

15

**STANDING COMMITTEE ON
RAILWAYS
(2016-17)
SIXTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**[Action taken by Government on the recommendations/ observations
contained in the 12th Report of the Standing Committee on Railways
(Sixteenth Lok Sabha) on 'Safety and Security in Railways']**

FIFTEENTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

AUGUST, 2017/ SHRAVANA, 1939 (SAKA)

SCR NO. 209

FIFTEENTH REPORT
STANDING COMMITTEE ON RAILWAYS
(2016-17)

SIXTEENTH LOK SABHA

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

[Action taken by Government on the recommendations/ observations contained in the 12th Report of the Standing Committee on Railways (Sixteenth Lok Sabha) on 'Safety and Security in Railways']

Presented to Lok Sabha on 03.08.2017

Laid in Rajya Sabha on 03.08.2017



LOK SABHA SECRETARIAT
NEW DELHI

AUGUST, 2017/ SHRAVANA, 1939 (SAKA)

CONTENTS

COMPOSITION OF THE COMMITTEE.....	(iii)
INTRODUCTION.....	(v)

PART-I

CHAPTER I	REPORT.....	1
CHAPTER II	Recommendations/Observations which have been accepted by the Government.....	12
CHAPTER III	Recommendations/Observations which the Committee do not desire to pursue in view of the Government's reply.....	44
CHAPTER IV	Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration.....	55
CHAPTER V	Recommendations/Observations in respect of which final replies of the Government are still awaited.....	62

ANNEXURE

I. & II	Instructions on duty hours of Safety Staff issued as per the recommendations of the High Power Committee	54
III.	Medical Facilities for Loco Pilots and other running staff	58

APPENDIX

I.	Minutes of the sitting of the Standing Committee on Railways held on 31.05.2017	60
II.	Analysis of Action Taken by Government on the Recommendations/Observations contained in the 12 th Report (16 th Lok Sabha) on 'Safety and Security in Railways'	61

COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2015-16)[@]

Shri Sudip Bandyopadhyay - **Chairperson**

MEMBERS

LOK SABHA

2. Shri P.K. Kunhalikutty*
3. Kunwar Pushpendra Singh Chandel
4. Shri Ram Tahal Choudhary
5. Shri Rajeev Shankarrao Satav#
6. Shri Sudheer Gupta
7. Shri Chandra Prakash Joshi
8. Shri Ramesh Kaushik
9. Shri Gajanan Chandrakant Kirtikar
10. Shri Balabhadra Majhi
11. Shri K.H. Muniyappa
12. Shri A.T. Nana Patil
13. Shri R. Radhakrishnan
14. Shri M. Raja Mohan Reddy
15. Shri Lakhanlal Sahu
16. Prof. (Dr.) Ram Shanker
17. Shri G.M. Siddeshwara
18. Shri Ganesh Singh
19. Shri Uday Pratap Singh
20. Shri Narasimham Thota
21. Shri S.R. Vijayakumar

RAJYA SABHA

22. Shri A.K. Antony
23. Shri Ranvijay Singh Judev
24. Shri Shwait Malik
25. Shri Satish Chandra Misra
26. Shri Mukut Mithi
27. Shri Garikapati Mohan Rao
28. Shri T. Rathinavel
29. Shri Bashistha Narain Singh
30. Shri Alok Tiwari
31. Shri Motilal Vora

@ Constituted w.e.f. 01.09.2016 vide Lok Sabha Bulletin Part II No.4105 dated 15.09.2016

* Shri E. Ahmed passed away on 01.02.2017 (Ref.: Lok Sabha Sectt. Notification No.24/4(1)/2017/T(B) dated 01.02.2017). Shri P.K. Kunhalikutty was nominated w.e.f. 19.07.2017 (Ref.:LS Bulletin Part II No.5526 dated 19.07.2017)

Shri Rajeev Shankarrao Satav was nominated in place of Shri Gaurav Gogoi vide LS Bulletin Part II No.5163 dated 28.03.2017

LOK SABHA SECRETARIAT

- | | | | |
|----|----------------------------|---|--------------------|
| 1. | Smt. Abha Singh Yaduvanshi | - | Joint Secretary |
| 2. | Shri Arun K. Kaushik | - | Director |
| 3. | Smt. Banani Sarker Joshi | - | Sr. Cte. Assistant |

INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2016-17), having been authorised by the Committee to submit the Report on their behalf, present this Fifteenth Report on Action Taken by Government on the Recommendations/Observations of the Committee contained in their Twelfth Report (Sixteenth Lok Sabha) on 'Safety and Security in Railways'.

2. The Twelfth Report was presented to the Lok Sabha and laid in the Rajya Sabha on 14.12.2016. The Report contained 34 recommendations/observations. The Ministry of Railways furnished their Action Taken Notes on all the recommendations/observations contained in the Report on 01.02.2017.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 31.05.2017. The minutes of the sitting is given in Appendix-I.

4. For facility of reference and convenience, the observation and recommendations of the Committee have been printed in bold letters in the body of the Report.

5. An analysis of the Action Taken by Government on the recommendations/observations contained in the Twelfth Report of the Standing Committee on Railways (Sixteenth Lok Sabha) is given in Appendix-II.

NEW DELHI;
26 July, 2017

4 Ashadha, 1938 (Saka)

SUDIP BANDHYOPADHYAY
Chairperson,
Standing Committee on Railways

CHAPTER I

REPORT

This Report of the Standing Committee on Railways deals with the action taken by the Government on the Recommendations/Observations contained in their Twelfth Report (16th Lok Sabha) on "Safety and Security in Railways".

2. The Twelfth Report was presented to the Lok Sabha and laid in Rajya Sabha on 14 December, 2016. It contained 34 Recommendations/Observations.

3. Action Taken Notes in respect of all the Recommendations/Observations have been received and categorised as follows:

(i) Recommendations/observations which have been accepted by the Government:-

Para Nos. 2,4,5,8,9,12,13,14,16,20,22,25,27,28,29,30,31,33 and 34

Total : 19
Chapter II

(ii) Recommendations/observations which the Committee do not desire to pursue in view of the Government's replies:-

Para No. 10, 17 and 18

Total :03
Chapter III

(iii) Recommendations/observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration:-

Para Nos. 1,6,7,11,15 and 32

Total : 06
Chapter IV

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

Para No. 3,19,21,23,24 and 26

Total : 06
Chapter V

4. The Committee trust that utmost importance will be given to the implementation of the Recommendations accepted by the Government. The Committee desire that action taken replies to the Recommendations/Observations contained in Chapter-I of this Report and final replies to the recommendations included in Chapter V of the Report should be furnished to them not later than three months of the presentation of this report.

5. The Committee will now deal with the action taken by the Government on some of their recommendations/observations.

**A. Overview of Safety in Indian Railways
Recommendation (Para No.1)**

6. The Committee had noted that the Indian Railways is entrusted with the immense task of providing transportation facilities to the passengers and the freight alike while undertaking utmost care to ensure that the operations are safe and secure. They had further observed that adherence to safety, an ongoing and a continuous process, is a multi-disciplinary effort in the Indian Railways. Each department defines its own safety parameters for assets installed/used and monitors/maintains the parameters in the safety limits which are codified manuals i.e. General and Subsidiary Rules and are maintained as per laid down protocol. Each department lays emphasis and keeps the concern of their own department a priority without realizing that the needs could be more significant on other sides. The Committee, however, had their reservations on the existing system in IR of providing safety in the backdrop of inter department differences or even intra-department prioritization on safety issues. They were of the view that safety being a non negotiable subject should be dealt with in a prompt, precise and diligent manner and preferably by a separate department as inter disciplinary methods of dealing with this aspect at micro level only serves to reduce its efficiency, resulting in delayed response and compromises on safety. The Committee, therefore, recommended that the current structure of Railway Board as well at the Zonal and Divisional levels should be reviewed and the safety infrastructure of the Indian Railways should be recast to the extent that it 63 includes at least a separate or a

full-fledged Department solely entrusted with providing safety and security across its area of jurisdiction. The Ministry with their presently ongoing organisational restructuring, should seriously consider appointment of a full-fledged Member (Safety) within the Railway Board in order to provide dedicated focus to the railway safety operations. This will help and ensure synchronise micro level safety measures into a holistic and macro level safe Railway operations. They agreed with the proposal of the Ministry that there will be in-house operational changes such as the Safety Directorate will now be involved in proactive auditing operations, instead of being the passive data analyst as of now. They, however, desired that this proposal should be finalised at the earliest so that necessary correctives can be taken up immediately.

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

“Safety is integral to the construction, certification, operation and maintenance of Railway System. Each Member is responsible for the respective part pertaining to the department viz.: infrastructure, rolling stock, signaling and operations.

Overall co-ordination is done by Member (Traffic), Railway Board. Hence, the question of a separate Member for Safety is not pertinent.”

8. The Committee had expressed their reservations on the existing system in Indian Railways for providing safety in the backdrop of inter department difficulties and had urged for the integration of all aspects of rail safety under a single nodal department for quicker response time as well as avoiding bureaucratic friction. The reply of the Ministry on this suggestion has been very dismissive. The Committee feel that such an attitude reflects the Ministry's unwillingness to relinquish age old practices and procedures. The Committee feel the Member (Traffic) is fully engrossed with the running of trains through the entire Railway network in India and the related works on daily basis. A Separate Member for 'Safety' would be able to exclusively focus on the Safety issues of Railways. The Committee reiterate their earlier recommendation

and urge the Ministry to give a serious consideration to optimising the composition of the Railway Board to the extent of including an independent member with the sole responsibility of ensuring safety of rail operations without being burdened by other considerations.

B. Accidents at UMLCs

Recommendation (Para No. 6)

9. The Committee were aware about the contention of the Railways that the onus of safe movement over UMLCs is on the road users. However, given the magnitude of casualties at UMLCs, Railways will have to fulfill their role as a facilitator for safe train operations and therefore there is need for expeditious corrective steps in this direction. The Committee were also aware that the Ministry is taking various steps to prevent accidents at UMLCs like provision of basic infrastructure on all UMLCs, organising social awareness campaigns to educate road users with the use of various print and electronic media, provision of second whistle Board (Repeater) for level crossings for loco drives to whistle while approaching level crossing to warn road users and deployment of Gate Mitras on experimental basis at vulnerable level crossings. However in spite of these measures, the Committee noted that out of total 107 accidents, 29 (around 28 per cent) occurred at UMLCs. Besides, out of 122 casualties, 58 (around 48 per cent) were at UMLCs. The Committee found that while a third of the total accidents occurred at UMLCs, yet the casualties are disproportionately high, accounting for around 50% of the total casualties. The Committee desired that certain concrete steps such as Approaching Train Warning System, Train Actuated Warning System for giving audio-visual warning to road users about an approaching train and additional road speed breakers before the level crossing gates to reduce the speed of approaching traffic should be used to reduce accidents at UMLC. This needs to be provided at all manned and unmanned level crossing. In view of the foregoing, the Committee strongly urged the Ministry to create awareness among people and take up the preventive steps on extensive scale proactively on mission mode for progressive elimination of the UMLCs. The Committee had come across various instances of

faulty designs of RUBs, which do not have adequate drainage facilities leading to severe water logging in Monsoon Season rendering them not only unusable but unsafe as well. Besides, there have been problems of poor lighting arrangements in some RUBs, which are susceptible to anti-social criminal activities besides being accident-prone. The Committee were not convinced with the contention of the Ministry that the drainage, lighting and maintenance aspect of RUBs is the responsibility of State Governments or the local bodies. They felt that there are some lacunae in the basic design of these RUBs, which is the responsibility of the Railways. The Committee, therefore, desired the Railways to look into the designing concept of the RUBs, so that such problems do not occur in future. They also wanted the Railways to conduct a survey of all the existing RUBs and remove the deficiencies including their design, if any, so that the users do not face any inconvenience.

10. In their Action Taken Replies, the Ministry of Railways have stated as under:

"Radio based Unmanned Level Crossing Warning System - RDSO in association with IIT/Kanpur has developed a Radio based advance warning system to pre-warn road users against approaching trains at unmanned L C Gates. Field trial of the equipment has been conducted at L C Gate No.29C (manned) between Sonik and Unnao stations in Lucknow- Kanpur section on Northern Railway.

Further trials at unmanned L C Gates (8-10 locations) spread over different zones is required to be conducted to check the efficacy of the system and its ruggedness particularly against theft /vandalism.

Satellite Communication based Warning system at Unmanned Level Crossing Gates - Indian Space Research Organization (ISRO) has taken up a project based on Satellite Communication based system to warn road users about approaching trains at Unmanned L C Gates. Train driver is also warned about the approaching Unmanned LC Gate and Loco hooter starts sounding automatically. The proto type is under development.

Railway intends to eliminate all unmanned level crossings on Broad Gauge in next 3-4 years. In the last two years (2014-16) and the current year (upto Nov,

2016), 3144 unmanned level crossings have been eliminated (1191 by manning and 1953 by Closure/Merger/Subway).

It is true that adequate drainage arrangement should be carried out before constructing RUBs. As per Railway Board letter dated 18.04.2012 it is the responsibility of the State Governments to maintain drainage arrangement for RUBs. Zonal Railways have been advised to design and construct RUB only, if proper drainage arrangements can be made as per site conditions.”

11. The Committee are happy to note the initiatives taken by Railways for elimination of Unmanned Level Crossings (UMLCs) on all Broad Gauge lines by the year 2020 and urge them to strictly adhere to the timelines identified so as to maximise the benefits of such action. The Committee are however extremely critical of the reply of the Ministry regarding the problem of water logging of RUBs during Monsoons which was highlighted by them. The cavalier manner in which the Ministry has tried to evade its accountability by stating that drainage is the sole responsibility of the concerned State Government concerned is not acceptable to the Committee. They are of the view that the main fault /problem of these RUBs lie in their designing which is exclusively done by the Railways. The Committee wish to remind the Ministry that RUBs are built solely to make passage across rail tracks seamless and safe. Yet the Committee find that instead of assisting in safe passage RUBs act more as an obstacle and people are forced to cross railway tracks in an unsafe manner thereby negating the very purpose of building RUBs. The Committee therefore reiterate their earlier recommendation and desire that the Railways should include drainage in their basic design concept for RUBs.

C. Accidents due to Derailment

Recommendation (Para No. 7)

12. The Committee had observed that during 2003-04 to 2015-16, second highest reason for consequential accidents and casualties was derailment. Out of total 239 rail accidents occurred during 2003-04, 202 accidents (around 85 percent) were due to derailment. During 2015-16, out of total 78 rail accidents, 65 accidents (around 84 percent) were due to derailment. The situation does not seem to have improved during 2016-17, where already one devastating major incident of the derailment of Indore-Patna Express with casualties running into 149 deaths and injuries to more than 180 people has already occurred. As submitted one of the reasons for derailment is defect in the track or rolling stock. The Committee had gathered and is also explicitly stated in Safety Performance (2015-16) document of the Ministry of Railways that track forms the backbone of the rail transportation system and therefore needs to be maintained in a safe and fit condition. However, in the instant case there seems to be total failure in regard to maintaining the safety standards of their tracks. Ideally, out of the total track length of 1,14,907 kms, 4500 kms should be renewed annually, however, out of 5000 kms of track length due for renewal as currently, only 2700 kms of track length were targeted to be renewed. It is evident that the targets kept for track renewals are not commensurate with the actual requirement on ground. Taking into account that Ministry of Railways accord highest priority to safety, the Committee believed that the physical as well as financial targets in respect of track renewals need to be enhanced as per the annual requirement for track renewals.

13. In their Action Taken Replies, the Ministry of Railways have stated as under:

“Track renewal is an ongoing process which is undertaken as and when a stretch of track becomes due for renewal on age-cum-condition basis. Track Renewal works are planned in advance every year and their execution is prioritized according to the condition of track and overall availability of funds ensuring all the time that track is in a sound condition for safe running of trains.

As on 31.03.2016, track renewal covering 5900 km of track have been sanctioned. Initially 1500 km was targeted for the year 2016-17 against original Budget Outlay of Rs. 4000 Cr. Budget outlay in year 2016-17 has been enhanced from Rs. 4000 Cr to Rs. 6735.74 Cr in Revised Estimates (RE) to speed up the track renewal works in the country. Accordingly, physical targets have also been increased from 1500 km to 2668 km. The physical targets are fixed as per financial outlay.”

14. The Committee are fully aware that track forms the backbone of the Indian Railways and any compromise to the same would lead to severe loss both in terms of life and property. However, the Committee are dissatisfied with the pattern of track renewals over the past few years where targets for track renewal continue to lag behind actual requirement and have not been commensurate with actual requirements which has resulted in huge backlogs. While reiterating their earlier recommendation the Committee desire the Ministry to keep their targets realistic keeping in view the annual requirement for track renewals.

**D. Accidents Due to Failure of Railway Staff
Recommendation (Para No. 11)**

15. The Committee had inter-alia recommended as under:-

“It is a matter of grave concern that more than half of the accidents is on account of the lapses on the part of the railway staff. Out of 69 , 71, 85 and 78 rail accidents during 2012-13, 2013-14, 2014-15 and 2015-16, respectively, 46, 51, 60 and 54 accidents, respectively were on account of the failure on the part of the railway staff. The faults of railway staff in such cases include carelessness working, poor maintenance cases, adoption of short-cuts, non-observance of laid down safety rules and procedures. The most serious form of accidents involved in such cases is collision and Signal passing at Danger (SPAD) for which particularly loco-pilots are responsible. As submitted, with traffic going up, there has been substantial increase in number of signals because of various intermediate block stations, huts, various gate signals, loco pilot encounters a signal almost every km. of his run and almost every minute he has to see a signal and accordingly control the train. What is more

alarming is that at present there is no technological support available to the loco-pilots and he has to depend only vigilant watch on the signal and control the train accordingly. Looking at the huge number of rail accidents due to lapse of the railway staff, the Committee derive that the Ministry have failed to assess the root cause of continuous and possibly repeated lapses by railway staff and therefore have failed completely to curb such accidents. They, therefore, urge the Ministry to deliberate on the issue with various Railway Associations and railway staff, to check the faults of the railway staff and take the required corrective measures.

16. The Ministry of Railways in their action taken notes have stated as under:

“Each and every accident is analysed in detail and Safety Meetings are regularly conducted at all levels in which corrective measures required or lapses brought out are duly addressed. Safety Counsellors personally counsel staff on line, informing them of latest instructions and Safety bulletins.

Recognized Railway Unions are also encouraged to hold periodical Conferences/Seminars of Safety category staff of different departments to highlight and discuss the measures required for improving safety in train operations. The Railway administration grants special casual leave and passes for such Conferences to facilitate staff to take part in the deliberations.”

17. The Committee had regretted the lack of technological support to loco pilots for avoiding Signal Pass at Danger (SPAD) and collisions. The Committee had also advised the Ministry to thoroughly investigate the reasons for the increasing trend of accidents due to failure on the part of railway staff. The reply of the Ministry has simply stated that lapses are duly investigated while remaining silent on issue of technological aids for loco pilots. The Committee are not happy with such perfunctory replies, that too on such a critical issue and recommend that their concern be addressed properly and the Ministry should outline the steps taken in this regard.

**E. Vacancy Position of Loco Pilots & Assistant Loco Pilots (ALPs)
Recommendation (Para No. 15)**

18. The Committee were concerned to note that at present 16464 posts of loco pilots are vacant. Further, as on 01.04.2016, out of total staff strength of 7,46,676 posts (provisional), for safety category, there are 1,22,736 vacancies. The Committee were extremely concerned that the Railways are functioning with the vacancy position of around 16% and take a serious view in this matter. Needless to say the role of safety category staff is crucial in running of trains especially in the present scenario where there is more threat perception and lack of staff directly affect their performance and consequently jeopardise safety of rail passengers and property. The Committee were not convinced by the statement of the Ministry that recruitment is a continuous process. They felt that there is definite callousness towards the need to fill up these vacancies promptly. The Committee had desired that the hitherto faulty recruitment process and planning regarding the filling up of vacancies in security (GRP and RPF) should be rectified by taking up all corrective measures. They should ensure that all the safety category posts are filled up promptly on regular basis. Further, more safety category posts for maintenance of new assets should be promptly created and the persons be deployed forthwith.

19. The Ministry of Railways in their action taken notes have stated as under:

“This Para has three parts:-

1. High number of Safety category vacancies (1,22,763 as on 01.04.2016).
2. Faulty recruitment process and planning regarding the filling up of vacancies in security (GRP and RPF) should be rectified.
3. Creation of more Safety category posts for maintenance of new assets.

Item-wise remarks are as follows:

1. Vacancies for Group 'C' DR quota posts are assessed by the General Managers of Railways/PUs and accordingly indents are placed by them on RRB(s) concerned. The function of RRB is to recommend names (against the indents placed by Zonal Railways/PUs) of suitable candidates to the CPO of the

concerned Zonal Railways/PUs. Further processing of appointment for provisionally RRB empanelled candidates is made by the Railway concerned.

Further, No direct recruitment is made for the post of loco pilots through RRBs. In this Cadre, the element of Direct Recruitment is at the stage of Assistant Loco Pilots (ALPs). All out efforts are being made to fill up Group 'C' vacancies on Indian Railways through RRBs. RRBs are providing panels for safety categories including ALP to indenting Zonal Railway(s)/PUs regularly. Position of candidates empanelled through RRBs for the said categories during last 5 years alongwith current year is as under-

Sl. N.	Year	Candidates Empanelled		Percentage	Candidates Empanelled for ALP under Safety Category	Percentage of ALP
		Total	Only for Safety Category			
1.	2011-12	23292	18224	78%	9389	52%
2.	2012-13	28467	23593	83%	14568	62%
3.	2013-14	31805	23168	73%	8959	39%
4.	2014-15	15191	8134	53%	1737	21%
5.	2015-16	27995	22965	82%	13825	60%
6.	2016-17 (upto 30.11.2016*)	15188	13824		#	
TOTAL		141938	109908	77%		

*Provisional

Under Compilation

The position of filling up vacancies in Safety categories in the last four years is shown below:-

As on	Sanctioned Strength	On Roll Strength	Vacancy
01.04.2013	7,15,579	5,73,268	1,42,311
01.04.2014	7,27,582	5,98,430	1,29,152
01.04.2015	7,37,273	6,13,072	1,24,201
01.04.2016	7,46,676	6,23,913	1,22,763

- Further, as regards loco pilots specifically the figures are as under:-

As on	Sanctioned Strength	On Roll Strength	Vacancy
01.04.2013	83610	65381	18229
01.04.2014	88568	71448	17120
01.04.2015	93181	76717	16464
01.04.2016	95931	77298	18633

It can be seen from the above two tables that the number of Safety category posts including loco pilots have increased over the last four years. There has also been net increase in the on roll strength also due to induction by way of direct recruitment.

2. Arising and filling up of vacancies is an ongoing process. As and when vacancies in RPF/RPSF arise, necessary measures are being taken to initiate recruitment process for filling up the vacancies. In recent past, recruitment of 16388 Constables has been completed and selected candidates have been inducted into field units of RPF/RPSF after completion of initial training. Further process has been initiated for recruitment for 2030 women Constables, 4220 Constables (Male) and 160 Sub Inspectors.

So far as filling up of vacancies in Government Railway Police (GRP) is concerned, GRP is a wing of State Police and GRP personnel are State Govt. employees. As such, issues concerning recruitment, training and filling up of vacancies in GRP falls within the domain of concerned States Government.

3. General Managers are having powers to create posts in Safety category as may be required by matching surrender/utilizing vacancy bank. Posts for the running staff can be created depending on the crew links and loading. It does not require any matching surrender/vacancy bank.

Powers have now been further delegated to DRMs to create posts for new assets in Safety category on 1:1 basis by utilizing vacancies in any department which are not required to be filled.”

20. The Committee take note of the reply of the Ministry stating that no direct recruitment is done at the level of loco pilots and instead recruitment is done at Assistant Loco Pilot (ALP) level. However, vacancies are still extremely and worryingly high. Though the declaration of vacancies depends on the respective general managers, yet, the Committee feel that the Ministry must emphasize on the zones, the need to declare vacancies well in time so that the recruitment process can be completed in a time bound manner. The Committee wish to stress that in spite of the all efforts made by the Ministry in reducing the vacancies in this category not enough is being done as is amply exhibited in the very high rates of vacancy in the loco pilot category almost to the tune of 20% in 2016. The Committee reiterate this earlier recommendation and direct the Ministry to speed up the recruitment procedure so that greater manpower is made available to them and lesser strain is put on the existing ones.

Vacancy position in RPF and GRP

Recommendation (Para No. 32)

21. The Committee found to their dismay that the vacancy position in respect of RPF is quite alarming. Out of the sanctioned strength of 76000, the actual strength is about 69000. The vacancies in RPF itself is therefore to the tune of 7000 posts. The large number of posts of RPF lying vacant, have certainly mounted undue burden on the existing workforce and compromise security in railways. Furthermore, at times it has been noticed that the RPF personal on alternative duties putting further burden on them in their performance. The Committee had urged the Ministry to fill up the vacant post of RPF urgently on priority basis to give a boost to the security in Railways and also ensure that the RPF personal are not utilised on some other alternative duties. The Ministry should not hesitate in engaging officers from other security forces/organisations on deputation basis as a temporary measure till the requisite RPF strength is made available to them. With a view to expedite the recruitment process, the possibility for selection of candidates through the examinations conducted by UPSC/SSC could also be explored.

22. The Ministry of Railways in their action taken notes have stated as under:

“Arising and filling up of vacancies is an ongoing process. As and when vacancies in RPF/RPSF arise, necessary measures are being taken to initiate recruitment process for filling up the vacancies. In recent past, recruitment of 16388 Constables has been successfully completed and selected candidates have been inducted into field units of RPF/RPSF after completion of initial training. Further process has been initiated for recruitment for 2030 women Constables, 4220 Constables (Male) and 160 Sub Inspectors.”

23. The Committee in their recommendation had expressed dismay at the high rate of vacancy in the Railway Protection Force (RPF). Notwithstanding the reasons forwarded by the Ministry for the same the Committee are deeply disturbed with the high levels of vacancies and the tardy pace of filling up the vacancies. The Committee would like to remind the Ministry that personnel in the safety category are required to undergo training for a considerable period of time and as such they are not available to the railways immediately on recruitment. In such a situation it is imperative on the part of the Railways to make a fair assessment in advance of the vacancies that are likely to arise in the course of a year due to retirements etc. and conduct recruitments accordingly so that there is a seamless exchange and there are lesser gaps. Further the Committee would like to reiterate that the Ministry may temporarily engage officers on deputation basis so that safety and security on Railways is maintained at all times.

CHAPTER-II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 2)

OVERALL GROWTH OF INDIAN RAILWAYS SINCE 1950

The Committee are concerned to note that over the last 64 years i.e. from 1950-51 to 2015-16, though the traffic of both passengers and freight over the Railways network has increased by 1344 per cent and 1642 per cent respectively, the route kilometres had grown only by 23 per cent. The reason for this sluggish rail network expansion which is not commensurate with the growth of passenger and freight traffic thus putting undue burden on existing infrastructure leading to safety compromise and severe congestion, is stated to be chronic and significant under investment nonpriority area of attention, more focus on adding and running of trains to carry passengers and freight as well as low internal generation of resources. Further, there has been a significant decline in expenditure in railways as a percentage of total transport sector expenditure, that is, it has come down from 56% in 7th Plan (1985-90) to 30% in 11th Plan (2007-12). Further, the share of the Indian Railway in overall GDP has in fact sunk now below 1 per cent of the total. The extent of this immense congestion can be assessed from the fact that on the Indian Railways out of total 1219 sections, 492 sections (40%) are running at 100% or above line capacity. Similarly 161 sections out of 247 section of High Density Network are over saturated. The Committee are concerned to note that the scale of under-investment in Railways and decline in expenditure in Railways as a percentage of transport sector expenditure has resulted in severe congestion on the oversaturated IR rail routes, inability of the system to accommodate more trains, affecting drastically the speed of trains and more importantly becoming one of the major causes of Railway accidents. Needless to say, the bottlenecks in this regard have to be dealt by the Railways with a great sense of urgency and utmost priority.

Reply of the Government

To overcome severe congestion on the oversaturated Indian Railways routes, 253 doubling, 39 Gauge Conversion & 554 Traffic facility works have been sanctioned. Number of these works have been accorded high priority and given enhanced funds. Two dedicated freight corridors of total 3376 Km length have been sanctioned and work is in progress.

In the budget of 2015-16, a 5 year investment plan of Rs.8,56,020 crore was indicated comprising of Rs.1,99,320 crore for Network decongestion, Rs.1,93,000 crore for network expansion, Rs.5,000/- crore for Information Technology/Research, Rs.1,02,000/- for Rolling Stock, Rs.12,500/- crore for Passenger Amenities, Rs.65,000/- crore for High Speed Rail & Elevated corridor, Rs.1,00,000/- crore for Station redevelopment and logistic parks and Rs.13,200/- for others. Capital investment on infrastructure augmentation upscaled from 58,718 crore in 2014-15 and 94,000 crore in 2015-16 and further enhanced capital plan expenditure of Rs. 1.21 lakh crore in 2016-17.

Position of Plan Expenditure and expenditure under planheads New Lines (Construction), Gauge Conversion, Doubling and Traffic Facilities, over the last three years and the current year, is shown in the following table. It would be observed that the Capital Expenditure of the Railways in general and for works relating to asset creation, capacity augmentation and throughput enhancement in particular has been increasing over the years.

	2013-14	2014-15	2015-16 (Prov)	2016-17 (BE)
Total Plan Outlay	53989	58718	93520	121000
New Lines (Construction)	5809	7139	13248	15586
Gauge Conversion	3103	3664	3735	4342
Doubling	2978	3881	10497	25119
Traffic Facilities	659	785	989	1226

Recommendation (Para No. 4)

SAFETY PERFORMANCE OF INDIAN RAILWAYS

The Committee note that the constraints faced by Railways to address the areas of concern are stated to be non-availability of funds to create additional capacity, modernisation of assets and difficulty in finding time for maintenance of assets due to saturation of the current network. Resource Crunch has been the basic cause for not proceeding with identified safety items like track circuiting or renewal of overaged assets in the past three or four decades. The Ministry have submitted that additional funds are being raised from internal and external resources to generate new capacity so as to create required maintenance time slots. Mechanisation of maintenance and modern technology is also being used so as to reduce downtime. Also, the system of assured integrated maintenance blocks for scheduled maintenance/overhaul of track has been envisaged and is under consideration of Railway Board. According to the Ministry, notwithstanding increase in freight loading and passengers kilometers, accidents have come down from 418 in 2001-02 to 107 in 2015-16 which indicates improved safety performance of Indian Railways year after year. Despite the above submission of the Ministry, the Committee are not convinced about their contention that there is no compromise on the safety part in rail operations. They desire the Ministry to acknowledge the seriousness of safety and the fact that 107 rail accidents during 2015-16 were due to collision, derailments, fire in train and at level crossings etc. involving certain lapse whatsoever on the part of Railways which could have been avoided. Hence, the Committee desire the Railways to gear up itself to overcome the challenges before them to attain much higher level of safety by addressing the basic reasons for these accidents contained in the findings of various enquiries set up at the time of occurrences of the accidents.

Reply of the Government

Railways accord highest priority to safety. Follow up action in consonance with the findings of the Inquiry Committees are duly taken by the concerned Zonal Railways. Besides, preventive measures are also taken on continual basis to avert accidents. This includes launching of safety drives, undertaking safety audits and inspections with a view to identify weak areas in asset maintenance, safety procedures and systemic defects etc.

Recommendation (Para No. 5)

ACCIDENTS AT UMLCs

The Committee note with concern that Unmanned Level Crossings (UMLCs) continue to be the biggest cause of maximum casualties in rail accidents. There are still 11440 UMLCs in IR network. During 2014-15, out of 135 train accidents, 50 accidents (around 40 per cent) were at UMLCs. The trend continued during 2015-16 as well with 29 out of 107 (around 28 %) accidents being attributed to unmanned level crossings. Further, the Committee are dissatisfied to note that against the targets to eliminate 720, 2065, 1735 and 1352 unmanned level crossings during 2010-11, 2011-12, 2012-13 and 2013-14 actual achievement stood at 1234, 1258, 1163 and 1102 respectively. Further, to their dismay, they find that there were underutilisation of funds during all these years. The funds were utilised to the extent of 65%, 80% and 79% of the allocation during 2010-11, 2011-12 and 2012-13 respectively. The Committee fail to understand the reason(s) for keeping lower targets for elimination of UMLCs for the year 2014-15 and 2015-16 at 730 and 820 respectively, i.e., a reduction in physical targets by nearly 50 per cent as compared to previous years. The Committee take a very serious view of this lackadaisical attitude of the Ministry in dealing with elimination of UMLCs and recommend the Ministry to act proactively and take all possible measures to ensure that financial and physical targets are optimally achieved.

Reply of the Government

Elimination of unmanned level crossings and utilization of funds under road safety works during the last three years are as under:-

Year	Elimination of unmanned level crossings	Allocation of funds (Rs. in Crores)	Expenditure (Rs. in Crores)	Utilization of Funds
2013-14	1102	2000	1986.29	99.31%
2014-15	1148	2200	2222.41	101.02%
2015-16	1253	2662	2689.18	101.02%

From the above, it is clearly visible that elimination of Unmanned Level Crossings (UMLCs) is progressing year by year and the funds allocated for Road Safety Works are being fully utilized.

Now, Railways has decided to eliminate all UMLCs on Broad Gauge in next 3-4 years by Closure/ Merger/ Subways. As on 01.04.2016, there are 9340 Nos. UMLCs out of which 6388 Nos. are on Broad Gauge. In 2016-17, 1440 UMLCs have been targeted for elimination out of 6388 LCs are on Broad Gauge. The progress achieved during 2016-17 (upto Nov.' 16) is 743 and expected to achieve the target during the year.

Recommendation (Para No. 8)

MEASURES TO REDUCE DERAILMENT

The Committee observe that the Ministry are taking several steps in order to reduce the defects in tracks viz. upgradation of track structure consisting of Pre-Stressed Concrete(PSC) sleepers, standardisation of track structure with 60 kg rails and PSC sleepers, laying of long welded rails to minimise number of welded joints, flash butt welding, ultrasonic testing of rails and welds, use of tie tamping and ballast cleaning machines and rail grinding machines besides carrying out electronic monitoring of track geometry, adopting modern bridge inspection and management system and patrolling railway tracks at vulnerable locations. Also in order to reduce defects in rolling stock, railways are taking steps to technically upgrade certain safety related systems of wagon mainly- brakes, CBC, draft gears etc. Further, low speed stocks are being replaced/upgraded to higher speed versions. The Committee also note the initiative of the Ministry to utilize the modern technologies to monitor asset quality through satellite imaging and urge the Ministry to explore more such avenues such as increasing frequency of detecting faults in tracks with ultrasonic devices extensively in order to reduce errors and improve the system. The Committee trust that the Railways' focussed efforts to reduce the defects in track and rolling stock through detection of faults in tracks by ultrasonic devices, switching from conventional ICF coaches to LHB coaches especially on High Speed, Superfast train routes and in overnight express trains. The Committee are hopeful that these would yield the desired result and lessen the accidents due to derailment.

Reply of the Government

To lessen the accidents due to derailment Zonal Railways have been advised to take following action:

- (i) Safety focused Inspections to identify and make good deficiencies in the under-gear, etc.
- (ii) A special drive to detect and remove flat tyres.
- (iii) Ensure that WILD and Weigh bridges are in working order.
- (iv) System of bearing monitoring for both coaches and wagons during rolling in and enrooted examinations should be audited.
- (v) Workshops to ensure a special audit of quality of welding in the area of underframe, critical structural and bogies of coaches and wagons is taken up.
- (vi) System audit of corrosion repair practices being followed for coaches is taken up.

Recommendation (Para No. 9)

The Committee note that the progressive fitment of tight lock Centre Buffer Couplers (CBC) in lieu of Screw Coupling of new manufacturing of ICF design coaches has been carried out with a view to prevent the coaches from climbing over each other in an unfortunate event of accident. Further, so far 2900 LHB coaches, 425 hybrid stainless coaches and 1340 ICF design coaches have been manufactured with Centre Buffer Couplers. Further the design of CBC has been upgraded to mitigate the problem of jerks during accelerations/decelerations of trains. The Committee have been informed that such designs enables absorption of significant amount of energy during the impact/collision, which minimises injury/loss of life in the event of collision when compared with ICF design conventional coaches.

Reply of the Government

Progressive fitment of tight lock Center Buffer Couplers (CBC) in lieu of screw coupling on new manufacturing of ICF design coaches has been carried out with a view to prevent the coaches from climbing over each other in unfortunate even of an accident. So far, 4873 LHB coaches, 439 Hybrid Stainless Steel Coaches & 1584

conventional coaches have been manufactured with CBC. Design of CBC has been upgraded to mitigate problem of jerks during acceleration/deceleration of trains.

Recommendation (Para No. 12)

WORKING HOURS/CONDITIONS OF LOCO-PILOTS

The Committee are aware that the working hours of Loco Pilots are governed by the provisions of the Railways Act, 1989 and the Railway Servants (Hours of Work & Period of Rest) rules, 2005 and accordingly, Loco Pilots are required to work for cumulative 104 hrs. in a fortnight and their running duty at a stretch ordinarily should not exceed 10 hours but sometimes they are required to work beyond stipulated duty hours due to operational exigencies. In terms of Hours of Employment Rules (HoER) provisions, locomotive or traffic running staff are granted each month a rest of at least five periods of not less than 22 consecutive hours each, or a rest of at least four periods of not less than thirty consecutive hours each including a full night. The hours of work for this purpose shall be calculated from signing on to signing off. The Committee, however, wonder that the High Power Committee constituted to review the duty hours of running and other safety related categories of staff on Railways had submitted its Report way back in August 2013 and is still under consideration of the Ministry. The fact that Report of the High Power Committee is still under consideration of Railways even after a period of more than two and a half years casts a poor reflection on the functioning of Indian Railways besides indicating the nonpriority attached to such a vital issue. Therefore, the Committee strongly recommend that the report of the High Power committee to review the working hours of the safety staff, should be considered and implemented by the Ministry of Railways forthwith.

Reply of the Government

The recommendations of the High Power Committee constituted to review the duty hours of running and other safety related categories of staff have been finalized by the Full Board in their meetings held on 06.10.2015, 08.12.2015 and 27.04.2016. Copies of instructions issued on duty hours are attached as **Annexure-I & II.**

Recommendation (Para No. 13)

MEASURES TO REDUCE ACCIDENTS DUE TO HUMAN FAILURE

The Committee are aware that in order to correct the failures by the railway staff, the Ministry has been providing need based training in new equipments accompanied by periodical refresher courses. Besides, Railways have taken up trials for systems like TCAS, TPWS, FOGSAFE devices, Vigilance Control Devices(VCDs) which can work as aid to the Railway staff towards prevention of accidents. The Committee are really concerned about the fact that the Ministry has been found doing trials with the technological support system for quite some time now and none of the above have so far been adopted by the Railways. Safety of passengers which should be the first and foremost responsibility of the Railways are not given the importance, it deserves. Needless to mention that the is required to be taken up more seriously and expeditiously. The Committee also desire that a regular refresher course for each category to be based on case study of accidents due to common errors, on modified operating system, pattern of working, modernisation and technology upgradation should be arranged undertaken to make them simple for compliance. Stress management skill should also be taken for various categories regularly. Further, HRD cell involving knowledgeable supervisors to study working habits of ground level staff factors leading to short cuts of to reduce fatigue, minimise, monotony and to improve safety consciousness should also be undertaken. There should be intensive training regularly to upgrade knowledge levels to handle improved security, arms and ammunition. The training facilities with Indian Railways should be fully utilised.

Reply of the Government

Regular refresher courses are prescribed for each Safety category. The number of staff sent for refresher training in last three years is as under:

Year	Refresher Training
2013-14	1,01,806
2014-15	1,06,849
2015-16	1,32,399

Content of these refresher courses is further modified to include case studies also.

As regards stress management, yoga training has been prescribed in the Training Institutes since the last two to three years.

There is already a separate Safety Branch in all Divisions and Zonal Railway Headquarters responsible to study the various working practices and prevent short cuts and improve safety consciousness through direct contact with the staff at their work spots.

Train protection and Warning System (TPWS)

TPWS is based on proven European Train Control System (ETCS-L1) Technology for mitigating safety risk arising due to driver's error of Signal Passing at Danger (SPAD) or over speeding.

Indian Railways have already completed pilot projects on Suburban section of Southern Railway -Chennai to Gummidipundi (50 RKM) as well as on non Sub urban section - Delhi to Agra (200 RKM) and the system is operational for commercial services. TPWS is also implemented on Kolkata metro from Kavi Subhash to Dumdum (25 RKM) section and all existing 27 EMU rakes are equipped with TPWS.

Based on the above experience, further TPWS works have been sanctioned on busy Automatic Signalling section covering 3300 RKM. In first phase , work on suburban sections covering 1240 RKM on Eastern, South Eastern, Northern, Southern and South Central Railways have been taken up for implementation.

During current financial year (2016-17) TPWS has been commissioned on Chennai (Basin Bridge)-Arakkonam (67 RKM) suburban section of Southern Railway.

Efforts are being made to allocate resources (funds) to implement other TPWS sanctioned works on the Zonal Railways.

Train Collision Avoidance System (TCAS)

RDSO in association with Indian Vendors has taken up a pilot project for indigenous development of a cost effective safety system called Train Collision Avoidance System (TCAS). TCAS deploys radio communication for transmission of movement authority from track side to the Locomotive. This system is aimed at providing capability of preventing train accidents caused due to Signal Passing at Danger (SPAD) or over speeding by train drivers.

After successful Proof of Concept trials of TCAS, RDSO has taken up extended field trials of TCAS on a pilot section Lingamapalli –Vikarabad-Wadi-Bidar (250 Route km) section of South Central Railway. After completion of all field works

equipment deployments trials on two pair of passenger trains have already commenced. Safety validation of the system has also been taken up by Independent Safety Assessor (ISA).

Further implementation of TCAS on Absolute Block Signalling sections of IR is planned after successful conclusion of the extended field trials and safety validation of system.

Recommendation (Para No. 14)

In this context, the Committee observe that ultimately the task of train operations is solely entrusted to loco pilots who are the human element of train operations. The Committee, however, find that in actual practice especially the drivers and gangman work for even 22 to 24 hours at a stretch. At times, drivers have been working for five consecutive days. Due to work stress, fatigue and stifling conditions, the life of thousands of commuters is at risk and it certainly affects the safety of train operations. Therefore, the Committee desire that the loco pilots and other related running staff be provided with sound working conditions, better medical facilities and other amenities to improve their performance. Certain measures should be undertaken by the Railways across the Railway network viz. improvements in terms of air cooled rooms, availability of hygienic eating and staying arrangements at running rooms, improvements in the locomotive cabs in terms of increase in space and better driver seats in all new locomotives manufactured by CLW and provision of cab air conditioning in Electric loco cabs, Guard friendly Brake Vans etc., proper display of instructions. The location of signals be uniformly displayed with linked with visibility, braking distance, speed load etc. These signals should be placed uniformly and in standardised format so as to not create confusion in minds of loco drivers and they identify correct signals. Further, the signal aspect could be displayed in driving cab itself with recording arrangement and if a loco pilot could be alerted about the signal in his cabin with the help of technology like Global positioning, it may help in safe and punctual running of trains. The Committee believe that such a move would definitely help in better performance by the running staff.

Reply of the Government

For medical facilities: Provision in this regard has already been made vide letter No. 2012/H/5/19 dated 03.09.2012 copy of the same is enclosed as **Annexure III**.

The following facilities/aids are provided to Loco Pilots working in electrified territories/electric locos:

(i) Provision of air coolers/air conditioners in running rooms:

- Air Coolers have been provided in all Running Rooms.
- Running Rooms are properly cleaned and maintained regularly.
- High Power Committee constituted 'To review the duty hours of Running staff and other safety related categories of staff on Railways' had recommended vide item No. 9.59 that *all running rooms should be provided with air conditioners in due course beginning with running rooms located in humid/coastal areas, with 100% power back up arrangements.* The recommendation has been accepted in principle and General Managers of Indian Railways have been advised vide letter No. 2016/M(L)/165/3 dated 22.09.2016 to take necessary action taking local conditions and budgetary constraints into account.

(ii) Ergonomic design for locos:

All new electric locos being produced by CLW have ergonomically designed crew friendly cabs.

(iii) Provision of water closets in loco cabs:

Research Design Standards Organization (RDSO) has finalized a specification for provision of water closet in electric locomotives. Based on which, Chittaranjan Locomotive Works (CLW) has been advised to provide Water Closets with revised specification in five WAP5/WAP7 locos during current financial year on trial basis. Tender for provisioning of Water Closets on electric locos have been opened on 09.09.16 at Chittaranjan Locomotive Works and letter of acceptance (LOA) has been issued on 31.10.16.

(iv) Provision of air conditioners in loco cabs:

All locos to be turned out from CLW shall be fitted with cab air conditioners. CLW has placed order for supply of 798 AC units for fitment on electric locos. 24 units (12 locos) have been fitted on electric locomotives.

(v) Display of instructions in loco cab:

Trouble shooting messages/instructions are displayed in the Microprocessor Based Fault Diagnostic Control System.

(vi) Location of signals be uniformly displayed linked with visibility

To minimise the delay in train operation due to poor visibility, a retro-reflective strip in sigma shape for identification of signals is being provided on two OHE masts prior to all signals in electrified territories. This is an additional aid to Loco Pilots working in fog affected Divisions/Railways.

The location of Signals is as per General and Subsidiary rules of Indian Railway as well as Indian Railway Signal Engineering Manual (IRSEM).The drivers are well versed with the rules and undergo extensive Road learning (LR) to acquaint themselves with the location of signals. The signals are located after confirming by a multi disciplinary Sighting Committee that they offer adequate visibility & do not cause any confusion to the loco pilot from his cab.

TCAS has provision of displaying aspect of signal in the driver cab.

Recommendation (Para No. 16)

ACCIDENTS CAUSED DUE TO FIRE

The Committee find that though the instances of accidents due to fire in trains are not many yet the casualties in such cases are usually very high. During 2012-13, there were 31 deaths and 40 injuries and in 2013-14, there were 35 deaths and 6 injuries due to fire in train. The Committee note the steps taken by the Ministry to prevent incidents of fire on trains viz., improving fire retardancy in coaches, provision of automatic fire and smoke detection system in coaches, provision of fire extinguishers and provision of fire suppression system on pantry cars and powers etc. The Committee urge the Ministry to ensure that combustible or high inflammable material are not carried by the passengers on the trains through public awareness as well as through a system of rigorous inspection. The Ministry may consider imposing stiff fines on passengers carrying inflammable material in trains. Also,

pictorial warnings regarding inflammable material and the quantum of fines should be strategically placed in coaches and at stations to act as a deterrent as well as for educating the travellers.

Reply of the Government

Improving Fire Retardency in coaches: Coaches are being provided with fire retardant furnishing materials such as Fire retardant curtains, partition paneling, roof ceiling, flooring, seat and berths along with cushioning material and seat covers. Windows and UIC vestibules etc. The specifications of these items are being upgraded from time to time as a part of continual improvement. In the recent past, another parameter called 'Heat Release Rate (HRR)' has been added in the material specification of all major interior furnishing materials used in coaches as per latest European norms.

Provision of Automatic Fire and Smoke Detection System in Coaches: A pilot project for field trial with Automatic Fire and Smoke Detection System was taken up in one rake of New Delhi-Bhubaneswar Rajdhani. Beside, one LHB rake in New Delhi-Jammu Tawi Rajdhani train and one rake of LHB AC Double Decker rake running between Kacheguda-Tirupati/Guntakal of South Central Railway have been provided with Automatic Fire and Smoke Detection System. Extended field trials on representative population of coaches are planned to be conducted further with revised specification of Air Brake System has been interfaced with Fire and Smoke detection system for stoppage of trains in emergency situations.

Provision of Water mist type Fire Suppression in pantry cars and power cars:

Power cars and Pantry cars are relatively more prone to fire and therefore Fire suppression system based on water-mist technology is being tried out on limited numbers of coaches before large scale proliferation.

Recommendation (Para No. 20)

PAYMENT OF COMPENSATION

The Committee are unhappy to note that as on 31.03.2015 there are 230 claim cases pending with the Railways for compensation in case of casualties occurred in rail accidents. Out of these, 46 cases are pending for up to one year, 63 cases

pending for upto 1-3 years, 89 cases for 3-5 years and 32 cases are such which are pending for settlement for more than 5 years. This is a very alarming position. The Committee feel that the next of kin who have lost their near and dear ones and others for compensation should be paid the same at the earliest without holding them back. The Committee, therefore, call upon the Ministry to ensure that all the pending cases for compensation claims should be settled within a time frame of 6 months.

Reply of the Government

The disposal of claim cases in RCT pertaining to death has improved considerably. As on 30.11.2016, the number of pending claim cases pertaining to death is 74 cases as against 230 cases on 31.02.2015. The details of Age-wise pendency of claim cases pertaining to death cases are as under:-

Age of Pendency	As on 31.03.2015	As on 30.11.2016
Upto 1 year	46	29
Upto 1-3 years	63	10
Upto 3-5 years and more than 5 years	121	35
Total	230	74

Recommendation (Para No. 22)

PROVISION OF FUNDS FOR SAFETY

The Committee find that while the traffic has increased manifold, the commensurate increase in Assets for capacity generation has not been there. The system is over-stretched and over-stressed which has a direct co-relation with the safety of operations in running trains. The Committee are of firm opinion that there is an urgent and over powering need for renewal and replacement of overaged assets, modernisation and technological upgradation of not only the operation assets but also the rolling stock. The Committee urge the Ministry to approach the Ministry of Finance for creation of another special Railway Safety non-lapsable fund which could cater to this long impending and urgent need in order to ensure safety of train operations.

Reply of the Government

Setting up of 'Rashtriya Rail Sanraksha Kosh' (RRSK) having a corpus of Rs.1.19 lakh crore, with support from Government of India of Rs.1.12 lakh crore, has been taken up with Ministry of Finance. Recently the issue has also been raised by Hon'ble Minister of Railways with Hon'ble Minister of Finance through a letter on 25.11.2016. The matter of additional support for Safety works has also been included in Ministry of Railways' Revised/Budget Estimates proposals made to Ministry of Finance.

Recommendation (Para No. 25)

RAILWAY BUDGET 2016-CHANGES IN FUNDS PROPOSED FOR SAFETY WORKS

As reported, the General Budget has proposed changes in the CRF Act 2000, which are mentioned in part VII of the Finance Bill 2016 that proposes to cover 'railways safety works' also in the scope of works on which this amount could be allocated. Earlier under CRF Act, railways could take up works relating to ROBs/RUBs and Level Crossings but now under the proposed amendment, the scope has been enlarged to also cover New Lines, Gauge Conversion, Electrification and Safety works but excluding any repairs, maintenance and renovation works. The Ministry of Finance had stipulated that out of the allocation of Rs 10780 crore during 2016-17, out of railways' share in 'diesel cess' proceeds under CRF Act, the allocation for Railway Safety Works (through Central Road Fund) was ring-fenced at Rs 3000 crore and Rs 7780 crore for capital expenditure for electrification, gauge conversion and new lines with a stipulation that no 'repairs/maintenance/renovation work would be allowed out of Central Road Fund proceeds'.

Reply of the Government

The para is factual in nature, not needing any action taken report.

Recommendation (Para No. 27)

SUGGESTIONS ON RAILWAY SAFETY BY RAILWAY ASSOCIATIONS

The Committee fully appreciate the valuable suggestions/views brought forward by the various railway associations viz. National Federation of Indian railways(NFIR), All India Railwaymen's federation(AIRF) and All India RPF Association(AIRPFA), recognising their vast experience in train operations. They note that certain measures suggested by these Federations/Association to improve the working conditions of safety staff are being taken up by the Railway Board like instructions have been issued for night inspections of maintenance depots, efficiency cells at all zonal railways headquarters for studying working habits of ground level staff to improve safety, yoga training has been made mandatory for stress management in Centralised Training Institutes (CTIs) and other training centres for all the staff of Indian Railways, 8 wheeler Guard Brake Vans have been replaced by 4 wheeler Vans to make them Guard-friendly and easing stress on Guards, separate categorywise modules containing DO's and DON't's have already been issued for most of the equipments, handbooks with simple language containing relevant rules for different categories of staff have been supplied. As stated, Railways have codified periodic schedule of inspections and safety checks for all its assets, to be undertaken by different level of Railway officials. For provision of AC in running room, instructions have been issued to zonal railways to examine the matter, instruction have also been issued to Diesel Locomotive Works(DLW) for provision of AC cab on all newly manufactured locomotives, upgradation of crew lobbies is also being done on the requirement and availability of funds. Besides, provision of TABs to loco pilots is under consideration of the Ministry. While noting the above stated steps, measures taken to improve the working conditions of the safety staff, the Committee desire that these should be implemented in letter and spirit uniformly over the entire network. In matters under consideration, it is desired to expedite the process to avoid any sort of stress on the staff and avoid even a single lapse.

Reply of the Government

This para essentially mentions working conditions of the Safety staff should be improved in letter and spirit uniformly over the entire network. This is being done on a continuous basis.

Recommendation (Para No. 28)

ALL INDIA SECURITY HELPLINE

The Committee note that an All India Security Helpline number 182 has been introduced by the Railways. First it was introduced in the year 2014 through Divisional Security Control Rooms (DSCR) of RPF over Northern Railway and subsequently extended from DSCR of other Zonal Railways. Zonal Railways have been advised to get the calls, received at 182 Helpline, assessed and accordingly to ensure provision of adequate lines at DSCR to ensure that calls do not remain in waiting when needed most. Further, 182 security helpline number is being publicised through advertisements and print media. Emphasis has also been accorded for its publicity during passenger interaction programmes and on special occasions like 'RPF Raising Day week', 'upbhogta pakhwara', through Railway stall at IITF etc. The Committee are of the view that 182 security helpline number need to be vigorously publicised on war footing to make the public aware of the same. Use of electronic as well as print media. Besides, pictorial advertisement in coaches and at stations be done at places where it catches the eyes most with a view to make passengers aware of this helpline number.

Reply of the Government

A Security Helpline no. 182 has been made functional through Divisional Security Control Rooms of RPF to provide round the clock security related assistance to passengers during their journey over Railways. Various measures have been initiated by Zonal railways for wide publicity of Security Helpline number 182 which include pasting of stickers at conspicuous places in coaches of trains and through other means of print and electronic media.

Guidelines have been retreated and all the Zonal Railways have been further advised to ensure wide publicity of 182 Security Helpline as recommended by Standing Committee.

Recommendation (Para No. 29)

INTEGRATED SECURITY SYSTEM (ISS)

The Committee learn that an Integrated Security System (ISS) is being implemented over 202 sensitive railway stations at an approved cost of Rs.353 crore. Under the system CCTV surveillance cameras have been installed at 94 stations and 113 baggage scanners, 206 Door Frame Metal Detectors (DFMDs), 997 Hand Held Metal Detectors (HHMD) & 40 Block Detectors (BD) items have also been installed. Further, the Ministry of Women and Child Development has agreed to fund the project for provision of Video Surveillance System (VSS) at 983 important stations in the category of A1, A and B & suburban stations, out of the corpus fund available on the 'Nirbhaya Fund' for the safety and security of women and children in station areas. While appreciating this cooperation from M/o Child & Welfare, the Committee desire that seeing the utmost significance of security and safety of passengers and tariff the Ministry of Railways should also probe more such possibilities and at any cost all categories of stations should be covered by CCTV surveillance Cameras. The Committee would like to be informed of the further development in the matter.

Reply of the Government

At present 344 railway stations have been provided with CCTV cameras over Indian Railways (including 96 stations under Integrated Security System). A total of 202 railway stations have been identified for installation of CCTV cameras under Integrated Security System (ISS). Contracts have already been awarded for 120 stations and, as stated above, 96 stations have so far been provided with CCTV cameras under ISS.

In addition to above, 983 A1, A, B and C category stations have been further nominated for installation of CCTV cameras under Nirbhaya Fund at an approved cost of Rs.500 crore.

Since strengthening and upgradation of security infrastructure is an ongoing process, more stations will be brought under CCTV surveillance in due course.

Recommendation (Para Nos. 30 and 31)

LEGAL EMPOWERMENT OF RPF

The Committee find that security in Indian Railways is provided by three separate forces, i.e., the RPF, GRP and District Police. The Committee also note that security on running trains is provided by RPF whereas the other two agencies provide security to railway tracks, bridges, tunnels and in station premises and circulating areas. The Committee are in full agreement with the Ministry that the existing three tier security system is not at all conducive to providing optimum safety. It is common knowledge that RPF does not have FIR powers which are only available with the GRP and District Police, yet they are entrusted with the security on trains. This presents a peculiar situation where passengers who are not well versed with the existing security system feel that the Railways are apathetic to their concerns.

&

In this context, the Committee note that the Ministry of Railways had moved a proposal for amendment in the RPF Act, 1957, to empower RPF to deal with passenger related offences in the passenger area, with the concurrence of Ministries of Law and Justice and Home Affairs. As advised by the Cabinet Secretariat, comments of States have been solicited on the above proposal. Comments have so far been received from 26 States and reply is awaited from 05 States. Out of 26 States, 17 States have opposed the proposed amendment on various grounds. Further, the Home Minister has emphasized for continuation of crime management on Railways by GRP and capacity enhancement and modernization of GRP for improving passenger safety and crime prevention in the Railways properties/passenger area etc. Hon'ble Home Minister has concluded that Min. of Home Affairs does not support the proposal contained in the draft Cabinet Note for amendment in the RPF Act, 1957. The Committee are aware that an atmosphere of opposition to this Bill already exists and therefore, recommend that the Ministry should intensify their efforts to convince the State Government to favour the Bill so that safety on rail travel can be seamlessly achieved.

Reply of the Government

A proposal for amendment in the RPF Act to empower RPF to deal with passenger related offences in passenger area has been initiated by the Ministry of Railways. The proposal was vetted and concurred by the Ministry of Law and Justice and Ministry of Home Affairs. As desired by Cabinet Secretariat, comments of States were solicited on the above proposal. Comments have so far been received from the 27 States. Position of comments received from States is as under-

States in favour- Goa, Karnataka, Mizoram, Himachal Pradesh, Sikkim, Rajasthan & Puduchery.

No comments- Andaman & Nicobar has said that they have no comments to offer.

States opposing- Assam, Andhra Pradesh, Arunachal Pradesh, Bihar, Chhattisgarh, Gujarat, Jammu & Kashmir, Kerala, Nagaland, Odisha, Punjab, Madhya Pradesh, Tamil Nadu, Tripura, Uttar Pradesh, Delhi, Utrakhand, Meghalaya and West Bengal.

Reply not received- Haryana, Jharkhand, Maharashtra, Manipur

Since the Ministry of Home Affairs has recently conveyed their opposition to the proposed amendments in the RPF Act, matter is being re-examined.

Recommendation (Para No. 33)

WOMEN PERSONNEL IN RPF

The Committee laud the decision of the Ministry to increase the representation of women in RPF to 10 per cent of the entire force. They are of the considered view that such a step would surely enhance the safety for women and increase their confidence in train journey. At the same time, they caution the Ministry that such a step would be meaningless if the decision in this regard is not implemented within a fixed time frame. recruitment for the same is not done in a time bound manner. The Committee, therefore recommend that desired recruitment and training of women personnel in the RPF should be completed in a time bound manner.

Reply of the Government

As per recruitment policy in RPF, 10% of total posts in direct recruitments of Constables and Sub-Inspectors have been reserved for women candidates. Presently, recruitment for the post of 2030 Constables (Female) is under process.

Recommendation (Para No. 34)

The Committee find that the Railways are in the process of introducing a safety app for women passengers. Given the popularity of mobile based apps in present day scenario, they are of the opinion that the proposed app will go a long way in ensuring safety of women, if implemented in the right spirit. The Committee, therefore, recommend that this technology should be expeditiously developed and given wide publicity through electronic as well print media and they be kept apprised about the progress in this matter.

Reply of the Government

Railway is developing single App in which Security will be covered.

CHAPTER – III

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

Recommendation (Para No. 10)

The Committee feel that had the Railways completely switched over to the manufacturing of LHB coaches – which do not pile up unlike the conventional coaches in case of an accident, the toll in the recent accident of Indore-Patna Express on 20.11.2016 could have been much lower. The Committee, therefore, recommend the Railways to switch over to the LHB coaches replacing the conventional coaches in a time bound manner and in the meantime work on attaching CBC to the ICF designed coach. In any case the existing LHB coaches should be made available on super fast train routes forthwith.

Reply of the Government

Ministry of Railways have decided to stop the production of ICF design coaches with screw coupling with immediate effect. Railways Production Units will manufacture only LHB design coaches w.e.f. 2018-19, instead of previous plan of 2019-20. ICF design coaches for available inventory will be turned out with CBC couplers only.

Progressive fitment of tight lock center Buffer Couplers (CBC) in lieu of screw coupling on new manufacturing of ICF design coaches has been carried out with a view to prevent the coaches from climbing over each other in unfortunate even of an accident. So far, 4873 LHB coaches, 439 Hybrid Stainless Steel Coaches & 1584 conventional coaches have been manufactured with CBC. Design of CBC has been upgraded to mitigate problem of jerks during acceleration/deceleration of trains.

Recommendation (Para No.17)

The Committee find that the fire incident at the RRI Itarsi caused immense damage not only to Railway property but to train operations for several months as well . There was a major disruption in Railway traffic, cancellation of 2404 trains and a 34 days disruption of services at the station (Itarsi). The Committee take a note of the fact that the fire could have been prevented if the electrical wiring of Relay Room was replaced in time as its codal life had expired. The Committee do not approve of such callous approach of the Railways with regard to maintenance of their electrical gadgets and recommend that the Ministry should take all necessary steps to check recurrence of such unfortunate incidents. The Committee further hope that the matter has been investigated with a view to fixing responsibility for the same. They would like to be apprised of the final outcome of the investigations in this regard.

Reply of the Government

A J.P.O (Joint Procedure Order) for periodical checking electrical system has been issued. Its implementation is being monitored closely.

Primary responsibility of the fire incident has been fixed on electrical department.

Recommendation (Para No. 18)

RAIL ACCIDENTS INVOLVING ANIMALS

The Committee note that there are an increasing number of railway accidents involving animals especially in Northeast Frontier Railway. Out of total animal deaths in rail accidents, maximum deaths occur in Northeast Frontier Railway. Out of total 14, 26, 5 deaths during 2012-13, 2013-14 and 2014-15, 6, 19, and 5 deaths, respectively have occurred in Northeast Frontier Railway. Some instances of killing of Tigers, an endangered species, have also come to the notice of the Committee through Media Reports. The Committee note that various steps are being taken to prevent animal deaths during rail operations. Further, a permanent Co-ordination Committee has been formed at Zonal Railway level and at Ministry Level (Ministry of

Railway and Ministry of Environment and Forests) to monitor and review the measures taken to control incidences of elephants mortalities. Also, in North Frontier Railway, Construction of Passes, Construction of Ramps and Construction of Girder Bridge have been completed to address the problem of animal accidents. The Committee trust that the Railways will continue with their efforts to avoid animal deaths during rail operations.

Reply of the Government

There have been incidences of wild animals casualties due to collision with running trains which is a serious issue. There have been regular interactions at various levels between the Ministry of Railways and the Ministry of Environment and Forests to resolve the matter and several measures taken. Railway is taking utmost care to minimize the deaths of wild animals by speeding trains on track.

CHAPTER – IV

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

Recommendation (Para No. 1)

OVERVIEW OF SAFETY IN INDIAN RAILWAYS

The Committee note that the Indian Railways is entrusted with the immense task of providing transportation facilities to the passengers and the freight alike while undertaking utmost care to ensure that the operations are safe and secure. They further observe that adherence to safety, an ongoing and a continuous process, is a multi-disciplinary effort in the Indian Railways. Each department defines its own safety parameters for assets installed/used and monitors/maintains the parameters in the safety limits which are codified manuals i.e. General and Subsidiary Rules and are maintained as per laid down protocol. Each department lays emphasis and keeps the concern of their own department a priority without realizing that the needs could be more significant on other sides. The Committee, however, have their reservations on the existing system in IR of providing safety in the backdrop of inter department differences or even intra–department prioritization on safety issues. They are of the view that safety being a non negotiable subject should be dealt with in a prompt, precise and diligent manner and preferably by a separate department as inter disciplinary methods of dealing with this aspect at micro level only serves to reduce its efficiency, resulting in delayed response and compromises on safety. The Committee, therefore, recommend that the current structure of Railway Board as well at the Zonal and Divisional levels should be reviewed and the safety infrastructure of the Indian Railways should be recast to the extent that it includes at least a separate or a full-fledged Department solely entrusted with providing safety and security across its area of jurisdiction. The Ministry with their presently ongoing organisational restructuring, should seriously consider appointment of a full-fledged Member (Safety) within the Railway Board in order to provide dedicated focus to the railway safety operations. This will help and ensure synchronise micro level safety measures into a holistic and macro level safe Railway operations. They agree with

the proposal of the Ministry that there will be in-house operational changes such as the Safety Directorate will now be involved in proactive auditing operations, instead of being the passive data analyst as of now. They, however, desire that this proposal should be finalised at the earliest so that necessary correctives can be taken up immediately.

Reply of the Government

Safety is integral to the construction, certification, operation and maintenance of Railway System. Each Member is responsible for the respective part pertaining to the department viz: infrastructure, rolling stock, signaling and operations.

Overall co-ordination is done by Member (Traffic), Railway Board. Hence, the question of a separate Member for Safety is not pertinent.

Comments of the Committee (Please see recommendation para no. 8 of Chapter I)

Recommendation (Para No. 6)

The Committee are aware about the contention of the Railways that the onus of safe movement over UMLCs is on the road users. However, given the magnitude of casualties at UMLCs, Railways will have to fulfill their role as a facilitator for safe train operations and therefore there is need for expeditious corrective steps in this direction. The Committee are also aware that the Ministry is taking various steps to prevent accidents at UMLCs like provision of basic infrastructure on all UMLCs, organising social awareness campaigns to educate road users with the use of various print and electronic media, provision of second whistle Board (Repeater) for level crossings for loco drives to whistle while approaching level crossing to warn road users and deployment of Gate Mitras on experimental basis at vulnerable level crossings. However in spite of these measures, the Committee note that out of total 107 accidents, 29 (around 28 per cent) occurred at UMLCs. Besides, out of 122 casualties, 58 (around 48 per cent) were at UMLCs. The Committee find that while a third of the total accidents occurred at UMLCs, yet the casualties are disproportionately high, accounting for around 50% of the total casualties. The Committee desire that certain concrete steps such as Approaching Train Warning System, Train Actuated Warning System for giving audio-visual warning to road users

about an approaching train and additional road speed breakers before the level crossing gates to reduce the speed of approaching traffic should be used to reduce accidents at UMLC. This needs to be provided at all manned and unmanned level crossing. In view of the foregoing, the Committee strongly urge the Ministry to create awareness among people and take up the preventive steps on extensive scale proactively on mission mode for progressive elimination of the UMLCs. The Committee have come across various instances of faulty designs of RUBs, which do not have adequate drainage facilities leading to sever water logging in Monsoon Season rendering them not only unusable but unsafe as well. Besides, there have been problem of poor lighting arrangements in some RUBs, which are susceptible to anti social criminal activities besides being accident prone. The Committee are not convinced with the contention of the Ministry that the drainage, lighting and maintenance aspect of RUBs is the responsibility of State Governments or the local bodies. They feel that there are some lacunae in the basic design of these RUBs, which is the responsibility of the Railways. The Committee, therefore, desire the Railways to look into the designing concept of the RUBS, so that such problems do not occur in future. They will also like the Railways to conduct a survey of all the existing RUBs and remove the deficiencies including their design, if any, so that the users do not face any inconvenience.

Reply of the Government:

Radio based Unmanned Level Crossing Warning System - RDSO in association with IIT/Kanpur has developed a Radio based advance warning system to pre-warn road users against approaching trains at unmanned L C Gates. Field trial of the equipment has been conducted at L C Gate No.29C (manned) between Sonik and Unnao stations in Lucknow- Kanpur section on Northern Railway.

Further trials at unmanned L C Gates (8-10 locations) spread over different zones is required to be conducted to check the efficacy of the system and its ruggedness particularly against theft /vandalism.

Satellite Communication based Warning system at Unmanned Level Crossing Gates - Indian Space Research Organization (ISRO) has taken up a project based on Satellite Communication based system to warn road users about approaching trains at Unmanned L C Gates. Train driver is also warned about the

approaching Unmanned LC Gate and Loco hooter starts sounding automatically. The proto type is under development.

Railway intends to eliminate all unmanned level crossings on Broad Gauge in next 3-4 years. In the last two years (2014-16) and the current year (upto Nov, 2016), 3144 unmanned level crossings have been eliminated (1191 by manning and 1953 by Closure/Merger/Subway).

It is true that adequate drainage arrangement should be carried out before constructing RUBs. As per Railway Board letter dated 18.04.2012 it is the responsibility of the State Governments to maintain drainage arrangement for RUBs. Zonal Railways have been advised to design and construct RUB only, if proper drainage arrangements can be made as per site conditions.

Comments of the Committee

(Please see recommendation para no. 11 of Chapter I)

Recommendation (Para No. 7)

ACCIDENTS DUE TO DERAILMENT

The Committee observe that during 2003-04 to 2015-16, second highest reason for consequential accidents and casualties was derailment. Out of total 239 rail accidents occurred during 2003-04, 202 accidents (around 85 percent) were due to derailment. During 2015-16, out of total 78 rail accidents, 65 accidents (around 84 percent) were due to derailment. The situation does not seem to have improved during 2016-17, where already one devastating major incident of the derailment of Indore-Patna Express with casualties running into 149 deaths and injuries to more than 180 people has already occurred. As submitted one of the reasons for derailment is defect in the track or rolling stock. The Committee gather and is also explicitly stated in Safety Performance (2015-16) document of the Ministry of Railways that track forms the backbone of the rail transportation system and therefore needs to be maintained in a safe and fit condition. However, in the instant case there seems to be total failure in regard to maintaining the safety standards of their tracks. Ideally, out of the total track length of 1,14,907 kms, 4500 kms should be renewed annually, however, out of 5000 kms of track length due for renewal as currently, only 2700 kms of track length were targeted to be renewed. It is evident

that the targets kept for track renewals are not commensurate with the actual requirement on ground. Taking into account that Ministry of Railways accord highest priority to safety, the Committee believe that the physical as well as financial targets in respect of track renewals need to be enhanced as per the annual requirement for track renewals.

Reply of the Government

Track renewal is an ongoing process which is undertaken as and when a stretch of track becomes due for renewal on age-cum-condition basis. Track Renewal works are planned in advance every year and their execution is prioritized according to the condition of track and overall availability of funds ensuring all the time that track is in a sound condition for safe running of trains.

As on 31.03.2016, track renewal covering 5900 km of track have been sanctioned. Initially 1500 km was targeted for the year 2016-17 against original Budget Outlay of Rs. 4000 Cr. Budget outlay in year 2016-17 has been enhanced from Rs. 4000 Cr to Rs. 6735.74 Cr in Revised Estimates (RE) to speed up the track renewal works in the country. Accordingly, physical targets have also been increased from 1500 km to 2668 km. The physical targets are fixed as per financial outlay.

Comments of the Committee (Please see recommendation para no. 14 of Chapter I)

Recommendation (Para No. 11)

ACCIDENTS DUE TO FAILURE OF RAILWAY STAFF

It is a matter of grave concern that more than half of the accidents is on account of the lapses on the part of the railway staff. Out of 69 , 71, 85 and 78 rail accidents during 2012-13, 2013-14, 2014-15 and 2015-16, respectively, 46, 51, 60 and 54 accidents, respectively were on account of the failure on the part of the railway staff. The faults of railway staff in such cases include carelessness working, poor maintenance cases, adoption of short-cuts, non-observance of laid down safety rules and procedures. The most serious form of accidents involved in such cases is collision and Signal passing at Danger (SPAD) for which particularly loco-pilots are responsible. As submitted, with traffic going up, there has been substantial increase in number of signals because of various intermediate block stations, huts, various

gate signals, loco pilot encounters a signal almost every km. of his run and almost every minute he has to see a signal and accordingly control the train. What is more alarming is that at present there is no technological support available to the loco-pilots and he has to depend only vigilant watch on the signal and control the train accordingly. Looking at the huge number of rail accidents due to lapse of the railway staff, the Committee derive that the Ministry have failed to assess the root cause of continuous and possibly repeated lapses by railway staff and therefore have failed completely to curb such accidents. They, therefore, urge the Ministry to deliberate on the issue with various Railway Associations and railway staff, to check the faults of the railway staff and take the required corrective measures.

Reply of the Government

Each and every accident is analysed in detail and Safety Meetings are regularly conducted at all levels in which corrective measures required or lapses brought out are duly addressed. Safety Counsellors personally counsel staff on line, informing them of latest instructions and Safety bulletins.

Recognized Railway Unions are also encouraged to hold periodical Conferences/Seminars of Safety category staff of different departments to highlight and discuss the measures required for improving safety in train operations. The Railway administration grants special casual leave and passes for such Conferences to facilitate staff to take part in the deliberations.

Comments of the Committee (Please see recommendation para no. 17 of Chapter I)

Recommendation (Para No. 15)

VACANCY POSITION OF SAFETY CATEGORY POSTS

The Committee are concerned to note that at present 16464 posts of loco pilots are vacant. Further, as on 01.04.2016, out of total staff strength of 7,46,676 posts (provisional), for safety category, there are 1,22,736 vacancies. The Committee are extremely concerned that the Railways are functioning with the vacancy position of around 16% and take a serious view in this matter. Needless to say the role of safety category staff is crucial in running of trains especially in the present scenario where there is more threat perception and lack of staff directly affect their performance and

consequently jeopardise safety of rail passengers and property. The Committee are not convinced by the statement of the Ministry that recruitment is a continuous process. They feel that there is definite callousness towards the need to fill up these vacancies promptly. They desire that the hitherto faulty recruitment process and planning regarding the filling up of vacancies in security (GRP and RPF) should be rectified by taking up all corrective measures. They should ensure that all the safety category posts are filled up promptly on regular basis. Further, more safety category posts for maintenance of new assets should be promptly created and the persons be deployed forthwith.

Reply of the Government

This Para has three parts:-

1. High number of Safety category vacancies (1,22,763 as on 01.04.2016).
2. Faulty recruitment process and planning regarding the filling up of vacancies in security (GRP and RPF) should be rectified.
3. Creation of more Safety category posts for maintenance of new assets.

Itemwise remarks are as follows:

1. Vacancies for Group 'C' DR quota posts are assessed by the General Managers of Railways/PUs and accordingly indents are placed by them on RRB(s) concerned. The function of RRB is to recommend names (against the indents placed by Zonal Railways/PUs) of suitable candidates to the CPO of the concerned Zonal Railways/PUs. Further processing of appointment for provisionally RRB empanelled candidates is made by the Railway concerned.

Further, No direct recruitment is made for the post of loco pilots through RRBs. In this Cadre, the element of Direct Recruitment is at the stage of Assistant Loco Pilots (ALPs). All out efforts are being made to fill up Group 'C' vacancies on Indian Railways through RRBs. RRBs are providing panels for safety categories including ALP to indenting Zonal Railway(s)/PUs regularly. Position of candidates empanelled through RRBs for the said categories during last 5 years alongwith current year is as under-

S. N.	Year	Candidates Empanelled		Percentage	Candidates Empanelled for ALP under Safety Category	Percentage of ALP
		Total	Only for Safety Category			

1.	2011-12	23292	18224	78%	9389	52%
2.	2012-13	28467	23593	83%	14568	62%
3.	2013-14	31805	23168	73%	8959	39%
4.	2014-15	15191	8134	53%	1737	21%
5.	2015-16	27995	22965	82%	13825	60%
6.	2016-17 (upto 30.11.2016*)	15188	13824		#	
TOTAL		141938	109908	77%		

*Provisional

Under Compilation

The position of filling up vacancies in Safety categories in the last four years is shown below:-

As on	Sanctioned Strength	On Roll Strength	Vacancy
01.04.2013	7,15,579	5,73,268	1,42,311
01.04.2014	7,27,582	5,98,430	1,29,152
01.04.2015	7,37,273	6,13,072	1,24,201
01.04.2016	7,46,676	6,23,913	1,22,763

- Further, as regards loco pilots specifically the figures are as under:-

As on	Sanctioned Strength	On Roll Strength	Vacancy
01.04.2013	83610	65381	18229
01.04.2014	88568	71448	17120
01.04.2015	93181	76717	16464
01.04.2016	95931	77298	18633

It can be seen from the above two tables that the number of Safety category posts including loco pilots have increased over the last four years. There has also been net increase in the on roll strength also due to induction by way of direct recruitment.

2. Arising and filling up of vacancies is an ongoing process. As and when vacancies in RPF/RPSF arise, necessary measures are being taken to initiate recruitment process for filling up the vacancies. In recent past, recruitment of 16388 Constables has been completed and selected candidates have been inducted into field units of RPF/RPSF after completion of initial training. Further process has been initiated for recruitment for 2030 women Constables, 4220 Constables (Male) and 160 Sub Inspectors.

So far as filling up of vacancies in Government Railway Police (GRP) is concerned, GRP is a wing of State Police and GRP personnel are State Govt. employees. As such, issues concerning recruitment, training and filling up of vacancies in GRP falls within the domain of concerned States Government.

3. General Managers are having powers to create posts in Safety category as may be required by matching surrender/utilizing vacancy bank. Posts for the running staff can be created depending on the crew links and loading. It does not require any matching surrender/vacancy bank.

Powers have now been further delegated to DRMs to create posts for new assets in Safety category on 1:1 basis by utilizing vacancies in any department which are not required to be filled.

**Comments of the Committee
(Please see recommendation para no. 20 of Chapter I)**

Recommendation (Para No. 32)

VACANCIES IN RAILWAY PROTECTION FORCE (RPF)

The Committee find to their dismay that the vacancy position in respect of RPF is quite alarming. Out of the sanctioned strength of 76000, the actual strength is about 69000. The vacancies in RPF itself is therefore to the tune of 7000 posts. The large number of posts of RPF lying vacant, have certainly mounted undue burden on the existing workforce and compromise security in railways. Furthermore, at times it has been noticed that the RPF personal on alternative duties putting further burden on them in their performance. The Committee urge the Ministry to fill up the vacant post of RPF urgently on priority basis to give a boost to the security in Railways and also ensure that the RPF personal are not utilised on some other alternative duties.

The Ministry should not hesitate in engaging officers from other security forces/organisations on deputation basis as a temporary measure till the requisite RPF strength is made available to them. With a view to expedite the recruitment process, the possibility for selection of candidates through the examinations conducted by UPSC/SSC could also be explored.

Reply of the Government

Arising and filling up of vacancies is an ongoing process. As and when vacancies in RPF/RPSF arise, necessary measures are being taken to initiate recruitment process for filling up the vacancies. In recent past, recruitment of 16388 Constables has been successfully completed and selected candidates have been inducted into field units of RPF/RPSF after completion of initial training. Further process has been initiated for recruitment for 2030 women Constables, 4220 Constables (Male) and 160 Sub Inspectors.

Comments of the Committee

(Please see recommendation para no. 23 of Chapter I)

CHAPTER – V

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

Recommendation (Para No. 3)

PERFORMANCE OF THE CORPORATE SAFETY PLAN (2003-13)

The Committee note that pursuant to the announcement made by the Hon'ble Minister for Railways in Budget 2015-16, for framing of a new five year Corporate Safety Plan for Indian Railways, the Railways have initiated the preparation of draft Corporate Safety Plan. The Committee also note that the targets set in the Corporate Safety Plan for 2003-2013, relating to reduction in derailment and accidents at unmanned level crossings have been achieved. By the end of the Corporate Safety Plan in 2012-13, accidents per million train kilometres were reduced to 0.11 accidents per million train kilometres from 0.17 accidents per million train kilometres in 2002-03. Endorsing the statement made by the Railways that unless the operations are safe, there are no operations, the Committee strongly desire that a Corporate Safety Plan should be finalised and rolled out at the earliest thereby according the highest priority to Railways' safety operations.

Reply of the Government

Draft Corporate Safety Plan has been prepared and is yet to be approved.

Recommendation (Para No. 19)

WEATHER CONDITIONS

The Committee note that weather conditions especially fog prove to be a challenge for operation of train services during winter. In order to combat the foggy weather, the Railways have implemented 1017 fog safe device in Northern Railway, 240 in North Eastern Railway and 124 in North Western Railway, on trial basis. There are plans to further proliferate fog safe device, on ECR, NR, NCR, NER. As apprised, a proposal for further proliferation is under consideration of the Railway Board. The

Committee have also been informed that in advanced Railway System, technology of ATP system (Cab Signaling System) is used for High Speed Trains. But to their dismay the specific studies regarding combating the fog problem in other countries have not been undertaken on Indian Railways. The Committee recommended that the Railways should take up specific studies with regard to the technologies available in other countries to combat the fog problem without any further delay and implement such technologies in Indian Railways without further loss of time.

Reply of the Government

Proposal shall be initiated.

Recommendation (Para No. 21)

IMPLEMENTATION OF THE RECOMMENDATIONS OF KAKODKAR COMMITTEE

The Committee note that the Kakodkar Committee was constituted to review safety of railways system and had submitted its report on 17.02.2012. The report has 106 recommendations in total. Out of these, 68 recommendations have been fully accepted and are stated to be under various stages of implementation, 19 recommendations were partially acceptable and 19 recommendations were non-acceptable to the Ministry of Railways. The Report laid down a series of comprehensive and far reaching recommendations calling for a concerted effort to improve throughput and efficiency on the system, besides enhancing safety. It envisaged a method of investment and structural change to transform the Indian Railways to a more vibrant organization with commercial success and high levels of safety. It has projected an investment requirement of Rs. One Lakh Crore on safety over a period of five years and has recommended to generate a non-fungible nonlapsable safety fund in this regard. However, the Committee find to their utter dismay that the said recommendation has been partially accepted. As stated, the mode for generating this fund, however requires further examination and the accepted recommendations are being implemented through regular budget. The Committee are concerned about the manner in which the Railways choose to ignore the recommendations of the various Committees which were constituted specifically

for a purpose using valuable money of the exchequer and the expertise of the Committees become infructuous when their suggestions/recommendations are not implemented or delayed for implementation. In case, the recommendations of Expert Groups are not implemented with a sincere approach, the Committee find no justification in constituting such Committees. The Committee, therefore, strongly recommend that the Ministry should prescribe a time-bound implementation of the recommendations of the Expert Committees at least those recommendations which have been accepted by the Government. The progress made in this regard should be closely and scientifically monitored regularly, at the highest level in the Ministry. The Committee would like to be apprised of the action taken by the Railways in this regard.

Reply of the Government

High Level Safety Review Committee (Kakodkar Committee): 27 recommendations of the Committee have been implemented. Steps are underway for implementation of the remaining accepted recommendations. However, few recommendations involve change/introduction of new technology requiring trials etc. Implementation of such recommendations would be done in phased manner and may take around five years or so for complete and satisfactory implementation.

Recommendation (Para No. 23)

The Committee are well aware that the Railways have in recent years been reeling under a massive resource crunch due to severe underinvestment. This has permeated all aspects of rail infrastructure including safety. Prudence demands that in such a scenario there should be a careful and sagacious prioritization of works in terms of expenditure. However, expenditure on safety cannot be compromised with at any time and should always be kept on a high priority. The Committee however find that surprisingly the percentage of expenditure on safety from the total OWE has remained rather static, and is around 20%. The Committee wish to remind the Ministry that a rail accident does not merely involve damage to rail infrastructure alone. There is a huge cost to society as well, society pays dearly through lost lives, lost livelihood, loss of productivity, disability, medical expenses, disruption of traffic, loss of the wagons etc. However the highest cost is the loss of passenger confidence which may translate into loss of revenue in future for the railways. The Committee are of the firm view that taking the issue of safety and investments on safety lightly

may cost the railways very dearly in terms of share in transportation of passenger and freight and thereby decrease in Revenues. They, therefore, recommend that not only the Ministry should optimally utilise the available funds for safety issues but take up the matter of higher allocations for safety at the highest level in the Ministry of Finance. They also emphasise that a portion of the railway funds should be utilised for R&D in safety related technology so that newer methods/equipments/technology is available to avert the accident.

Reply of the Government

Setting up of 'Rashtriya Rail Sanraksha Kosh' (RRSK) having a corpus of Rs.1.19 lakh crore, with support from Government of India of Rs.1.12 lakh crore, has been taken up with Ministry of Finance. Recently the issue has also been raised by Hon'ble Minister of Railways with Hon'ble Minister of Finance through a letter on 25.11.2016. The matter of additional support for Safety works has also been included in Ministry of Railways' Revised/Budget Estimates proposals made to Ministry of Finance.

Recommendation (Para No. 24)

NEED FOR NON-LAPSABLE SAFETY FUND

The Committee learn that a committee comprising of concerned Executive Directors of Railway Board has been formed for putting up the consolidated proposal for creation of a 'Rashtriya Rail Sanraksha Kosh (RRSK) amounting to Rs. 1,10,237 crore. As reported, the report of the said committee containing consolidated proposal is expected soon. Considering the huge requirement of funds for safety issues in Railways, the Committee support the need for creation of the RRSK and desire the Ministry to expedite the matter and inform them with the progress about the same.

Reply of the Government

Setting up of 'Rashtriya Rail Sanraksha Kosh' (RRSK) having a corpus of Rs.1.19 lakh crore, with support from Government of India of Rs.1.12 lakh crore, has been taken up with Ministry of Finance. Recently the issue has also been raised by Hon'ble Minister of Railways with Hon'ble Minister of Finance through a letter on 25.11.2016. The matter of additional support for Safety works has also been included in Ministry of Railways' Revised/Budget Estimates proposals made to Ministry of Finance.

Recommendation (Para No. 26)

As apprised, though the nature of safety works has not been defined in the proposed amendment, the Ministry of Railways, after the passing of the Budget for 2016-17, would request Ministry of Finance to include within the scope of safety works, also works of replacements and renewals which has clear safety implications and which are sanctioned under DRF viz. track renewals, bridge renewals and signalling works, plan-heads having cent per cent safety implications. The Committee share the concern of the Ministry in the proposed amendment in the CRF Act and desire the Ministry to vigorously take up the matter with the Ministry of Finance in the right earnest and keep the Committee informed of the progress in this regard.

Reply of the Government

Ministry of Railways has recommended to Ministry of Finance that the term 'railway safety works' as per the amended Central Road Fund Act may include within its scope works/projects under the Works Demand No.16 of Railways of planheads 31-Track Renewal works, 32-Bridge works and 33-Signalling works. These planheads are very critical to railway safety and can be justifiably funded under Railway Safety Fund as per the enhanced scope of CRF Act. This Ministry's OM dated 17.5.2016 has been followed up with reminder dated 25.5.2016.

Recently another OM dated 23.12.2016 has been sent to MOF on the subject of provision of additional GBS funds towards safety related works. Ministry of Finance is being regularly pursued in the matter.

NEW DELHI;
26 July, 2017
4 Shravana, 1939 (Saka)

Sudip Bandyopadhyay
Chairperson,
Standing Committee on Railways

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड) (Railway Board)

No.E(LL)/2016/HPC/7

New Delhi Dt. 13-10-2016

The General Manager(P),
All Zonal Railways,
Metro Railway, Kolkata.

Sub : Recommendations of the High Power Committee to review the duty hours of running staff – Decisions thereof.

Pl. JSM
6
13.10.16

The High Power Committee, constituted to review the duty hours of running staff and other safety related categories, had made its recommendations on various aspects related to working hours of these categories. The recommendations have been duly considered by the Board and in modification of previous instructions on the subject, the following decisions have been taken:-

- i) In respect of Loco Pilots (Shunting) who are presently working on fixed roster basis, the existing provisions will continue.
- ii) In severe operational exigencies like acts of God, earthquakes, accident, floods, agitations, and equipment failure etc., the Controller should suitably advise the staff that they may be required to work beyond the limits prescribed.
- iii) Present classification of running staff under Railway Servants (Hours of Work & Period of Rest) Rules, 2005, should be maintained.
- iv) Subject to exigencies of service, a maximum limit of 125 duty hours per fortnight should be laid down for all Running Staff.
- v) The limit of stay away from Head quarters for Running Staff should be fixed at 72 hours.
- vi) Continuous night duty for Running Staff should be limited to 4 nights with Fourth night towards headquarters.

Jc

- vii) As regards the duration of outstation rest, there will be no change in the existing provisions.
 - viii) Call notice period should continue to be a part of the headquarter / outstation rest.
 - ix) There will be no change in the existing provisions for Periodical Rest. However, preference should be given to Periodical Rest for 4 periods of 30 consecutive hours.
 - x) The principle and period of averaging reckoned for the purpose of payment of Overtime Allowance will continue as per existing guidelines.
2. The existing provisions of the Railways Act, 1989 and Railway Servants (Hours of Work & Period of Rest) Rules, 2005, other than those mentioned above, will continue to be in vogue.

3. This issues with the concurrence of Finance Directorate of the Ministry of Railways.

4. Please acknowledge the receipt.

yc

 (D.V. Rao)
 Director Estt.(LL)
 Railway Board

Copy to:

- Ravi*
13/10/16 1. The General Secretary, AIRF, Room No. 253, Rail Bhawan, New Delhi
- Nitesh*
13/10/16 2. The General Secretary, NFIR, Room No. 256E, Rail Bhawan, New Delhi
- 13/10/16* 3. The General Secretary, All India SC/ST Railway Employees Association, Room No. 7, GF, Rail Bhawan, New Delhi
- 13/10/16* 4. The General Secretary, All India OBC Railway Employees Federation, Room No. 48, GF, Rail Bhawan, New Delhi


 Ministry of Railways
 Railway Board
 Issued with signature
 Signature: *[Signature]*
 Date of issue: 14/10/16
 only at [unclear]
 Date of issue:

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड) (Railway Board)

No.E(LL)/2016/HPC/1

New Delhi, 28.11.2016

The General Manager,
All Zonal Railways &
Metro Railway, Kolkata.

Sub : Recommendations of the 'High Power Committee'(HPC)
to review the duty hours of running staff – Decisions
thereof.

In continuation of Board's letter No. E(LL)/2016/HPC/7 dated 13.10.2016, the HPC which was constituted to review the duty hours of running and other safety related categories of staff, had also made its recommendations on undermentioned aspects related to working hours of these categories. The recommendations have been duly considered by the Board and in modification of previous instructions on the subject, the following decisions have been taken:-

11. Issued
28/11/16
- (i) Total duty at a stretch (from 'sign on' to 'sign off') for the Running Staff should not exceed 11 hours.
 - (ii) Running duty at a stretch should not ordinarily exceed 9 hours. Such duty may extend further provided the railway administration gives at least 2 hours notice before the expiry of 9 hours to the crew that they would be required to perform running duty beyond 9 hours, with the stipulation that the total duty from 'sign on' to sign off shall not exceed 11 hours.
 - (iii) In case the train does not reach its destination, normal crew changing point or the point where the reliever has been arranged, within the overall limit of 11 hours, and such a point is approximately one hour journey away, the Running Staff shall be required to work to that point provided the maximum hours in that trip does not exceed 12 hours.

Ministry of Railways रेलवे मंत्रालय Railway Board रेलवे बोर्ड
ISSUED
Signature Date of Issue 28/11/16

...../2

9/c

- (iv) For loco pilots of all Mail/Express trains, the running duty (for the purpose of preparation of links only) should not exceed 8 hours. However P&C time shall not be included within 8 hours.
- (v) The above provision for running duty hours and total duty hours shall be applicable to all Running Staff including Loco Pilots (Mail/Express), Loco Pilots (Passenger), Loco Pilots (Freight), Motormen and Guards except wherever stated otherwise.
- (vi) Subject to exigencies of service, Headquarter rest of all Running Staff will be 16 hours irrespective of the duration of their incoming trip. Further, in exigencies of service, the existing provision will continue to be the minimum condition.
2. The existing provisions of the Railways Act, 1989 and Railway Servants (Hours of Work & Period of Rest) Rules, 2005, other than those mentioned above, will continue to be in vogue.
3. Requirement of additional crew due to these stipulations should be factored in while working crew links by Zonal Railways.
4. This issues with the concurrence of Finance Directorate of the Ministry of Railways.
5. Please acknowledge the receipt.

a/c



(D.V. Rao)
Director Estt.(LL)
Railway Board

Copy to:

1. The General Secretary, AIRF, Room No.253, Rail Bhawan, New Delhi
2. The General Secretary, NFIR, Room No.256E, Rail Bhawan, New Delhi
3. The General Secretary, All India SC/ST Railway Employees Association, Room No.7, GF, Rail Bhawan, New Delhi
4. The General Secretary, All India OBC Railway Employees Federation, Room No.48, GF, Rail Bhawan, New Delhi

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

S.No.2

No.2012/H/5/19

New Delhi, dated - 03.09.2012

General Managers,
All Indian Railways,
(Including PUs)

Sub:- Implementation of announcement made in Hon'ble MR's Budget Speech in the Railway Budget 2012-13: introduction of Wellness Programme.

Hon'ble MR in Para 94 of his Budget Speech delivered in Parliament while presenting Railway Budget for 2012-13 has made the following announcement:-

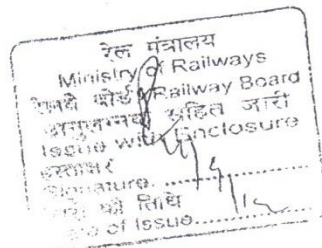
"I have already informed the House about quantum jump in the allocation for activities related to staff welfare. Railway is a 24x7 service available to the rail-users. To run services at this scale, the employees have to put in long hours of duty without any respite round the year and the compulsion of job creates high stress levels. I therefore intend to introduce a wellness programme for them at their work places for early detection of risk factors, prevention and early treatment of disease caused due to high blood pressure and sugar levels, obesity and other lifestyle related ailments."

With a view to implement the above announcement of Hon'ble MR it has been decided that the Zonal Railway to organize wellness programme which will consist of:-

1. Health Check up camps in work places focusing on:
 - (a) Physical Check up.
 - (b) Record of Blood Pressure.
 - (c) Blood Sugar.
 - (d) B.M.I.
2. Health Education/ Awareness programmes focusing on Life Style Disorders such as Hypertension, Diabetes, Hazards of smoking & other forms of Tobacco and alcohol.
3. Follow - up Camps for those employees who need further investigation & advice.

Proforma for recording the clinical findings and investigations is attached to ensure uniformity across the Zonal Railways, which will help in creating a database of Health status of Railway employees.

ok



Dr. D. P. Pande
(Dr. D. P. Pande)
Executive Director, Health (P)
Railway Board

Performa for Wellness Programme for Indian Railway Employees at Work Place

Camp held at _____ On _____

Name: _____ Age: _____ Gender: _____
Designation _____ Ph. No. _____ E-mail ID _____ Officer I/C _____
History
HT / DM / CAD / CVA / Smoking / Alcohol / Any other

Family History

HT / DM / CAD / Any other

Any Medication

General Physical Examination:

Height (in cm) _____ Weight (in kg) _____ BMI: _____

Waist circumference at lower border of Navel:

Pulse _____ /Minute B.P. _____ mm of hg

Systematic Examination:

Blood Sugar (R):

Urine Albumin: _____ **Urine Sugar:** _____

Advice: (i) Health Education.
(ii) further Check up, if required.
(iii) Any other.

**MINUTES OF THE ELEVENTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2016-17)**

The Committee sat on Wednesday, the 31st May, 2017, from 1100 hours to 1323 hours in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

Shri Ganesh Singh - In the Chair

MEMBERS

LOK SABHA

2. Shri Kunwar Pushpendra Singh Chandel
3. Shri Ram Tahal Chaudhary
4. Shri Rajeev Shankarrao Satav
5. Shri Ramesh Chander Kaushik
6. Shri Balabhadra Majhi
7. Shri K.H. Muniyappa
8. Shri A.T. Nana Patil
9. Shri Mekapati Raja Mohan Reddy
10. Shri Lakhan Lal Sahu
11. Prof. (Dr.) Ram Shanker
12. Shri Uday Pratap Singh
13. Shri S.R. Vijayakumar

RAJYA SABHA

14. Shri Ranvijay Singh Judev
15. Shri T. Rathinavel
16. Shri Bashistha Narain Singh
17. Shri Alok Tiwari

SECRETARIAT

1. Smt. Abha Singh Yaduvanshi - Joint Secretary
2. Shri Arun Kumar Kaushik - Director
2. Smt. Geeta Parmar - Deputy Secretary

***REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)**

1. Shri A.K. Mital Chairman, Railway Board & Ex. –Officio Principal Secretary to the Government of India.
2. Shri B.N. Mohapatra Financial Commissioner (Railways) & Ex. – Officio Secretary to the Government of India.
3. Shri Aditya Kumar Mittal Member Engineering, Railway Board & Ex. – Officio Secretary to the Government of India.
4. Shri Mohd. Jamshed Member-Traffic, Railway Board & Ex-officio Secretary to the Government of India.
5. Shri Ghanshyam Singh Member Traction, Railway Board & Ex-officio Secretary to the Government of India.

***Present during briefing by the Ministry of Railways (Railway Board)**

2. In the absence of Chairperson, the Committee chose Shri Ganesh Singh to act as Chairperson for the sitting under the provision of Rule 258(3) of 'Rules of Procedure and Conduct of Business in Lok Sabha' which *inter alia* states as under:-

"258(3) If the Chairperson is absent from any sitting, the Committee shall choose another member to act as Chairperson for that sitting."

3. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration the following draft Reports

(i) **XXX XXX XXX**

(ii) Action Taken Report on the recommendations of the Standing Committee on Railways contained in their 12th Report on 'Safety and Security.'

The Draft Report at serial number (i) **XXX XXX XXX** and report at (ii) without any modifications.

4. The Committee appreciated the excellent work done by the Committee Secretariat in drafting the Reports. The Committee, then, authorized Shri Ganesh Singh, MP to finalise the above-mentioned Reports.

5. **XXX XXX XXX**

6. **XXX** **XXX** **XXX**

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

The Committee then adjourned.

XXX: Not related to the report.

APPENDIX-II

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 12TH REPORT (16TH LOK SABHA) ON THE SUBJECT "SAFETY AND SECURITY IN RAILWAYS"

Total number of Recommendations/Observations	34
(i) Recommendations/Observations which have been accepted by the Government –	
Para Nos. 2,4,5,8,9,12,13,14,16,20,22,25,27,28,29,30,31,33 and 34	19
Percentage of total	55.88%
(ii) Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies –	
Para Nos. 10,17 and 18	3
Percentage of total	8.82%
(iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration –	
Para Nos. 1,6,7,11,15 and 32	6
Percentage of total	17.64%
(iv) Recommendations/Observations in respect of which final replies are still awaited -	
Para Nos. 3,19,21,23,24 and 26	6
Percentage of total	17.64%