya Raghavan | Financial Commissioner, Railways & Ex.-officio
Secretary to the Govt. of India. |
| 3. | Sh. Rakesh Chopra | Member Engineering, Railway Board, & Ex.-
Officio Secretary to the Govt. of India. |
| 4. | Sh. Praveen Kumar | Member Mechanical, Railway Board, & Ex.-
Officio Secretary to the Govt. of India. |
| 5. | Sh. Sudesh Kumar | Member Electrical, Railway Board, & Ex.-officio
Secretary to the Govt. of India. |
| 6. | Sh. A. K. Goyal | Member Staff, Railway Board, & Ex.-officio
Secretary to the Govt. of India. |
| 7. | Sh. Vivek Sahai | Member Traffic, Railway Board, & Ex.-officio
Secretary to the Govt. of India. |

2. At the outset, the Chairman welcomed the members and representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the representatives of the Ministry of Railways (Railway Board) briefed the Committee on the subject 'Protection and Security of Railway Property and Passengers' and clarified the points raised by the Members.

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

The Committee then adjourned.

**MINUTES OF THE THIRTEENTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Monday, the 15th March 2010, from 1500 Hrs. to 1540 Hrs. in Committee Room No. 'B', 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. Smt. Botcha Jhansi Lakshmi
5. Dr. Nirmal Khatri
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Yashodhara Raje Scindia
9. Shri Gopal Singh Shekhawat
10. Shri Lalji Tandon

RAJYA SABHA

11. Ms. Sushila Tiriya
12. Shri Ishwar Singh
13. Shri Lalit Kishore Chaturvedi
14. Shri Om Prakash Mathur
15. Shri Tarini Kanta Roy
16. Shri Abani Roy

SECRETARIAT

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|--------------------------|---|------------------|
| 1. Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|----------------------|---|
| 1. | Shri S.S. Khurana | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India |
| 2. | Smt. Sowmya Raghavan | Financial-Commissioner, Railways & Ex-officio Secretary to the Government of India |
| 3. | Shri Rakesh Chopra | Member-Engineering, Railways & Ex-officio Secretary to the Government of India |
| 4. | Shri Praveen Kumar | Member-Mechanical, Railways & Ex-officio Secretary to the Government of India |
| 5. | Shri Sudesh Kumar | Member-Electrical, Railways & Ex-officio Secretary to the Government of India |
| 6. | Shri A.K. Goyal | Member-Staff, Railways & Ex-officio Secretary to the Government of India |
| 7. | Shri Vivek Sahai | Member-Traffic, Railways & Ex-officio Secretary to the Government of India |

Representatives of the Ministry of Law & Justice

- | | | |
|----|-------------------------|---|
| 1. | Shri N.K.N. Nampoothiry | Additional Secretary |
| 2. | Shri P.B. Singh | Joint Secretary and Legislative Counsel |

Representatives of the Ministry of Urban Development

- | | | |
|----|------------------|----------------------|
| 1. | Shri R.C. Mishra | Additional Secretary |
| 2. | Dr. D. Suresh | Director of Estates |

2. At the outset, the Chairman welcomed the Members and the representatives of the Ministry of Railways (Railway Board), Ministry of Law & Justice and Ministry of Urban Development to the sitting of the Committee. Thereafter, the Committee took oral evidence of the representatives of the Ministries on the subject 'Protection and Security of Railway Property and Passengers'.

3. The Chairman observed that the railway land is not included as the railway property as far as the RPUP Act was concerned and desired to know as to why the 'Railway Land' could not be included in the definition of Railway Property in the Act.

4. The representative from the Ministry of Law and Justice submitted that as per the RPUP Act, 1966, "Railway property includes any goods, money, valuable security or animal belonging to or in the charge or possession of the railway administration" and hence the scope of the Act is only for consolidating and amending the law relating to unlawful possession of railway property; definition of railway property does not contain the land belonging to the railway administration, but is covered under the Railways Act, 1989. If anybody is unauthorisedly occupying any railway land, action by the Estate Officer to evict the person under the Public Premises (Eviction of Unauthorized Occupation) Act, 1971 is resorted to.

5. The Chairman, Railway Board, stated that the railway land as well as the land of other Central Government Departments was dealt with under the Public Premises Eviction Act. Since the Railways being a Central Government Department, the railway land will have to be dealt with the same provisions.

6. The representatives from the Ministry of Urban Development submitted that the Public Premises Eviction Act, 1971 covered all the Central Government properties, including land, building, any encroachment, unauthorised occupation, etc. and the Railways are also one of the Government Ministries/Departments.

7. The Committee, however, felt that railway land should be included in the definition of Property under the RPUP Act, as already recommended in their 5th Report which was presented in the Lok Sabha and the Rajya Sabha on 09.12.2009, so that they themselves could protect their land from the encroachments and fast action could be taken by the Railways to remove any such encroachments. There was, therefore, no change in the views of the Committee.

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

The Committee then adjourned.

**MINUTES OF THE EIGHTEENTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Thursday, the 29th June, 2010 from 1600 hours to 1715 hrs. in Committee Room 'C', 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. Dr. (Smt). Botcha Jhansi Lakshmi
5. Shri Pralhad Joshi
6. Shri Anand Prakash Paranjpe
7. Shri Somabhai G. Koli Patel
8. Shri Rudramadhab Ray
9. Smt. Satabdi Roy
10. Smt. Sushila Saroj
11. Smt. Yashodhara Raje Scindia
12. Shri Gopal Singh Shekhawat
13. Shri Umashankar Singh
14. Shri Lalji Tandon
15. Dr. Girija Vyas

RAJYA SABHA

16. Shri Nandi Yellaiah
17. Shri Ishwar Singh
18. Shri Lalit Kishore Chaturvedi
19. Shri Tarini Kanta Roy
20. Shri N. Balaganga
21. Shri Abani Roy

SECRETARIAT

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|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijit Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Additional Director |

Representatives of the Ministry of Railways (Railway Board)

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|----|----------------------|--|
| 1. | Shri Vivek Sahai | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Mrs. Sowmya Raghavan | Financial Commissioner, Railways &
Ex.-officio Secretary to the Govt. of India. |
| 3. | Sh. Rakesh Chopra | Member Engineering, Railway Board, &
Ex.-officio Secretary to the Govt. of India. |
| 4. | Shri Sudesh Kumar | Member Electrical, Railway Board &
Ex.-officio Secretary to the Govt. of India |
| 5. | Sh. A. K. Goyal | Member Staff, Railway Board, &
Ex.-officio Secretary to the Govt. of India. |

2. At the outset, the Chairman congratulated Shri Vivek Sahai on his appointment as Chairman, Railway Board and welcomed him and other representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee.

3. The Committee, then, sought clarifications on the observations made by the Members during their study visit to Mumbai, Hyderabad, Madurai, Tiruchirappalli and Chennai from 24 to 28 May, 2010 in connection with the examination of the subject "Protection and Security of Railway Property and Passengers". The representatives of the Ministry responded to the queries of the Members. The discussion remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE NINETEENTH SITTING OF THE STANDING
COMMITTEE ON RAILWAYS (2009-10)**

The Committee sat on Friday, the 30th June, 2010 from 1100 hours to 1240 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

SHRI T. R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. (Smt). Botcha Jhansi Lakshmi
5. Shri Pralhad Joshi
6. Dr. Nirmal Khatri
7. Shri Anand Prakash Paranjpe
8. Shri Somabhai G. Koli Patel
9. Smt. Yashodhara Raje Scindia
10. Shri Gopal Singh Shekhawat
11. Shri Lalji Tandon
12. Dr. Girija Vyas

RAJYA SABHA

13. Shri Lalit Kishore Chaturvedi
14. Shri Tarini Kanta Roy
15. Shri Abani Roy

SECRETARIAT

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|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijit Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Additional 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. | Mrs. Sowmya Raghavan | Financial Commissioner, Railways &
Ex.-officio Secretary to the Govt. of India. |
| 3. | Sh. Rakesh Chopra | Member Engineering, Railway Board, &
Ex.-officio Secretary to the Govt. of India. |
| 4. | Sh. 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. | Sh. A. K. Goyal | Member Staff, Railway Board, &
Ex.-officio Secretary to the Govt. of India. |

2. At the outset, the Chairman welcomed the Chairman, Railway Board and other representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee.

3. Thereafter, the Committee sought further clarifications on the observations made by the Members during their recent visit to Mumbai, Hyderabad, Madurai, Tiruchirappalli and Chennai from 24 to 28 May, 2010 in connection with the examination of the subject "Protection and Security of Railway Property and Passengers". The Committee decided to invite the representatives of the Ministry of Home Affairs to seek clarification with regard to delay in procurement of security related equipments such as bullet proof jackets/AK-47 rifles etc. for Railways.

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

The Committee then adjourned.

**MINUTES OF THE TWENTIETH SITTING OF THE STANDING
COMMITTEE ON RAILWAYS (2009-10)**

The Committee sat on Tuesday, the 20th July, 2010 from 1100 hours to 1145 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. Shri K. Bapiraju
4. Dr. (Smt). Botcha Jhansi Lakshmi
5. Shri Anand Prakash Paranjpe
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Yashodhara Raje Scindia
9. Shri Gopal Singh Shekhawat
10. Shri Umashankar Singh
11. Shri Lalji Tandon
12. Dr. Girija Vyas

RAJYA SABHA

13. Shri Ishwar Singh
14. Shri Om Prakash Mathur
15. Shri Tarini Kanta Roy
16. Shri Nandi Yellaiah

SECRETARIAT

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|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijit Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Additional Director |

Representatives of the Ministry of Home Affairs

- | | | |
|---------------------------|---|-------------------------|
| 1. Shri G.K. Pillai | - | Home Secretary |
| 2. Shri U.K. Bansal | - | Special Secretary (MSA) |
| 3. Shri Dharmender Sharma | - | Joint Secretary (IS) |
| 4. Dr. Kashmir Singh | - | Joint Secretary (NM) |
| 5. Shri S. Suresh Kumar | - | Joint Secretary (PM) |
| 6. Shri Sadakant | - | Joint Secretary |

2. At the outset, the Committee expressed their deep sorrow on the death of passengers in the New Cooch Behar-Sealdah Uttarbanga Express and the Bhagalpur-Ranchi Vananchal Express collision at Sainthia Junction in West Bengal on 19.07.2010. Thereafter, the Members and officers stood in silence as a mark of respect to the departed souls.

3. The Chairman, then, welcomed the Secretary, Ministry of Home Affairs, the Chairman, Railway Board and other representatives of the Ministry of Home Affairs and Ministry of Railways (Railway Board) to the sitting of the Committee.

4. Thereafter, the Members sought clarification from the Home Secretary regarding delay in procurement of AK-47 Rifles against the projection of 6000 AK-47 rifles made by the Ministry of Railways and the Home Secretary clarified the position.

5. The Chairman thanked the representatives of the Ministry of Home Affairs for appearing before the Committee and informing the Committee on the issues related to the delay in procurement of AK-47 Rifles.

The representatives of the Ministry of Home Affairs then withdrew.

6. The Committee, then, held discussion with the representatives of the Ministry of Railways and enquired about the train collision at Sainthia Station, West Bengal on 19.07.2010. The Chairman, Railway Board, narrated the sequence of events of the whole incident and the witnesses replied to the queries of the Members.

7. The Committee further decided to seek clarification from the experts on the anti-collision device being deployed in Konkan Railway in their next meeting. It was also decided to call the representatives of the Konkan Railway Corporation Ltd. in the meeting.

The witnesses then withdrew.

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

The Committee, then, adjourned.

**MINUTES OF THE TWENTY FIRST SITTING OF THE STANDING
COMMITTEE ON RAILWAYS (2009-10)**

The Committee sat on Tuesday, the 3rd August, 2010 from 1700 hours to 1800 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

SHRI T. R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Dr. (Smt). Botcha Jhansi Lakshmi
6. Dr. Nirmal Khatri
7. Shri Rudramadhab Ray
8. Chaudhary Lal Singh
9. Shri Umashankar Singh
10. Dr. Girija Vyas

RAJYA SABHA

11. Ms. Sushila Tiriya
12. Shri Nandi Yellaiah
13. Shri Ishwar Singh
14. Shri Tarini Kanta Roy
15. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|----------------------|---|---------------------|
| 1. | Shri Abhijit Kumar | - | Director |
| 2. | Shri Arun K. Kaushik | - | Additional 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. Sowmya Raghavan Financial Commissioner, Railways &
Ex.-officio Secretary to the Govt. of India.
3. Shri Rakesh Chopra 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 K umar Member Electrical, Railway Board &
Ex.-officio Secretary to the Govt. of India
6. Shri A. K. Goyal Member Staff, Railway Board, &
Ex.-officio Secretary to the Govt. of India.

Representatives of Konkan Railway Corporation Limited (KRCL)

1. Shri B.P. Tayal Managing Director, Konkan Railway
Corporation Ltd. (KRCL)
2. At the outset, the Chairman welcomed the representatives of the Ministry of Railways (Railway Board) and the Konkan Railway Corporation Ltd.
3. Thereafter, the Member, Electrical, Railway Board, made a power-point presentation on the Anti-Collision Device (ACD) being installed in the Indian Railways. The Chairman and Members sought clarification about the efficacy of the ACD system being developed. The Committee also sought clarification from the MD, KRCL, about the efficacy of the ACD installed in the Konkan Railway. The evidence was concluded.

4. The Committee, thereafter, discussed about the study tour programme and decided to undertake the study tour to Bangalore and Thiruvananthapuram from 28.08.2010 to 30.08.2010 in connection with the examination of the subject "New Railway Recruitment Policy".

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

The Committee, then adjourned.

The Committee then adjourned.

**MINUTES OF THE TWENTY SECOND SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2009-10)**

The Committee sat on Wednesday, the 18th August, 2010 from 1600 hours to 1730 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

SHRI T. R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Dr. (Smt). Botcha Jhansi Lakshmi
6. Shri Pralhad Joshi
7. Dr. Nirmal Khatri
8. Shri Anand Prakash Paranjpe
9. Shri Somabhai G. Koli Patel
10. Shri Rudramadhab Ray
11. Smt. Satabdi Roy
12. Smt. Yashodhara Raje Scindia
13. Shri Gopal Singh Shekhawat
14. Shri Chaudhary Lal Singh

RAJYA SABHA

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

SECRETARIAT

- | | | | |
|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijit Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Additional Director |

2. The Chairman welcomed the Members and the officers to the sitting of the Committee. Thereafter, the Committee took up the items listed in the agenda for consideration:-

A. Draft Report on 'Protection and Security of Railway Property and Passengers'

The Committee considered the above Draft Report and adopted the same with some modification/alterations as indicated in the Annexure.

B. XXX XXX XXX XXX

XXX XXX XXX XXX

3. The Committee considered the above ATR and adopted the same without any modifications.

4. The Committee authorized the Chairman to finalise the Reports after making consequential changes, if any, arising out of factual verification by the Ministry of Railways (Railway Board) in case of Report at A and present the same to the House.

The Committee then adjourned.

ANNEXURE**AMENDMENTS/MODIFICATIONS MADE IN DRAFT REPORT OF THE STANDING COMMITTEE ON RAILWAYS (15TH LOK SABHA) ON 'PROTECTION AND SECURITY OF RAILWAY PROPERTY AND PASSENGERS'**

Sl. No.	Page No.	Para No.	Line No.	Additions/Modifications
1	2	3	4	5
1	34	3	4 (from below)	For 'unauthorized item' Read 'contraband or fire arms or lethal weapons'
2	36	6	1	For 'found to its disappointment' Read 'was deeply concerned'
3	37	7	Last line	For 'in serious peril' Read 'seriously imperiled and compromised'
4	37	8	3	For 'not satisfied' Read 'seriously concerned at'
5	37	9	1	Replace 'As regards the Anti Collision Device (ACD) is concerned' With 'The Committee was deeply concerned at the regularity with which rail accidents 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 trains so as to prevent such incidents in the future. In this context'
6	38	9	At the end	Add 'In the interim, the Committee direct the Railway Board to apprise the Committee, every two months, of the progress made in this regard without fail'
7	38	10	1	For 'another major problem' read 'another problem'
8	38	10	2	After 'Indian Railways' Add 'and one of the major causes of accidents'
9	38	10	At the end	Add '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 purposes every year'
10	38	11	5	For 'should involve' Read 'should invariably involve'
11	39	11 contd.	4	After 'public' Add 'and sensitize them'
12	39	11 contd.	At the end	Add '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'
13	39	12	3 (from below)	After ARTs Add '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 "Trains At A Glance" which gives out the time table should also carry a section incorporating disaster management guidelines as applicable to the Railways. Needless to emphasize,'
14	42	17	At the end	Add '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'
15	42	18	7	For 'and physically' challenged Read 'differently abled passengers'
16	42	18	7	For 'physically challenged' read 'differently abled passengers'

17	42	18	1&2 (from below)	Replace 'For sick passengers.....Konkan Railways' with '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'
18	42	<i>Bring</i> Recommendation at para No.24 after para no.18 as as para No.19		
19	44	21	--	Replace 'The Committee.....capabilities' with 'The Committee noted that the Loco Pilots work under very stressful conditions. Breath analyser 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'
20	44	22	At the end	Add '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'
21	45	23 Contd.	3	For 'burden' read 'load'
22	45	23 Contd.	3	Replace 'As such.....infrastructure facility' with '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'
