

22

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2015-2016)**

SIXTEENTH LOK SABHA

TWENTY SECOND REPORT

**REVIEW OF PENDING ASSURANCES
PERTAINING TO THE
MINISTRY OF RAILWAYS**

Presented to Lok Sabha on 21 December, 2015



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2015/Agrahayana, 1937 (Saka)

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COMPOSITION OF THE COMMITTEE ON GOVERNMENT ASSURANCES*
(2014-2015)

Dr. Ramesh Pokhriyal “Nishank” — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri E. Ahamed
4. Shri Anto Antony
5. Prof. (Dr.) Sugata Bose
6. Shri Naranbhai Bhikhabhai Kachhadiya
7. Shri Bahadur Singh Koli
8. Shri Prahlad Singh Patel
9. Shri A.T. Nana Patil
10. Shri C.R. Patil
11. Shri Sunil Kumar Singh
12. Shri Tasleemuddin
13. Shri K.C. Venugopal
14. Shri S.R. Vijayakumar
15. Shri Tariq Anwar**

SECRETARIAT

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| 1. Shri R.S. Kambo | — | <i>Joint Secretary</i> |
| 2. Shri U.B.S. Negi | — | <i>Director</i> |
| 3. Shri T.S. Rangarajan | — | <i>Additional Director</i> |
| 4. Shri N. Suman | — | <i>Committee Officer</i> |

* The Committee was constituted *w.e.f.* 01 September, 2014 *vide* Para No. 633 of Lok Sabha Bulletin Part-II dated 02 September, 2014.

** Nominated to the Committee *vide* Para No. 1281 of Lok Sabha Bulletin Part-II dated 05 February, 2015.

COMPOSITION OF THE COMMITTEE ON GOVERNMENT ASSURANCES*
(2015-2016)

Dr. Ramesh Pokhriyal “Nishank” — *Chairperson*

MEMBERS

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13. Shri Taslimuddin
14. Shri K.C. Venugopal
15. Shri S.R. Vijay Kumar

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- | | | |
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| 3. Shri T.S. Rangarajan | — | <i>Additional Director</i> |
| 4. Shri S.L. Singh | — | <i>Deputy Secretary</i> |

* The Committee has been re-constituted *w.e.f.* 01 September, 2015 *vide* Para No. 2348 of Lok Sabha Bulletin Part-II dated 31 August, 2015.

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances, having been authorized by the Committee to submit the Report on their behalf, present this Twenty Second Report of the Committee on Government Assurances.

2. The Committee (2014-2015) at their sittings held on 29 April, 2015 took oral evidence of the representatives of the Ministry of Railways regarding pending assurances from 5th Session to 7th Session of 15th Lok Sabha.

3. At their sitting held on 18 December, 2015, the Committee (2015-2016) considered and adopted their Twenty Second Report.

4. The Minutes of the aforesaid sittings of the Committee form part of this Report.

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

NEW DELHI;
18 December, 2015
27 Agrahayana, 1937 (Saka)

DR. RAMESH POKHRIYAL "NISHANK",
Chairperson,
Committee on Government Assurances.

REPORT

I. Introductory

1. The Committee on Government Assurances Scrutinizes the assurances, promises, undertakings etc., given by the Ministers from time to time on the floor of the House and report the extent to which such assurances, promises, undertakings have been implemented. Once an assurance has been given on the floor of the House, the same is required to be implemented within a period of three months. The Ministries/Departments of Government of India are under obligation to seek extension of time required beyond the prescribed period for fulfilment of the assurance. Where a Ministry/Department is unable to implement an assurance, they are bound to request the Committee for dropping it. The Committee consider such requests and approve dropping, in case, they are convinced that grounds cited are justified. The Committee also examine whether the implementation of assurances has taken place within the minimum time necessary for the purpose and the extent to which the assurances have been implemented.

2. The Committee on Government Assurances (2009-10) took a policy decision to call the representatives of the various Ministries/Departments of the Government of India, in a phased manner, to review the pending assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with assurances. The Committee also decided to consider the quality of assurances implemented by the Government.

3. The Committee on Government Assurances (2014-2015) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of Government of India, in a phased manner and review the pending assurances. The Committee on Government Assurances (2014-2015) took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the assurances are implemented through them.

4. In pursuance of the *ibid* decision, the Committee (2014-2015) invited representatives of the Ministry of Railways and the representatives of the Ministry of Parliamentary Affairs to render clarifications with respect to delay in implementation of the pending assurances made during from 5th Session to 7th Session of 15th Lok Sabha. The Committee examined the following 12 assurances during oral evidence meeting held on 29 April, 2015:—

Sl.No.	SQ/USQ No. dated	Subject
1.*	SQ No. 63 29.07.2010 (Shri Vishwanathan Perumal, M.P.)	Crimes in Trains

Sl.No.	SQ/USQ No. dated	Subject
2.*	USQ No. 1874 05.08.2010	Unified Force for Security
3.	USQ No. 2991 12.08.2010	Completion of Railways Tracks
4.	SQ No. 364 19.08.2010 (Shri Jagdanand Singh, M.P.)	Railway Projects
5.*	USQ No. 4360 19.08.2010	Theft and Crimes in Kerala Bound Trains.
6.#	USQ No. 4890 26.08.2010	Rail Yojana.
7.@	USQ No. 4915 26.08.2010	Gajraula-Mainpuri Rail-Line.
8.*	USQ No. 5003 26.08.2010	Looting in Trains.
9.*	SQ No. 56 11.11.2010 (Shri Marotrao Sainuji Kowase, M.P.)	Guidelines for Security of Passengers.
10.@@	USQ No. 680 11.11.2010	Integrated Security System.
11.*	USQ No. 4951 09.12.2010	Act for Safety of Passengers.
12.*	USQ No. 1331 03.03.2011	Garib Nawaz Express Incident.

* Not dropped at the sitting held on 12.2.2015.

dropped on 29.04.2015.

@ Implemented on 05.08.2015.

@@ Partly Implemented 03.05.2013.

5. The Extracts from Manual of Practice and Procedure in the Government of India, Ministry of Parliamentary Affairs laying guidelines on the definition of an assurance, the time limit for its fulfillment, dropping/deletion and extension, the procedure for fulfillment etc., besides maintenance of Register of Assurances and periodical reviews to minimize delays in implementation of the assurances are reproduced at Appendix-XIII.

6. At the outset, the Committee inquired from the Chairman of Railway Board about the periodical review of the pending assurances to minimize delays in its implementation and the mechanism available to coordinate with the Ministry of Parliamentary Affairs for expediting fulfillment of the assurances and laying of

implementation reports on the table of the house without delays. The Chairman of the Railway Board responded as under:

"As I told you that we have three months time-limit. After three months if we do not fulfil the assurance then our section review it which is dealt with by concerned Board member at the Secretary level. Thereafter, it is sent to you after approval from our Minister. Your point is that at what level review is done. This review is done up to the level of Secretary. Thereafter approval of the Minister is also taken so that we can approach you that extra time may be given. The problem is taken to the highest possible level that we are not able to fulfil this assurance because of this reason, this is submitted. This is about the individual assurance. Those total pending assurances for that one monthly review is undertaken. This is taken by the Minister of State of Railways. On that basis we move forward. This is our system. Railway Minister is the biggest Ministry which is related to all MPs, related to all constituency.

I think questions related to Railways are more than from all Ministries. Here assurances are also more. There are many things on which we do not have control. There we seek some more time. Here we have a proper system to review every assurance. I can assure that there would not be any leniency to fulfill it. We review it from time to time."

Observations/Recommendations

7. The Committee are distressed to note that as many as eleven assurances from 5th Session to 7th Session of 15th Lok Sabha pertaining to the Ministry of Railways are pending for implementation for the last 4 to 5 years. All this seems to indicate that little attention is being paid by the Ministry in the matter of implementation of these assurances. This clearly explains the lack of seriousness and lackadaisical approach of the Ministry in dealing with the assurances. The Committee feel that the existing mechanism/system put in place by the Ministry is not effective enough in facilitating timely implementation of the pending assurances. The Committee, therefore, recommend that the existing mechanism/system may be strengthened and streamlined with a view to avoiding inordinate delay in the implementation of the pending assurances. The Committee hope and trust that the Ministry would follow the instructions contained in the Manual on Practice and Procedure issued by the Ministry of Parliamentary Affairs in letter and spirit for expeditious implementation of the pending assurances.

II. Scrutiny of Pending Assurances

A. Amendment in Railway Protection Force (RPF) Act, 1957

- (i) SQ No. 63 dated 29.07.2010 regarding Crimes in Trains and reply thereto reproduced at Appendix-I;
- (ii) USQ No 1874 dated 05.08.2010 regarding Unified Force for security and reply thereto reproduced at Appendix-II;
- (iii) USQ No 4360 dated 19.08.2010 regarding Theft and crimes in Kerala bound trains and reply thereto reproduced at Appendix-V;

- (iv) USQ No. 5003 dated 26.08.2010 regarding Looting in trains and reply thereto reproduced at Appendix-VIII;
- (v) SQ No. 56 dated 11.11.2010 regarding Guidelines for security of passengers and reply thereto reproduced at Appendix-IX;
- (vi) USQ No. 4951 dated 09.12.2010 regarding Act for safety of passengers and reply thereto reproduced at Appendix-XI; and
- (vii) USQ No. 1331 dated 03.03.2011 regarding Garib Nawaz Express incident and reply thereto reproduced at Appendix-XII.

8. In reply to aforesaid questions, it was *inter-alia* stated that an amendment is under consideration in the RPF Act to enable RPF to deal with the passenger related offence more effectively.

9. In its written reply, the Ministry of Railways have stated the status of the assurances as under:

“Proposal for amendments in the RPF Act to empower RPF to deal with passenger security has been moved with the approval of the Ministry of Railways. Ministries of Law & Justice and Home Affairs have already concurred in the proposal. On the advice of Cabinet Secretariat, comments of States have been solicited on the above proposal. Comments have so been received from 23 States/UTs.

Six States have agreed to the proposal whereas sixteen States/UTs have opposed the move to amend the RPF Act and one UT has not offered any comments. Eight States have preferred not to send the reply.

Chief Ministers of States have again been requested by Hon'ble MR for considering the proposal keeping interest of common passengers in mind and expediting the comments on the above proposal.....”

10. During the course of evidence of the Ministry, the Chairman of the Railway Board explained the position about the status of the assurance as under:

"Sir,we have said in the assurance that as on date the security system in Railway is three tier. Railway have its own force which is called RPF. They originally work under Railway Property (Unlawful Possession) Act, 1966. This is related to Railway Property Protection. Station and passenger area related security is not our work. This responsibility has been given to GRP, 50% cost of which is borne by us. They have railway station, railway passengers security and the responsibility of railway escorting. But over a period of time it was felt that they have limitation even after full efforts. We supplement their efforts. As on date we escorts more than 3000 trains. As this issue is related to security of railway passengers so 1275 trains are escorted by Railway Protection Force. About 2200 trains are escorted by GRP. But technical is the full responsibility of GRP. Where escorting is of Railway Protection Force, in that if a crime is reported then the escort team of

RPF launches FIR from GRP. They do not have any independent powers to deal with IPC cases on their own. Thirdly, the our apparatus related to security, that is district security. That after railway premises to full railway track, tunnels, bridges etc. the security falls under district security. In three tier security, there is confusion due to little bit lack of coordination. One train is proceeding from Delhi to Madras, upto Jhansi itself, it crosses four to five States, therein come Delhi, Haryana, UP, Rajasthan, Madhya Pradesh, then again UP comes. This means that from here to Jhansi the distance is about 500 Km and to cover that we have crossed five States. Therein those criminals there is difficulty to deal them because they go from one area to other area. The jurisdiction of GRP is State-wise whereas the jurisdiction of railway is not State-wise. That is why keeping in view all these problems we have proposed that we will amend railway Act to give RPF passenger related IPC power. When we made this proposal and the Cabinet note was initiated 5-6 years ago then we have taken concurrence of Home Ministry, the concurrence of the Law Ministry was also there. But the Cabinet Secretariat had taken the view that Law and Order is the State subject so you take the views of all the States. This was circulated to all the States. The position today is, out of 28 odd States, only six States have given concurrence for this amendment. There is no response from eight States and 16 States have opposed it. We do have coordination committee of Railway RPF and State Police. Our DG and DG of State have one coordination meeting. Last meeting was held about 1 and one and half months ago which was shared by the Home Minister and the Railway Minister. This issue was also raised therein. There also have different opinions as the State feels that Law and Order is their subject. Through this amendment one agency of the Central Government intends to take law and order power through backdoors. Presently there is no consensus on this issue. When there is no consensus, we can not process this amendment. Out of the total assurances, 8 assurances are pending on account of this. We don't have control over this. These assurances will go on. We will regularly requesting you for extension. If it is decided that this amendment will not be made and the status will remain as it is of RPF may be given IPC power then will be able to enforce better law and order in railway premises particularly in passenger related area. Out of 12, 8 issues are this. You have raised that these are pending for so many years and we could not do anything."

11. Ministry of Railways *vide* their OM No. 2012/Sec(Spl)/100/6 dated 29.06.2015 furnished status note on the issue of amendment in RPF as under:

"To put in place a cohesive and unified security mechanism over Indian Railways, a proposal for amendment in the Railway Protection Force (RPF) Act, 1957 has been moved by the Ministry of Railways with the concurrence and approval of the Ministries of Law and Justice and Home Affairs. The proposal envisage empowerment of RPF to register and investigate passenger related criminal cases in passenger area.

As per the advice by the Cabinet Secretariat, consultation has been initiated with States on the proposed amendments in the RPF Act. DO letters have been written at the level of Hon'ble Minister for Railways twice to Hon'ble Chief Ministers of States who have opposed the proposed amendments as well as to States from where reply is still awaited. In addition to the above, two DO letters and 04 reminder DO's have also been written by Chairman, Railway Board to Chief Secretary's of States, with last DO letter issued on May 22, 2015.

Comments have so far been received from 24 States/Union Territories (UTs). Seven States *i.e.* Delhi, Goa, Karnataka, Mizoram, Himachal Pradesh, Rajasthan and Sikkim have agreed to the proposal whereas sixteen States/UTs *i.e.* Andhra Pradesh, Arunachal Pradesh, Bihar, Chhattisgarh, Gujarat, Jammu & Kashmir, Kerala, Nagaland, Odisha, Puducherry, Punjab, Madhya Pradesh, Tamil Nadu, Tripura, Uttar Pradesh and West Bengal have opposed the move to amend the RPF Act and one UT *i.e.* Andaman & Nicobar has not offered any comments. Seven States *i.e.* Assam, Haryana, Jharkhand, Maharashtra, Manipur, Meghalaya & Uttarakhand have not sent the reply.

Vigorous efforts are being made by the Ministry of Railways to have a broad consensus on the issue of empowerment of RPF Act. Once the process of consultation is over, proposal will be forwarded for consideration of the Cabinet before introducing an amendment bill in the Parliament....."

Observations/Recommendations

12. The Committee note that seven assurances pertain to amendment in RPF Act, 1957 to empower RPF to deal with passenger related offences in passenger area more effectively. The first assurance on the issue was given in reply to SQ No. 63 dated 29.07.2010 and the last one was with reference to USQ No. 1331 dated 03.03.2011. In this context, the Committee note that crime prevention, its registration, investigation and maintenance of law and order in Railway premises as well as in running trains are the statutory responsibility of the State Police, which they discharge through the Government Railways Police (GRP). The Railway Protection Force (RPF), on the other hand functions under the Railway Property (Unlawful Possession) Act, 1966. Apart from protecting railway property, they have a limited role of assisting GRP in passenger security by escorting around 1275 trains and helping in registration of crimes through GRP. Therefore, to put in place a cohesive and unified security mechanism over Indian Railways, a proposal for amendment in the Railway Protection Force (RPF) Act, 1957 has been moved by the Ministry of Railways with the concurrence and approval of the Ministries of Law and Justice and Home Affairs. The proposal envisages empowerment of RPF to register and investigate passenger related criminal cases in passenger area. However, as per the advice given by the Cabinet Secretariat, consultation has been initiated with States on the proposed amendments in the RPF Act. Comments have so far been received from 24 States/Union Territories

(UTs). Seven States *i.e.* Delhi, Goa, Karnataka, Mizoram, Himachal Pradesh, Rajasthan and Sikkim have agreed to the proposal whereas sixteen States/UTs *i.e.* Andhra Pradesh, Arunachal Pradesh, Bihar, Chhattisgarh, Gujarat, Jammu & Kashmir, Kerala, Nagaland, Odisha, Puducherry, Punjab, Madhya Pradesh, Tamil Nadu, Tripura, Uttar Pradesh and West Bengal have opposed the move to amend the RPF Act and one UT *i.e.* Andaman & Nicobar has not offered any comments. Seven States *i.e.* Assam, Haryana, Jharkhand, Maharashtra, Manipur, Meghalaya and Uttarakhand have not sent any reply. According to the Ministry of Railways, vigorous efforts are being made by them to have a broad consensus on the issue of empowerment of RPF Act. Once the process of consultation is over, proposal will be forwarded for consideration of the Cabinet before introducing an amendment bill in the Parliament. Notwithstanding the position stated above, the fact remains that the proposed amendment in RPF Act is still pending even after a lapse of more than five years. This only shows the lack of concerted and coordinated efforts on the part of Ministry of Railways. Ministry of Railway being the nodal authority can not ignore its primary responsibility to impress upon all the States/UTs about the urgent need to amend the RPF Act in the over all interest of the people. The Committee, therefore, desire that matter should be pursued aggressively with the respective State Governments so that a broad consensus on the issue of empowerment of RPF to deal with passenger related offences in passenger area could be arrived and the Bill for amending the RPF Act could be introduced in the Parliament and the assurances given on the floor of the House be implemented without further delay.

B. Acquisition of land for completion of Railway Tracks

USQ No. 2991 dated 12.08.2010 regarding "Completion of Railway Tracks" and reply thereto reproduced at Appendix III.

13. In reply to the above question, it was stated that land for the Seawood-Uran project is being made available by City and Industrial Development Corporation, Limited (CIDCO), a unit of Government of Maharashtra and 25 hectares of land from Ch. 8800 to 11000 is under process by CIDCO.

14. In its written reply, the Ministry of Railways have stated the status of the assurance as under:

"Land for Seawood-Uran Project has been required in Ch. 8000 to 11000 which is under process by City and Industrial Development Corporation Limited (CIDCO). Railway have taken up the matter at highest level with CIDCO to expedite the balance land acquisition and hand over to Ministry of Railways. Since CIDCO does not function under administrative control of Ministry of Railways (MoR), Lok Sabha Secretariat (Committee on Government Assurances) has been requested *vide* this office OM No. 2015/ Proj./BB/20/16 dated 05.10.2014 to drop the Assurance from the list of pending Assurances....."

15. During the course of evidence, the representative of the Ministry briefed the Committee about the assurance as under:

"Sir, this was a question that there is one of our project Belapur-Seawood-Uran. Whether land has been acquired in this and what is its details? This project is being carried out in Bombay. This project is being undertaken under partnership of the Railways and CIDCO, which is a PSU of Government of Maharashtra. There land is to be provided by them and more that 50% of the money is also to be given by them. Probably this question was asked to point out that they are facing problem in giving 3 km of land is from 8 kms to 11 kms. We then also said that it is in process. It was treated as an assurance. We had requested in last December and now in March also that this assurance may not be considered because CIDCO is not in our control. We are pursuing them, requesting them at the top most level but land is to be given by them only. When will they provide land, if this is dropped, we have already made a request."

16. When the Committee wanted to know whether the State Government/CIDCO were working in this direction, the representative replied in affirmative and reiterated that delay in provisioning of land by CIDCO for the Seawood-Uran project is hampering completion of the partnership project.

Observations/Recommendations

17. The Committee note that in reply to USQ No. 2991 dated 12.08.2010, it was *inter-alia* stated that land for the Seawood-Uran project is being made available by City and Industrial Development Corporation Limited (CIDCO), a unit of Government of Maharashtra and 25 hectares of land from Ch. 8800 to 11000 is under process by CIDCO. Railway have taken up the matter at highest level with CIDCO to expedite the balance land acquisition and hand over to Ministry of Railways. The Ministry of Railways have claimed that since CIDCO does not function under administrative control of Ministry of Railways (MoR), this Committee were requested to drop the assurance from the list of pending assurances. However, the Committee were not convinced with the request of the Ministry of Railways to drop the assurance and observed that the project is pending for want of acquisition/availability of land by CIDCO for the last five years. It demonstrates the lack of concern and coordinated efforts on part of Ministry of Railways in convincing and impressing upon CIDCO/State Government of Maharashtra to expedite the acquisition of land for the purpose. The Committee are of the opinion that the project is important equally both for the Railways and the State Government of Maharashtra and therefore any further delay in completion of the project may not only result in time and cost overruns but also deprive the benefits that may accrue as result of the project. The Committee, therefore, desire that the Ministry of Railways should intensify their efforts at the highest level with a view to expedite the acquisition of balance land at the earliest for the said project. The Committee would like to be apprised of the initiatives undertaken by the Ministry of Railways in the matter.

C. Madhepura Locomotive Project

Supplementary to SQ No. 364 dated 19.08.2010 (Shri Jagdanand Singh) and reply thereto reproduced at Appendix-IV.

18. In reply to supplementary raised by the Member to SQ No. 364 dated 19.08.2010 regarding the proposals received under Joint Venture and about the proposed Madhepura Locomotive Project, it was *inter-alia* assured by the Hon'ble Minister that whatever action is necessary that will be taken.

19. In its written reply, the Ministry of Railways have stated as under:

"The cabinet approved setting up of Electric Locomotive Factory/Madhepura as Joint Venture (JV) with partners selected through international competitive bidding. Bidding process commenced in Feb., 2010 and bidders were shortlisted in May, 2010. Bid documents were issued to the shortlisted bidders in June, 2010.

Based on internal due diligence carried out in Ministry of Railways revised bid document was prepared. On 08.03.2013, PMO constituted an informal Group of Ministers, chaired by Finance Minister and Minister of Railways and Deputy Chairman, Planning Commission as members, to resolve the issues relating to the Madhepura Locomotive Project on which there are divergence of views between the Planning Commission and Ministry of Railways. Meeting of the Informal Group of Ministers was held on 22.04.2013. In terms of decision of the Informal Group of Ministers. Cabinet Note seeking approval of cancel pre-qualification carried out earlier during the year 2010 and to start the bid process afresh for both ELF due to change in the scope of work, was sent to the Cabinet Secretariat on 26.04.2013. The Cabinet in its meeting held on 01.05.2013 approved the proposal of Ministry of Railways, Fresh Request for Qualification (RFQ) was issued on 06.05.2013. RFQ applications were opened on 02.09.2013.

After inter-ministerial consultants, Draft Cabinet Note (Bid documents) was submitted for approval of the Cabinet. Cabinet Note was approved by the Cabinet in its meeting held on 20.01.2014.

Bidders have been shortlisted through International Competitive Bidding (ICB) on 15.05.2014 and Request for Proposal for inviting financial bids, has been issued on 27th February 2015. Bids have been planned to be opened on 31.08.2015.

Factory will be set up by the selected JV partner within 3 years from finalisation of bids....."

20. During the course of evidence, the representative of the Ministry of Railways submitted as under:

"This question is quite old of 2010. On this we have called Request for Qualifications which is called RFQ, On that basis, four companies were

shortlisted. Then on 27 February, we have called Request for Proposals and that has bids opening on 31 August. In between 27 February and 31 August we have kept provision of two pre bid conferences. First bid conference have already been conducted and the reply of all those questions raised therein have already been uploaded on 17 April and the target to open bids is 31 August...."

He further added as under:

"... and when bids will be opened on 31 August, thereafter we will finalise JV partner because the Indian Railways will invest 26% and 74% will of bidder."

Observations/Recommendations

21. The Committee note that the cabinet approved setting up of Electric Locomotive Factory/Madhepura as Joint Venture (JV) with partners selected through international competitive bidding. Bidding process commenced in February 2010 and bidders were shortlisted in May 2010. Bid documents were issued to the shortlisted bidders in June 2010. Based on internal due diligence carried out in Ministry of Railways revised bid document was prepared. On 08.03.2013, PMO constituted an informal Group of Ministers, chaired by Finance Minister and Minister of Railways and Deputy Chairman, Planning Commission as members, to resolve the issues relating to the Madhepura Locomotive Project on which there are divergence of views between the Planning Commission and Ministry of Railways. Meeting of the Informal Group of Ministers was held on 22.04.2013. In terms of decision of the Informal Group of Ministers, Cabinet Note seeking approval of cancel pre-qualification carried out earlier during the year 2010 and to start the bid process afresh for both ELF due to change in the scope of work, was sent to the Cabinet Secretariat on 26.04.2013. The Cabinet in its meeting held on 01.05.2013 approved the proposal of Ministry of Railways. Fresh Request for Qualification (RFQ) was issued on 06.05.2013. RFQ applications were opened on 02.09.2013. After inter-ministerial consultations, Draft Cabinet Note (Bid documents) was submitted for approval of the Cabinet. Cabinet Note was approved by the Cabinet in its meeting held on 20.01.2014. Bidders have been shortlisted through International Competitive Bidding (ICB) on 15.05.2014 and Request for Proposal for inviting financial bids, was issued on 27th February 2015. Bids were planned to be opened on 31.08.2015 and the factory to be set up by the selected JV partner within 3 years from finanlization of bids. In view of the foregoing, the Committee hope and trust the planned bids be opened and the bidders selected successfully for the proposed Joint Venture to set up Madhepura Locomotive Factory as targetted within a period of 3 years. The Committee would like to be apprised of the progress made in the matter.

D. Integrated security system

USQ No. 680 dated 10.12.2010 regarding Integrated security system and reply thereto reproduced at Appendix-X.

22. In reply to USQ No. 680 dated 10.12.2010, it was stated that detailed guidelines and specifications have been circulated to Zonal Railways for implementations of the Integrated Security System at 202 stations of the country. Tenders issued by the Zonal Railways are at different stages of finalisation. It is likely to become operational in near future.

23. In its written reply, the Ministry of Railways stated the status of the assurance as under:

"The part Implementation Report of this assurance has been laid on the Table of the House on 03.05.2013.

So far, contracts have been awarded by 14 zonal railways and implementation of ISS is in various stages of implementation over 101 stations. 80 stations have already been covered with IP based CCTV surveillance system under ISS...."

24. During the course of evidence, the representative of the Ministry explained the position as under:—

"...In this, one is integrated security system which we want to implement. 202 stations have been identified where we will install this. In this primarily provisions has been made for four things. We will install CCTV based surveillance system, install exit control, like the one used in Airports for X-ray screening and one provision is for bomb detection and disposal system. Basically four types of things are there which are to be installed on these 202 stations. The position is that this project is of 353 crore. It was launched in the year 2009-10. At present, 14 Zonal Railways have awarded contracts for 101 stations and the progress of the work differs in different Railways. This was a new type of work. In some specifications were finalized. Under that this is the progress as of now. In that 80 Stations are those where CCTV System has been installed by us. Still 6 Railways are those where tenders have been invited and they are under different stages of progress. We are monitoring this. We have requested to grant extension of the time till 11 August for awarding contracts."

25. With regard to a query on the mechanism adopted for identification of the spot for installation of CCTV cameras and about cooperation with the State Governments, the representative of the Ministry clarified as under:—

"I would like to submit that the normal system is that first we approve the plan as to where the CCTV cameras are to be placed and such a plan is required to be developed in consultation with the GRP authorities also. But your concern that in some places on the southern side this has not been done, I will take care. We will issue the instruction that any such plan needs to be there with the consultation process."

26. When the Committee wanted to know about that the reasons behind importance being given to installation of CCTVs, the representative of the Ministry submitted as under:

"CCTV forms one important part of this scenario because it tries to cover the station areas, circulating area. And for the last about a week it keeps that record also as to what happened there so that it can be relied upon if some unusual incident or crime comes to notice. So, CCTV forms an important component, and our emphasis is upon installation of CCTV Systems."

27. On being asked by the Committee about the target of the project, the representative of the Ministry stated as under:

"Sir, I want to tell about the figure that work is going on in 102 stations."

He also added as under:

"Sir, 4406 CCTVs were to be installed, out of which 3247 CCTVs have been installed and rest of the CCTV are under progress."

Observations/Recommendations

28. The Committee note that in reply to USQ No. 680 dated 10.12.2010, it was stated that detailed guidelines and specifications have been circulated to Zonal Railways for implementations of the Integrated Security System at 202 stations of the country. It was also informed that the tenders issued by the Zonal Railways are at different stages of finalisation and the Integrated Security System (ISS) is likely to become operational in near future. During the course of evidence, the Committee were also informed that the estimated cost of the project is Rs. 353 crore. The Committee further note that ISS is under various stages of implementations over 101 stations and 80 stations have already been covered under IP based CCTV surveillance system. The Committee have also been apprised during the course of evidence that out of the proposed 4406 CCTVs, 3247 CCTVs have already installed. Notwithstanding the position stated above, the Committee are not satisfied with the pace of progress at which the ISS are being installed at sensitive stations. The Committee, therefore, desire the Ministry of Railways should prepare a time bound action plan for covering the rest of the railway stations under ISS. The Committee would like to be apprised of the initiatives undertaken by the Ministry of Railways in this regard.

NEW DELHI;
18 December, 2015

27Agrahayana, 1937 (Saka)

DR. RAMESH POKHRIYAL "NISHANK",
Chairperson,
Committee on Government Assurances.

APPENDIX I

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

LOK SABHA STARRED QUESTION NO. 63

ANSWERED ON 29.7.2010

Crimes in Trains

*63. SHRI P. VISWANATHAN:
SHRI K.P. DHANAPALAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases of burglary, looting, drugging, hooligan activities and other crimes against passengers in various long distance trains and railway stations reported during each of the last three years, zone-wise and category-wise;

(b) the progress made in the investigation of the cases and arrests made so far; and

(c) the efforts made by the Railways to check such incidents and ensure fear free journey for the passengers in trains?

ANSWER

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) A zone-wise statement showing the number of cases of burglary, loot, drugging, hooligan activities and other crimes against passengers in trains and railway stations reported during the last three years and the current year (January to June) is annexed herewith. Total arrests made are also shown in Appendix.

Prevention of crime, registration of cases, their investigation and maintenance of law and order in railway premises as well as on running trains are the statutory responsibility of the State Police, which they discharge through Government Railway Police (GRP) of the State concerned. As such the cases of crime on Railways are reported to, registered and investigated by the Govt. Railway Police.

(c) The following measures are being taken for the security of passengers:—

1. 1275 trains are escorted by RPF daily on an average, in addition to 2200 trains escorted by Government Railway Police of different States.

2. An Integrated Security System consisting of electronic surveillance of vulnerable stations through CCTV Camera Network, access control, Anti-sabotage checks has been approved to strengthen surveillance mechanism over 202 sensitive and vulnerable Railway stations.
3. Regular coordination meetings are held with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).
4. Public awareness against crime like Drugging of passengers is done through regular announcements at stations and in trains.
5. An amendment is under examination in the RPF Act to enable RPF to deal with the passenger related offences more effectively.
6. Besides taking other measures, joint teams of RPF of different Zonal Railways are also deployed in frequently affected trains to prevent the offences of Drugging.

APPENDIX

Rly.	Year	Burglary (at Railway station)		Loot (Dacoity & Robbery)		Drugging		Hooligan activities		Other crimes		Total arrest	
		Train	Stns.	Train	Stns.	Train	Stns.	Train	Stns.	Train	Stns.	Train	Stns.
		1	2	3	4	5	6	7	8	9	10	11	12
Central	2007	0	0	23	5	4	0	0	0	895	288	414	156
	2008	0	0	29	1	25	1	0	2	991	299	351	301
	2009	0	0	27	2	56	1	0	1	1022	299	394	188
	*2010	0	0	17	0	11	1	0	2	592	144	336	93
Eastern	2007	0	0	18	2	51	7	0	7	308	188	377	204
	2008	0	0	17	4	36	2	0	7	295	152	348	165
	2009	0	0	31	2	33	1	0	6	295	155	359	164
	*2010	0	0	13	1	25	1	0	4	181	110	219	116
East	2007	0	0	25	14	195	67	0	0	352	374	204	140
Central	2008	0	0	25	4	201	94	0	18	380	381	174	296
	2009	0	0	23	11	259	49	0	11	479	348	82	94
	*2010	0	0	11	5	87	12	0	1	272	199	42	52
East Coast	2007	0	0	0	0	8	3	0	0	31	115	19	41
	2008	0	0	0	0	9	5	0	0	30	162	9	31
	2009	0	0	0	0	33	3	0	0	77	218	11	19
	*2010	0	0	0	0	6	2	0	0	48	97	6	26
Northern	2007	0	0	6	2	32	22	1	2	459	630	282	408
	2008	0	0	7	6	14	5	1	0	382	693	182	442
	2009	0	0	9	9	15	4	0	0	369	511	131	338

1	2	3	4	5	6	7	8	9	10	11	12	13	14
	*2010	0	0	5	9	20	6	0	0	261	199	101	131
North	2007	0	0	6	0	24	0	0	0	298	64	52	21
Central	2008	0	0	5	1	8	0	0	0	305	59	46	37
	2009	0	0	5	4	14	1	0	0	306	66	39	43
	*2010	0	0	3	0	3	0	0	0	170	22	22	13
North Eastern	2007	0	0	8	1	28	3	0	0	54	13	22	7
	2008	0	0	3	3	2	0	0	0	50	26	16	19
	2009	0	0	4	2	4	2	0	0	44	17	21	15
	*2010	0	0	5	0	18	1	0	0	32	12	17	9
Northeast	2007	0	0	25	2	47	13	0	1	61	101	36	46
Frontier	2008	0	0	34	1	37	15	0	2	75	88	39	61
	2009	0	0	39	3	62	2	1	7	119	81	42	50
	*2010	0	0	23	0	17	1	0	2	83	43	13	2
North	2007	0	0	3	0	35	5	0	0	234	166	105	104
Western	2008	0	0	4	0	33	1	1	0	179	158	75	84
	2009	0	0	1	0	19	2	0	0	272	190	94	103
	*2010	0	0	2	1	6	3	0	0	104	71	34	53
Southern	2007	0	0	0	0	11	0	0	0	136	78	93	60
	2008	0	0	1	0	3	0	0	0	160	74	92	70
	2009	0	0	2	0	5	0	0	0	180	112	118	143
	*2010	0	1	3	0	4	0	0	0	132	54	64	59
South Central	2007	0	0	3	2	23	1	0	0	180	119	128	95
	2008	0	0	1	1	11	2	0	0	218	107	159	84
	2009	0	0	2	1	16	1	0	0	283	122	184	106
	*2010	0	0	1	0	5	1	0	1	139	93	59	78

South Eastern	2007	0	0	6	2	6	1	0	1	182	99	56	65
	2008	0	0	0	1	12	6	1	0	98	44	58	36
	2009	0	0	5	4	17	0	0	1	151	63	65	54
	*2010	0	0	1	1	8	2	0	0	66	27	43	25
South East	2007	0	0	2	3	7	0	0	0	156	79	21	21
Central	2008	0	0	2	3	6	0	0	0	208	60	24	18
	2009	0	0	1	6	12	0	0	1	259	77	45	46
	*2010	0	0	3	1	5	0	0	0	167	37	17	13
South Western	2007	0	0	2	3	21	0	0	0	130	33	1	6
	2008	0	0	6	0	11	0	0	0	114	43	19	6
	2009	0	0	10	7	6	0	0	0	159	88	16	49
	2010	0	0	4	3	9	1	0	0	109	41	6	15
Western	2007	0	0	19	17	38	6	0	12	800	430	437	213
	2008	0	0	11	14	26	3	1	25	915	422	452	380
	2009	0	0	6	8	32	0	1	20	874	385	432	325
	*2010	0	0	7	3	15	1	0	5	530	95	161	155
West Central	2007	0	0	2	6	43	2	0	1	103	270	240	559
	2008	0	0	6	3	33	2	0	0	227	206	205	562
	2009	0	0	18	6	36	0	0	0	267	154	167	368
	*2010	0	0	4	2	8	0	0	1	146	69	65	256
Total	2007	0	0	148	59	573	130	1	24	4379	3047	2487	2146
	2008	0	0	151	42	467	136	4	54	4627	2974	2249	2592
	2009	0	0	183	65	619	66	2	47	5156	2886	2200	2105
	*2010	0	1	102	26	247	32	0	16	3032	1313	1205	1096

*Figures for 2010 are from January to June.

APPENDIX II

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 1874
ANSWERED ON 5.8.2010

Unified Force for Security

1874. SHRI PARTAP SINGH BAJWA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for setting up a unified force to deal with railway crimes; and

(b) if so, the details thereof and the time by which such a unified forces would come into being?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) Certain changes are under consideration to make the functioning of RPF more effective. Necessary action is being taken in this regard.

APPENDIX III

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 2991
ANSWERED ON 12.8.2010

Completion of Railway Tracks

2991. DR. NILESH NARAYAN RANE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the land acquisition process for the entire railway track from Panvel to Uran has been completed; and
- (b) if so, the details thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) Land for Seawood-Uran project is being made available by CIDCO (a unit of Government of Maharashtra) and not by Railways.

- (b) 25 hectare from Ch. 8800 to 11000 is under process by CIDCO.

APPENDIX IV

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA STARRED QUESTION NO. 364
ANSWERED ON 19.08.2010

Railway Projects

364. SHRI JAGDANAND SINGH:

SHRI ANUP KUMAR SAHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have setup/proposed to set up Wheel & Axle production unit at Chhapra, Bihar, Rail Coach Factories at Rae Bareilly (Uttar Pradesh), Kanchrapara (West Bengal), Palghat (Kerala), Electric Locomotive Factory at Madhepura (Bihar) and Electric Loco assembly unit at Dankuni (West Bengal);

(b) if so, the details and present status thereof;

(c) the funds allocated, sanctioned and utilised by each of the project, so far;

(d) the reasons of delay in the execution of above mentioned projects items; and

(e) the steps taken to complete these projects within the time schedule?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (KUMARI MAMATA BANERJEE) : (a) to (e) A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 364 BY DR. ANUP KUMAR SAHA TO BE ANSWERED IN LOK SABHA ON 19.08.2010 REGARDING RAILWAY PROJECTS.

(a) to (e) Construction of Wheel Manufacturing Plant at Chhapra was sanctioned in the year 2005-06 at an estimated cost of Rs. 1417 cr. and is under progress. An expenditure of Rs. 601.9 Cr. has been incurred upto 31.03.2010. The project is likely to start manufacture of wheels from the year 2011-12.

The project of Rail Coach Factory at Rae Bareilly was approved in the year 2006-07 at an estimated cost of Rs. 1685 Cr. and the work is in full swing. Phase-I of this project is likely to be completed by July 2011 with start of production and it is likely to be completed by 2012-13. An expenditure of Rs. 73.6 cr. has been incurred upto 31.03.2010.

Rail Coach Factory at Kanchrapara was approved in the year 2010-11 for setting up in Joint Venture mode at an estimated cost of Rs. 860.16 cr. Works worth more than Rs. 37 crore have already been taken up and are in progress.

The project of Rail Coach factory at Palghat is awaiting government approval and is estimated to cost Rs. 1215.75 cr. Government of Kerala had earlier promised to provide land free of cost, but have now desired that the cost of land be taken as their equity in the Joint Venture to be formed for setting up this factory. The proposal is presently under consideration.

The project of Electric Locomotive Factory at Madhepura was approved in 2007-08 at an estimated cost of Rs. 1293.57 cr. The Government recently decided in February 2010 that this manufacturing unit shall be set up as a Joint Venture. An expenditure of Rs. 47.86 cr. has been incurred upto 31.03.2010. Selection of Joint Venture partner is likely to be finalised shortly.

The project of Electric Loco components factory at Dankuni was approved in the year 2009-10 at an estimated cost of Rs. 123 cr. the Unit is being set up as a joint venture project. Works worth about Rs. 48 crore have already been taken up and are in progress. In addition, there is also a proposal for setting up of a Diesel Loco component factory at Dankuni at an estimated cost of Rs. 261 crore. Works worth about Rs. 133 crore have already been taken up and are in progress.

The progress of all these projects is monitored and all efforts are being made to complete them as per schedule. Funds required for these projects will be provided as per requirement from time to time.

श्री राजीव रंजन सिंह उर्फ ललन सिंह (मुंगेर): अध्यक्ष महोदया, माननीय मंत्री जी ने कहा कि काफी वैगन्स और कोचिज़ की जरूरत है, इसलिए यह कारखाने विभिन्न राज्यों में लगा रही हैं, सरकार ने लगाने का फैसला किया है।

महोदया, नये कारखाने के लिए नई जगह की तलाश होती है और उसमें जमीन अधिग्रहण से लेकर कई तरह की समस्याएं खड़ी होती हैं, जबकि रेलवे के कई ऐसे कारखाने हैं, जहां पूरा इन्फ्रास्ट्रक्चर उपलब्ध है और सैकड़ों एकड़ जमीन बिना किसी उपयोग के पड़ी है, जैसे हमारे निर्वाचन क्षेत्र में जमालपुर रेलवे कारखाना है। माननीय लालू जी जब रेल मंत्री थे, तब यह भी वहां गए थे, लेकिन इन्होंने वहां कुछ नहीं किया। वहां वर्कशाप है और रिपेयरिंग का काम होता है।

महोदया, मैं रेलवे मंत्री जी से जानना चाहता हूं कि रेलवे की ऐसी जमीन अनुपलब्ध पड़ी है, क्या आप उनका उपयोग रेलवे की कोचिज़ और वैगन्स बनाने के लिए करना चाहती हैं?

कुमारी ममता बनर्जी: महोदया, यह बात सही है कि रेलवे की जितनी जमीन है, उसके कमर्शियल यूटिलाइजेशन के लिए हम लोगों ने बहुत सारे तरीके अपनाए हैं, जिसमें वैगन इंडस्ट्री, कोच फैक्ट्री, हेल्थ यूनिट, स्कूल, मेडिकल कॉलेज और स्पोर्ट्स सेन्टर हैं। कमर्शियल यूटिलाइजेशन के लिए हम हर तरह से ध्यान दे रहे हैं, लेकिन इसके लिए रुपये की आवश्यकता भी है।

महोदया, माननीय सदस्य ने जमालपुर का जो उदाहरण दिया है, We will examine the things and let you know.

श्री जगदानंद सिंह (बक्सर): अध्यक्ष महोदया, मुझे खुशी है कि छपरा के कारखाने को आप वर्ष 2010-11 में पूरा करेंगी, लेकिन मधेपुरा विद्युत चालित इंजन कारखाने को चालू करने की कोई सीमा तय नहीं है। जानकारी दी गई है कि ज्वाइंट वेंचर में प्रस्ताव मांगे गए हैं और उसकी समीक्षा की जा रही है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि ज्वाइंट वेंचर में जो प्रस्ताव आए हैं, आप उसकी समीक्षा कर, कब से इस कार्य को चालू करेंगी तथा मधेपुरा के इंजन कारखाने को चालू करने का आपका लक्ष्य कब तक है?

कुमारी ममता बनर्जी: महोदया, मधेपुरा और मरौरा में जो हो रहा है, पहले दिक्कत थी, लेकिन अब लैंड एक्वीजीशन हो गई है। लैंड एक्वीजीशन ऑन प्रोसेस है। इसका दिसंबर तक टेंडर फाइनलाइज़ हो जाएगा। टेंडर बिड हो गया है और फाइनलाइज़ हो जाएगा। काम भी आहिस्ता-आहिस्ता शुरू होने वाला है। इसका कैबिनेट अप्रूवल हो गया है। I can assure the Member that whatever action is necessary, that will be taken and we want to see that it is there.

APPENDIX V

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

LOK SABHA UNSTARRED QUESTION NO. 4360

ANSWERED ON 19.08.2010

Theft and Crimes in Kerala Bound Trains

4360. SHRI K. SUDHAKARAN:

SHRI M.K. RAGHAVAN:

SHRI A. VENKATARAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted an enquiry into the recent incident of looting at Nizamuddin Railway Station wherein a large number of passengers of Kerala bound Duronto Express got looted;

(b) if so, the details thereof and whether any enquiry has been conducted into the said incident;

(c) if so, the details thereof;

(d) the details of incidents of looting, theft and other crimes taken place in Kerala bound trains and in South Central Railway during last two years, year-wise;

(e) the details of compensation provided by the Railways in each such case, year-wise; and

(f) the measures taken to prevent such incidents in future along with the action taken against railway officials found involved in such incidents; if any?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) No incident of loot of passengers of Kerala bound Duronto Express was reported at Nizamuddin Railway station recently. However, an incident of theft of belongings of few passengers of Train No. 2284 Nizamuddin-Ernakulam Duronto Express took place at Nizamuddin Railway station on 26.06.2010 at about 21.00 hrs., when there was a sudden electricity failure before the departure of the train. Government Railway Police/Nizamuddin apprehended one luggage lifter red handed with one stolen trolley bag. In this regard a case *vide* crime No. 61/10 dated 27.06.2010 under section 411 Indian Penal Code was registered at GRPS/Nizamuddin.

On arrival of the train at Ernakulam Railway station on 29.06.2010, one of the passengers lodged a complaint with Government Railway Police/ Ernakulam regarding theft of his luggage and a case *vide* crime No. 047/10 dated 29.06.2010 under section 379 Indian Penal Code was registered. The case was transferred to Government Railway Police/Nizamuddin, where a case *vide* crime No. 73/2010 dated 28.07.2010 under section 379 Indian Penal Code has been registered.

(d) The details of incidents of loot, theft and other crimes took place in Kerala bound trains over Indian Railways during the years 2008 and 2009 are as under:—

Year	Loot	Theft	Other crimes
2008	1	315	66
2009	4	308	93

Cases reported in South Central Railway during the years 2008 and 2009 are as under:—

Year	Loot	Theft	Other crimes
2008	—	6	—
2009	—	10	—

(e) The details of compensation paid in cases of Robbery/Dacoity and Looting/theft are as under:—

Year	Amount of compensation paid (Rs. In lakhs) in case of	
	Death/Injury of passengers in Robbery/Dacoity	Looting/theft
2007-08	8.14	Nil
2008-09	5.8	Nil
2009-10	0.25	Nil
2010-11 (upto July)	2.24	Nil

(f) The following measures are being taken for the security of passengers:—

- 1275 trains are escorted by RPF daily on an average, in addition to 2200 trains escorted by Government Railway Police of different States.
- An Integrated Security System consisting of electronic surveillance of vulnerable stations through CCTV Camera Network, access control, Anti-sabotage checks has been approved to strengthen surveillance mechanism of over 202 vulnerable Railway stations.
- Regular coordination meetings are held with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).
- Public awareness against crime like Drugging of passengers is done through regular announcements at stations and in trains.
- An amendment is under examination in the RPF Act to enable RPF to deal with the passenger related offences more effectively.**

No Railway official has been found involved in the above incidents.

APPENDIX VI

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 4890
ANSWERED ON 26.06.2010

Rail Yojana

4890. SHRI BAIJAYANT JAY PANDA:
SHRI RUDRA MADHAB RAY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways propose to introduce the Pradhan Mantri Gram Rail Yojana to provide rail connectivity to rural areas of the country;
- (b) if so, the details thereof;
- (c) whether the Railways propose to undertake various initiatives for better welfare of rail employees *i.e.* in health, housing and education sectors;
- (d) if so, the details thereof; and
- (e) the steps taken by the Railways in this regard?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) to (e) A Statement is attached.

(a) and (b) The scheme is presently under consideration and will be formulated.

(c) to (e) The Railways have taken the following initiatives for better welfare of rail employees in health, housing & education sectors:—

- (i) A Memorandum of Understanding (MoU) has been signed between Ministry of Health & Family Welfare and Ministry of Railways for development of healthcare infrastructure along the rail network of the country. These health care infrastructure facilities shall be developed by Ministry of Health & Family Welfare on the vacant railway land, which is not required for immediate operational use. On the land identified by the Ministry of Railways, Ministry of Health & Family Welfare shall develop OPD & Diagnostic Centres, Secondary level General Speciality Hospitals, Tertiary level Super Speciality Hospitals, setting up these healthcare facilities shall provide affordable and modern quality health care services to Indian Railway employees as well as to railway passengers, public living around such areas and to the citizens at large.

- (ii) A scheme titled as 'House for all' has been announced in Railway Budget 20-10-11. Details of this scheme are being evolved with Ministry of Urban Development.
- (iii) Ministry of Railways has signed a 'MoU' with Ministry of Human Resource Development for development of educational facilities on Railway premises. A High Powered Working Group has been constituted consisting of Senior Officials from both the Ministries for achievement of the objectives of MoU. Six new Kendriya Vidyalayas to be set up on Railway land have been sanctioned so far by Ministry of Human Resource Development.

APPENDIX VII

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 4915
ANSWERED ON 26.08.2010

Gajraula-Mainpuri Rail Line

4915. SHRI DEVENDRA NAGPAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of the construction of the new rail line from Gajraula to Mainpuri *via* Sambhal and Etawah announced in the rail budget;
- (b) the date fixed for starting the construction of the said rail line;
- (c) whether there is any plan to construct railway overbridges over level crossing number 45/C, 51/C and 28/C along the Delhi-Lucknow rail line;
- (d) if so, by when, along with the details thereof; and
- (e) if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) As per the Budget announcement of 2010-11, updating Survey for Sambhal-Gajraula new line has been taken up, another survey for Gajraula-Mainpuri new line *via* Sambhal, Badaun and Etawah is also in progress. Further decision on these projects can be taken once the surveys are completed and survey results became available.

(c) to (e) The train vehicle unit of level, crossing No. 45/C, 51/C and 28/C of Delhi-Lucknow section is above one lakh which is the qualifying benchmark for replacement of a level crossing by a railway overbridge. Cost sharing proposals received from the State Government are under examinations.

5th SESSION OF 15th LOK SABHA 2010

Ministry of Railways

Date of fulfillment 06.02.2012

Q. No., Date & Name of MPs	Subject	Promise Made	When & How fulfilled	Reasons for Delay
Unstarred Q. No. 4915 26.08.2010 Shri Devendra Nagpal	GAJRAULA-MAINPURI RAIL LINE: Asking for:— (a) the status of the construction of the new rail line from Gajraula to Mainpuri <i>via</i> Sambhal and Etawah announced in the rail budget; (b) the date fixed for starting the construction of the said rail line; (c) whether there is any plan to construct railway overbridges, over level crossings number 45/C, 51/C and 28/C along the Delhi-Lucknow rail line; (d) if so, by when alongwith the details thereof; and (e) if not, the reasons therefor?	(c) to (e) The train vehicle unit of level crossing No. 45/C, 51/C and 28C of Delhi- Lucknow section is above one lakh which is the qualifying benchmark for replacement of a level crossing by a railway over bridge. Cost sharing proposals received from the State Government are under examination.	(c) to (e) Proposal received from U.P. Government on cost sharing basis for construction of Road Over Bridge (ROB) <i>in lieu of</i> Level Crossing (LC) No. 51 at railway Km. 73/3-4 on Moradabad-Ghaziabad section has been sanctioned and included in Railway Works Programme 2011-12. A proposal for construction of 2-lane ROB <i>in lieu of</i> LC No. 45/C at railway km. 93/19-21 on Ghaziabad-Moradabad section, near Gajraula railway station was received from State Government. The Train, Unit (TVU) of this LCV is 6,54,120. Since, TVU is more than three lac, it qualifies for construction of 4-lanes ROB on cost sharing basis. Hence, State Government has been requested for submitting a revised proposal for construction of 4-lanes ROB. Proposal will be processed for sanction soon after receiving complete papers from the State Government. Similarly, a proposal for construction of ROB <i>in lieu of</i> LC No. 28/C at railway km. 32/1-2 on Ghaziabad- Moradabad section on cost sharing basis has been received from the State Government TVU of this LC is 1,66,000. The conceptual profile sketch and abstract estimate for Railway's portion have been sent to UP/PWD for acceptance of the State Government Proposal will be processed for sanction soon after receiving complete papers from the State Government.	Approval from the State Government was awaited.

APPENDIX VIII

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 5003
ANSWERED ON 26.08.2010

Looting in Trains

5003. SHRI ANANDRAO ADSUL:
SHRI VISHWA MOHAN KUMAR:
SHRI DHARMENDRA YADAV:
SHRI R. THAMARAISELVAN:
SHRI GAJANAND. BABAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Lal Quila Express and Howrah-Amritsar Express trains have been looted in Bihar recently;
- (b) if so, the details of enquiry conducted in said cases;
- (c) whether the Railways Protection Force has failed to provide safety to the passengers in these trains;
- (d) if so, the action taken against the official responsible for such lapse;
- (e) whether the Railways have announced compensation to the passengers for the valuable articles looted by the dacoits;
- (f) if so, the details thereof; and
- (g) the number of passengers killed and injured in the said incidents and the steps taken by the Railways to prevent the recurrence of such incidents in future?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) On 06.08.2010, Train No. 3111 Kolkata-Delhi Lal Quila Express was stopped by miscreants at Kunder Halt between Jamui-Mananpur Railway stations in Jhajha-Kiualarm section over East Central Railway in Bihar by pulling chain. The miscreants numbering around 20/25 looted the passengers travelling in 4 sleeper coaches and 1 air conditioned coach. On resistance by the Government Railway Police escorts, the miscreants opened fire causing bullet injury to one of the Constables. Government Railway Police/Jhajha has registered

a case *vide* crime No. 24/2010 dated 06.08.2010 under section 147, 148, 149, 323, 324, 353, 332, 224,307, 379 Indian Penal Code and 27 Arms Act.

On the night of 08.08.2010 some miscreants looted the passengers of Train No. 3049 Howrah-Amritsar Express while the train was running between Lahabon and Telwa Block Halt in Jasidih-Jhajha section over Eastern Railway in Bihar. Government Railway Police/Jhajha has registered a case *vide* crime No. 30/2010 dated 09.08.2010 under section 395 India Penal Code.

(c) and (d) No Railway Protection Force personnel was deployed in these trains.

(c) and (f) No, Madam, Railway rules do not provide compensation for loss of personal belongings carried by passenger in his charge unless booked for carriage against a receipt and unless it is proved that the loss, destruction, damage or deterioration was due to negligence or misconduct on its part or on the part of any of Railway personnel.

(g) No passenger was killed in the above incidents. However, one Constable of Government Railway Police and 15 passengers sustained injury in the incident took place in Train No. 3111 Lal Quila Express and 6 passengers sustained injury in the incident took place in Train No. 3049 Howrah-Amritsar Express.

'Policing on Railways' is a State subject and prevention of crime, registration of cases and their investigation and maintenance of law and order in Railway premises as well as on running trains are the statutory responsibility of the State Governments concerned which they discharge through the Government Railway Police (GRP) and Civil Police. Railways bear 50% cost of expenditure on the Government Railway Police. As such Railway has to depend largely on the State Governments. RPF does not have any legal power to prosecute the offenders involved in criminal offences like dacoity/robbery/theft of passengers' belongings, drugging etc.

Following measures are being taken by the Railways for the security of passengers:—

1. 1275 trains are escorted by Railway Protection Force daily on an average, in addition to escorting of 2200 trains by Government Railway Police of different States.
2. The Ministry of Railways has been closely coordinating with the State Governments for prevention and detection of crimes on Railways and maintenance of law and order.
3. A coordination meeting with the State Home Secretaries, officials of Ministry of Home Affairs, Intelligence Bureau and Railways was held on 20.01.2010 at Rail Bhavan, New Delhi.
4. Regular coordination meetings are being conducted with GRP and Civil Police by Railways at Zonal and Divisional level to review the crime position in Railways.
5. An amendment in the RPF Act is under examination to enable RPF to deal with the passenger related offences more effectively.

APPENDIX IX

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA STARRED QUESTION NO. 56
ANSWERED ON 11.11.2010

Guidelines for Security of Passengers

*56. SHRI MAROTRAO SAINUJI KOWASE:
SHRI S. S. RAMASUBBU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have issued guidelines from time to time to Railway Protection Force (RPF) regarding security and safety of passengers and their belongings;

(b) if so, the details thereof;

(c) whether the Railways are aware of the increase in the incidents of extremists, bandh organisers and anti-social elements targeting the trains and other railway properties at regular intervals in various parts of the country;

(d) if so, the number of such incidents reported during the last three years, till date; and

(e) the steps taken by the Railways to prevent recurrence of such incidents and ensure adequate safety and security to the railway properties and the travelling public?

ANSWER

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (e)
A Statement is laid on the Table of the Lok Sabha.

(a) Yes, Madam, 'Policing' On Railways is a State subject. Prevention of crime, registration/investigation of cases and maintenance of law and order in Railway are the statutory responsibility of the State Governments concerned, which they discharge through Government Railway Police (GRP) and the Civil Police. Railway Protection Force does not have any legal power to prosecute the offenders involved in criminal offences on Railways.

However, necessary guidelines/instructions are being issued from time to time from Railway Board to Railway Protection Force officers to coordinate with Government Railway Police and Civil Police to take necessary steps jointly to ensure security of passengers and their belongings.

(b) RPF officers have been advised to hold frequent coordination meetings with Government Railway Police and State Police Authorities to share crime

intelligence, analyse crime trends, to impress upon them for arresting the gangs operating and to take joint preventive measures for controlling crimes. They have been advised to make surprise checks in the worst affected trains in crime prone areas/sections to make the RPF and GRP escorts more effective.

RPF officers have also been advised to constitute joint teams of RPF and GRP to detect the cases of passengers offences of serious nature reported frequently. They have been advised to deploy maximum force jointly with GRP and Local Police during bandh/agitation by various activists/outfits including Left Wing Extremists (LWE) for safety and security of passengers and their belongings.

(c) and (d) There has been a rise in the incidents of attacks by various extremist groups and other outfits on critical infrastructure of Railways. The Railways because of its vast network and expanse, has become a soft target for them. The incidents of attacks of LWE and other outfits reported during the last two years and the current year are as under:—

Year	No. of incidents of attack	No. of Bandhs
2008	30	391
2009	60	309
2010	66	224 (Upto October)

(e) Steps taken for safety and security of passengers and their belongings:—

- (i) Nominated trains are escorted by Government Railway Police (GRP) and Railway Protection Force (RPF) on the vulnerable sections/areas. 1275 trains are being escorted by RPF daily on an average, in addition to escorting of about 2200 trains daily by GRP.
- (ii) The Ministry of Railways has been closely coordinating with the State Governments for prevention and detection of crimes on Railways and maintenance of law and order.
- (iii) A coordination meeting with the State Home Secretaries, officials of Ministry of Home Affairs, Intelligence Bureau and Railways was held at Rail Bhavan, New Delhi in which various security issues were discussed encompassing almost all the aspects concerning passenger security, tackling Naxal/Militancy problems etc.
- (iv) An amendment in the Railway Protection Force Act has been approved by the Railway Ministry and is being sent to the Ministry of Law and Justice to enable Railway Protection Force to deal with the passenger related offences more effectively.
- (v) An Integrated Security System costing Rs. 353 crores has been approved to strengthen surveillance mechanism over sensitive and vulnerable

Railway stations. In the first phase, it is being implemented at 202 sensitive Railway stations.

- (vi) On the request of Railways, Ministry of Home Affairs, Government of India has issued directions to the State Governments of Andhra Pradesh, Chhattisgarh, Jharkhand, Madhya Pradesh, Orissa, Bihar and West Bengal to make additional deployment of Civil Police, GRP and Central Para Military Force to avoid attacks on Railway infrastructure and avert any likely disaster.

APPENDIX X

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 680
ANSWERED ON 11.11.2010

Integrated Security System

680. SHRIMATI RAJKUMARI RATNA SINGH:
SHRIMATI RAMA DEVI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the new Integrated Security System has become operational in the Railways;
- (b) if so, the details thereof;
- (c) the total amount spent on the said system so far; and
- (d) the impact and effectiveness of the new system?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA): (a) and (b) Detailed guidelines and specifications have been circulated to Zonal Railways for implementation of the Integrated Security System at 202 stations of the country. Tenders issued by the Zonal Railways are at different stages of finalization. It is likely to become operational in near future.

(c) As the installation has not yet been completed in any zone so far, no amount has been spent on the said system. However a sum of rupees 58 crore has been made available in the Budget 2010-11 and the balance amount required in this financial year will be made available through re-appropriation.

(d) It provides for multi-layered screening and surveillance of passengers and baggage at station right from point of entry till boarding of train and exit from the station.

6th SESSION OF 15th LOK SABHA, 2010

Ministry of Railways

Date of fulfillment 13.3.2013

Question No., Date & Name of MP(s)	Subject	Promise made	When & how fulfilled	Reasons for delay
USQ. No. 680 dated 11.11.2010 asked by Smt. Rajkumari Ratna Singh and Smt. Rama Devi	Integrated Security System (a) whether the new Integrated Security System has become operational in the Railways; and (b) if so, the details thereof ?	(a) & (b): It was <i>inter-alia</i> stated that "Tenders issued by the Zonal Railways are at different stages of finalization. It is likely to become operational in near future".	(a) & (b) Rs. 353 cr. have already been approved for Integrated Security System under Works Programme of the Railways. Detailed guidelines and technical specifications of the equipment under Integrated Security System, have been finalized and issued. Contract for installation of the system have been awarded by 10 zonal railways covering 79 stations and work is under progress. Matter is in final stages of tendering over other zonal railways. Integrated Security System has been approved for strengthening of surveillance mechanism over sensitive stations and its implementation is an on-going process.	Matter was under examination.

APPENDIX XI

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA UNSTARRED QUESTION NO. 4951
ANSWERED ON 09.12.2010

Act for Safety of Passengers

4951. SHRI P.R. NATARAJAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have any Act in place for protection and security of railway passengers in the country;
- (b) if so, the details thereof;
- (c) if not, whether the Railways propose to introduce any such Act; and
- (d) if so, the details thereof, if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. H. MUNIYAPPA) : (a) to (d) Yes, Madam. A proposal to amend the RPF Act in order to strengthen the Railway Protection Force, is presently under consideration.

APPENDIX XII

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

LOK SABHA UNSTARRED QUESTION NO. 1331

ANSWERED ON 03.03.2011

Garib Nawaz Express Incident

1331. SHRI YASHVIR SINGH:
SHRI NEERAJ SHEKHAR:
DR. ARVIND KUMAR SHARMA:
SHRIMATI JAYA PRADA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of robbery and molestation of passengers in Garib Nawaj Express from Ajmer to Kishanganj on February 8, 2011;

(b) if so, the details thereof; and

(c) the details of action taken to ensure the safety of passengers from robbers and hooligans?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPA): (a) and (b) On 08.02.2011, 7-8 miscreants looted 18 passengers travelling by train No. 15716 Garib Nawaz Express between Delhi Junction and Delhi Shahdara. In this connection a case *vide* crime No. 18/11 under section 323, 395, 397, 504 and 506 of Indian Penal Code has been registered by Government Railway Police/Delhi Main. 3 accused persons have been arrested in this case. No Incident of molestation has been reported.

(c) Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are the statutory responsibility of the State Police, which they discharge through Government Railway Police (GRP) of the State concerned. As such the cases of crime on Railways are reported to, registered and investigated by the Government Railway Police. Railway Protection Force (RPF) supplements the efforts of Government Railway Police (GRP) by deployed escorts in important trains in affected areas.

Following measures are being taken by the Railways to check such incidents and ensure fear free journey for the passengers in trains:—

1. 1275 trains are escorted by RPF daily on an average, in addition to 2200 trains escorted by Government Railway Police of different States.
2. An Integrated Security System consisting of electronic surveillance of vulnerable stations through CCTV camera network, access control,

anti-sabotage checks has been approved to strengthen surveillance mechanism over 202 sensitive and vulnerable Railway stations.

3. Regular coordination meetings are held with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).
4. Passenger awareness programmes are organized frequently to sensitize the travelling public about the *modus operandi* adopted by the criminals to fleece the passengers.
5. An amendment in the RPF Act is under examination to enable RPF to deal with the passenger related offences more effectively.

APPENDIX XIII

(Vide Para 5 of the Report)

EXTRACTS FROM MANUAL OF PRACTICE & PROCEDURE IN THE
GOVERNMENT OF INDIA, MINISTRY OF PARLIAMENTARY AFFAIRS,
NEW DELHI

Definition	<p>8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances and as approved by the Committees on Government Assurances of the Lok Sabha and the Rajya Sabha, is given at <i>Annex 3</i>. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance in these terms.</p> <p>8.2 When an assurance is given by a Minister or when the Presiding Officer directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs from the relevant proceedings and communicated to the department concerned normally within 10 working days of the date of which it is given.</p>
Deletion from the list of Assurances	<p>8.3.1 If the administrative department has any objection in treating such a statement as an assurance or finds that it would not be in the public interest to fulfil it, it may write to the Lok Sabha/Rajya Sabha Secretariat direct with a copy to the Ministry of Parliamentary Affairs within a week of the receipt of such communication for getting it deleted from the list of assurances. Such action will require prior approval of the Minister.</p> <p>8.3.2 Departments should make request for dropping of assurances immediately on receipt of statement of assurances from the Ministry of Parliamentary Affairs and only in rare cases where they are fully convinced that the assurances could not be implemented under any circumstances and there is</p>

Time limit for fulfilling an assurance	<p>no option left with them but to make a request for dropping. Such requests should have the approval of their Minister and this fact should be indicated in communication containing the request. If such a request is made towards the end of the stipulated period of three months, then it should invariably be accompanied with a request for extension of time. The department should continue to seek extension of time till a decision of the Committee on Government Assurances is received by them. Copy of the above communications should be simultaneously endorsed to the Ministry of Parliamentary Affairs.</p> <p>8.4.1 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This time limit has to be strictly observed.</p>
Extension of time for fulfilling an assurance	<p>8.4.2 If the department finds that it is not possible to fulfil the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time direct from the respective Committee on Government Assurances under intimation to the Ministry of Parliamentary Affairs as soon as the need for such extension becomes apparent, indicating the reasons for delay on the probable additional time required. Such a communication should be issued with the approval of the Ministry.</p>
Registers of assurances.	<p>8.5.1 The particulars of every assurance will be entered by the Parliament Unit of the department concerned in a register as at <i>Annex 4</i> after which the assurance will be passed on to the concerned section.</p> <p>8.5.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs, the section concerned should take prompt action to fulfil such assurances and keep a watch thereon in a register as at <i>Annex 5</i>.</p> <p>8.5.3 The registers referred to in paras 8.5.1 and 8.5.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session-wise.</p>

Role of Section Officer and Branch Officer	<p>8.6.1 The Section Officer incharge of the concerned section will:</p> <p>(a) scrutinise the registers once a week;</p> <p>(b) ensure that necessary follow-up action is taken without any delay whatsoever;</p> <p>(c) Submit the registers to the branch officer every fortnight, if the House concerned, is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and</p> <p>(d) review of pending assurances should be undertaken periodically at the highest level in order to minimise the delay in implementing the assurances.</p> <p>8.6.2 The branch officer will like-wise keep his higher officer and Minister informed of the progress made in the implementation of assurances, drawing their special attention to the causes of delay.</p>
Procedure for fulfilment of an assurance	<p>8.7.1 Every effort should be made to fulfil the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an implementation report containing the available information should be supplied to the Ministry of Parliamentary Affairs in part scrutinize of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest.</p> <p>8.7.2 Information to be supplied in partial or complete fulfilment of an assurance should be approved by the Minister concerned and 15 copies thereof (bilingual) in the prescribed proforma as at <i>Annex 6</i>, together with its enclosures, along with one copy each in Hindi and English duly authenticated by the officer forwarding the implementation report, should be sent to the Ministry of Parliamentary Affairs. If, however, the information being furnished is in response to an assurance given in reply to a question etc., asked for by more than one member, an additional copy of the completed proforma (both in Hindi and English) should be furnished in respect of each additional member. A copy of this</p>

	communication should be endorsed to the Parliament Unit for completing column 7 of its register.
	8.7.3 The implementation reports should be sent to the Ministry of Parliamentary Affairs and not to the Lok Sabha/Rajya Sabha Secretariat. No advance copies of the implementation reports are to be endorsed to the Lok Sabha/Rajya Sabha Secretariat either.
Laying of the implementation report on the Table of the House	8.8 The Ministry of Parliamentary Affairs, after a scrutiny of the implementation report, will arrange to lay it on the Table of the House concerned. A copy of the Statement, as laid on the Table, will be forwarded by the Ministry of Parliamentary Affairs to the member as well as the department concerned. The Parliament Unit of the department concerned and the concerned section will, on the basis of this statement, make a suitable entry in their registers.
Obligation to lay a paper on the Table of the House <i>vis-a-vis</i> assurance on the same subject	8.9 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the Table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfilment of the obligation, independent of the assurance given. After this is done, a report in formal implementation of the assurance indicating the date on which the paper was laid on the Table will be sent to the Ministry of Parliamentary Affairs in the prescribed proforma (<i>Annex 6</i>) in the manner already described in para 8.7.2.
Committees on Government Assurances LSR 323,324 RSR 211-A	8.10 Each House of Parliament has a Committee on Government Assurances nominated by the Speaker/Chairman. It scrutinized the implementation reports and the time taken in the scrutinized of Government Assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by the Ministry of Parliamentary Affairs from time to time are to be followed strictly.
Reports of the Committees on Government Assurances	8.11 The department will, in consultation with the Ministry of Parliamentary Affairs, scrutinize the reports of these two Committees for remedial action wherever called for.

Effect on
assurances on
dissolution of the
Lok Sabha

8.12 On dissolution of the Lok Sabha, all assurances, promises or undertakings pending implementation are scrutinized by the new Committee on Government Assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with a specific recommendation regarding the assurances to be dropped or retained for implementation by the Government.

APPENDIX XIV

MINUTES

NINTH SITTING

MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT
ASSURANCES (2014-2015) HELD ON 29 APRIL, 2015 IN COMMITTEE
ROOM 'A', PARLIAMENT HOUSE ANNEXE, NEW DELHI

The Committee sat from 1500 hours to 1700 hours on Wednesday, 29 April, 2015.

PRESENT

Dr. Ramesh Pokhriyal 'Nishank' — *Chairperson*

MEMBERS

2. Shri Rajendra Agrawal
3. Shri E. Ahamed
4. Prof. (Dr.) Sugata Bose
5. Shri Bahadur Singh Koli
6. Shri Prahlad Singh Patel
7. Shri C.R. Patil
8. Shri S.R. Vijaykumar

SECRETARIAT

1. Shri R.S. Kambo — *Joint Secretary*
2. Shri T.S. Rangarajan — *Additional Director*
3. Shri Kulvinder Singh — *Committee Officer*
4. Shri Nagendra Suman — *Committee Officer*

Ministry of Railways

1. Shri A.K. Mital, Chairman, Railway Board
2. Shri Pradeep Kumar, Member Staff
3. Shri Navin Tandon, Member Electrical
4. Shri V.K. Gupta, Member Engineering
5. Shri P.S. Rawal, IG/C&I
6. Shri C.S. Ray, IG/Admn.
7. Shri Devendra Singh, Executive Director/Planning
8. Shri Anurag, Director, CE/B&S-II
9. Shri R.R. Verma, DG/RPF

Ministry of Parliamentary Affairs

1. Shri A. Manoharan, Deputy Secretary
2. Shri A.B. Acharya, Under Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda.

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****	****	****
2. ****	****	****
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3. The Committee then invited representatives of the Ministry of Railways regarding pending assurances from 5th Session to 7th Session of 15th Lok Sabha and reviewed 12 assurances (*Annexure-IV*). The Chairperson while initiating the evidence proceedings emphasized on the need to follow guidelines contained in the Manual of Practice & Procedure in the Government of India, Ministry of Parliamentary Affairs and to maintain an efficient coordination mechanism with the Ministry of Parliamentary Affairs in dealing with assurances. Some of the pending assurances critically reviewed/examined by the Committee are discussed below:—

- (i) SQ No. 63 dated 29.07.2010 regarding Crimes in Trains (S.No.1), USQ No. 1874 dated 05.08.2010 regarding Unified force for Security (S.No. 2), USQ No. 4360 dated 19.08.2010 regarding Theft and Crimes in Kerala bound Trains (S.No.5), USQ No. 5003 dated 26.08.2010 regarding Looting in Trains (S.No. 8), SQ No. 56 dated 11.11.2010 regarding Guidelines for Security of Passengers (S.No. 9) USQ No. 4951 dated 09.12.2010 regarding Act for Safety of Passengers (S.No. 11) and USQ No. 1331 dated 03.03.2011 regarding Garib Nawaz Express incident (S.No. 12).

The Committee were informed that the proposal for amendments in the RPF Act, to deal with passenger security more effectively after concurrence of the Ministries of Law & Justice and Home Affairs was referred to State Governments for comments on the basis of advice from Cabinet Secretariat. Six States agreed to the proposal where as sixteen States/UTs opposed the move to amend the RPF Act. One UT offered no comments and 8 States failed to respond. Chief Ministers of the States were again requested by the Minister of Railways on 12th February for considering the proposal keeping interest of common passenger in view and expediting comments. It was stated that if the duties performed by GRP were transferred to RPF, passenger safety could be effectively managed. The Committee emphasised on chalking out a strategy to accomplish the goal through discussions between the Centre and the States.

- (ii) *USQ No. 2991 dated 12.08.2010 regarding Completion of Railway Tracks (Sl.No.3).*

The Committee were informed that for Belapur-Seawood-Uran Project under process by the City and Industrial Development Cooperation (CIDCO), a PSU under the Government of Maharashtra, the land and more than 50% cost was to be provided by them. The matter despite being expedited at the highest level for acquisition of the balance land for 3 Kms yielded no result. The Committee directed the Ministry to have consultation with the new Government of Maharashtra and implement the assurance in a time bound manner.

- (iii) *SQ No. 364 dated 19.08.2010 regarding Railway Projects (Sl.No. 4).*

The Committee were informed that the Cabinet approved setting up of Electric Locomotive Factory/Madhepura as a joint venture (JV) with partners, selected from international competitive bidding. The bidding process initiated in February, 2010 could not materialise further. Fresh bidding process initiated due to change in scope of work after cabinet approval in May, 2013 culminated in seeking Request for Proposal (RFP) for inviting financial bids from selected bidders. It was mentioned that the Factory would be set up by selected JV partner within 3 years from the date of finalization of bids. The Committee granted extension of time upto 31.12.2015 to finalize JV partner for 74% investment into the Railways.

- (iv) *USQ No. 4890 dated 26.08.2010 regarding Rail Yojana (Sl.No. 6).*

The Committee decided to drop the assurance after considering the difficulties by Railways in obtaining the budgetary commitment of Rs. 5,45,000 crore for the Pradhan Mantri Rail Vikas Yojana from the Ministry of Finance.

- (v) *USQ No. 4915 dated 26.08.2013 regarding Gajraula-Mainpuri Rail-Line (Sl.No. 7).*

The Committee were apprised that the assurance has been fulfilled and the Ministry of Railways is in the process preparing and forwarding the implementation report.

- (vi) *USQ No. 680 dated 11.11.2010 regarding Integrated Security System (Sl.No. 10).*

The Committee were informed that the integrated Security System (ISS) approved for strengthening of surveillance mechanism over sensitive stations is under progress. 202 stations have been identified. So far contracts have been awarded by 14 zonal railways and ISS is in various stages of implementation at 101 stations. The system has been installed in 80 stations. To undertake the balance work, the Committee were requested to grant an extension of time upto 11 August, 2015.

A verbatim recorded of the proceedings has been kept.

The Committee then adjourned.

ANNEXURE

**STATEMENT OF PENDING ASSURANCES OF THE MINISTRY OF RAILWAYS
(FROM 5TH SESSION TO 7TH SESSION OF 15TH LOK SABHA)**

COMMITTEE ON GOVERNMENT ASSURANCES (2014-2015)

Sl.No.	SQ/USQ No./dated	Subject
1.*	SQ No. 63 29.07.2010 (SHRI VISHWANATHAN) PERUMAL, M.P.)	Crimes in Trains
2.*	USQ No. 1874 05.08.2010	Unified force for Security
3.#	USQ No. 2991 12.08.2010	Completion of Railway Tracks
4.#	SQ No. 364 19.08.2010 (SHRI JAGDANAND SINGH, M.P.)	Railway Projects
5.*	USQ No. 4360 19.08.2010	Theft and Crimes in Kerala bound Trains
6.	USQ No. 4890 26.08.2010	Rail Yojana
7.@	USQ No. 4915 26.08.2010	Gajraula-Mainpuri Rail-Line
8.*	USQ No. 5003 26.08.2010	Looting in Trains
09.*	SQ No. 56 11.11.2010 (SHRI MAROTRAO SAINUJI KOWASE, M.P.)	Guidelines for Security of Passengers
10.**	USQ No. 680 11.11.2010	Integrated Security System
11.*	USQ No. 4951 09.12.2010	Act for Safety of Passengers
12.*	USQ No. 1331 03.03.2011	Garib Nawaz Express Incident

* Not dropped at the sitting held on 12.2.2015.

Request for dropping is yet to be considered by the Committee.

@ Partly implemented on 22.03.2012.

**Partly implemented on 03.05.2013

APPENDIX XV

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES

(2015-2016)

(SIXTEENTH LOK SABHA)

FIFTH SITTING

(18.12.2015)

THE COMMITTEE SAT FROM 1000 HOURS TO 1045 HOURS IN COMMITTEE ROOM "E", PARLIAMENT HOUSE ANNEXE, NEW DELHI.

PRESENT

Dr. Ramesh Pokhriyal 'Nishank' — *Chairperson*

MEMBERS

2. Prof. (Dr.) Sugata Bose
3. Shri Naranbhai Bhikhabhai Kachhadiya
4. Shri Bahadur Singh Koli
5. Shri Prahlad Singh Patel
6. Shri C.R. Patil
7. Shri K.C. Venugopal

SECRETARIAT

- | | | |
|-------------------------|---|----------------------------|
| 1. Shri R.S. Kambo | — | <i>Joint Secretary</i> |
| 2. Shri T.S. Rangarajan | — | <i>Additional Director</i> |
| 3. Shri S.L. Singh | — | <i>Deputy Secretary</i> |
| 4. Shri Rajesh Mohan | — | <i>Committee Officer</i> |

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At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following Five (05) draft reports:

- (i) Twenty Second Report regarding "Review of pending Assurances" pertaining to the Ministry of Railways.
- (ii) Twenty Third Report regarding "Request for Dropping of Assurances" (Acceded to).

- (iii) Twenty Fourth Report regarding "Request for Dropping of Assurances"
(Not acceded to).
- (iv) Twenty Fifth Report regarding "Request for Dropping of Assurances"
(Acceded to).
- (v) Twenty Sixth Report regarding "Request for Dropping of Assurances"
(Not acceded to).

The Committee then adjourned.

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