

23

**RAILWAY CONVENTION COMMITTEE
(2014)**

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

[Action Taken by Government on the Observations/
Recommendations of the Committee contained in
their Fifteenth Report (Sixteenth Lok Sabha) on
Safety Provisions at Unmanned Level Crossings]

(SIXTEENTH LOK SABHA)



सत्यमेव जयते

**LOK SABHA SECRETARIAT
NEW DELHI**

March, 2018/Phalguna, 1939 (Saka)

TWENTY-THIRD REPORT
RAILWAY CONVENTION COMMITTEE
(2014)

(SIXTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

**Action Taken by Government on the Observations/Recommendations of the
Committee contained in their Fifteenth Report (Sixteenth Lok Sabha) on
“Safety Provisions at Unmanned Level Crossings”**

Presented to Lok Sabha on 15.03.2018
Laid in Rajya Sabha on 15.03.2018



LOK SABHA SECRETARIAT
NEW DELHI

March, 2018/Phalguna, 1939-40 (Saka)

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COMPOSITION OF THE RAILWAY CONVENTION COMMITTEE
(2014)

PRESENT

Shri Bhartruhari Mahtab — *Chairperson*

MEMBERS

Lok Sabha

2. Shri Abhishek Banerjee
3. Shri Sanganna Amarappa Karadi
4. Shri K. Ashok Kumar
5. Shri Kamalbhan Singh Marabi
6. Vacant*
7. Vacant**
8. Shri Janak Ram
9. Shri Rahul Ramesh Shewale
10. Shri Bharat Singh
11. Shri Liladharbhai Khodaji Vaghela
12. Shri K.C. Venugopal

Rajya Sabha

13. Vacant***
14. Shri T.K. Rangarajan
15. Shri Prem Chand Gupta
16. Shri Abdul Wahab
17. Smt. Vandana Chavan
18. Shri Ranvijay Singh Judev

SECRETARIAT

1. Smt. Kavita Prasad — *Joint Secretary*
2. Shri M.K. Madhusudhan — *Director*
3. Shri D.R. Mohanty — *Additional Director*

* Vacancy occurred *w.e.f.* 05th July, 2016 *vice* Shrimati Anupriya Patel was appointed MoS.

** Vacancy occurred *w.e.f.* 14th December, 2017 *vice* Shri Nana Patole resigned from Lok Sabha.

*** Vacancy occurred *w.e.f.* 18th August, 2017 *vice* Shri Derek O' Brien retired from Rajya Sabha.

INTRODUCTION

I, the Chairperson, Railway Convention Committee (2014), having been authorized by the Committee, present this Twenty Third Report on Action Taken by Government on the Observations/Recommendations of the Committee contained in their Fifteenth Report (Sixteenth Lok Sabha) on Safety Provisions at Unmanned Level Crossings.

2. The Fifteenth Report was presented to Lok Sabha and also laid in Rajya Sabha on 10 August, 2017. The Ministry of Railways (Railway Board) furnished their replies on 27 November, 2017 indicating Action Taken on the Observations/Recommendations contained in the Fifteenth Report. The Committee at their sitting held on 14 March, 2018 considered and adopted this Report.

3. An analysis of the action taken by the Government on the Observations/Recommendations contained in the Fifteenth Report (Sixteenth Lok Sabha) of the Railway Convention Committee (2014) is given at Appendix-II.

4. For ease of reference, the Observations/Recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;
14 March, 2018
23 Phalgun, 1939-40 (Saka)

BHARTRUHARI MAHTAB,
Chairperson,
Railway Convention Committee.

CHAPTER I

REPORT

This Report deals with action taken by Government on the Observations/ Recommendations of the Committee contained in their Fifteenth Report (Sixteenth Lok Sabha) on the subject 'Safety Provisions at Unmanned Level Crossings'.

2. The Fifteenth Report was presented to Lok Sabha on 10th August, 2017 and also laid in Rajya Sabha on the same day. It contained 12 Observations/ Recommendations. Replies of Government in respect of all the Observations/ Recommendations have been received and are categorized as under:—

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

Recommendation Para Nos. 1,2,5,6,8,9,10,11 and 12

Total: 09

Percentage: 75

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

Recommendation Para No. 8

Total: 01

Percentage: 8.3

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

Recommendation Para No. 3 and 4

Total: 02

Percentage: 16.7

- (iv) Observations/Recommendations in respect of which replies of the Government are interim in nature:

Recommendation Para No. Nil

Total: Nil

Percentage: Nil

3. The Committee desire that Action Taken Note in respect of the Observations/ Recommendations contained in Chapter-I of this Report be furnished to them at the earliest.

4. The Committee will now deal with some of their earlier Recommendations which either require reiteration or merit further comments based on the replies received from the Government.

I. Monitoring of Elimination of UMLCs

Recommendation (Para No. 2)

5. Observing the Ministry's Plan to remove all the 4943 Unmanned Level Crossings (UMLCs) on Broad Gauge by 2020, the Committee, in their Fifteenth Report had impressed upon the Railway Board to periodically monitor the efforts made by the Zonal Railways for elimination of the UMLCs as per the year-wise targets *i.e.* 1500 UMLCs each in 2017-18 and 2018-19 and the remaining 1943 UMLCs in 2019-20.

6. In their Action Taken Note, the Ministry have submitted as under:—

"Monthly progress of elimination of UMLCs by Zonal Railway is being monitored regularly and every effort is being made to complete the elimination of UMLCs by 2020."

7. While taking note of the Ministry's assurance regarding and monitoring and efforts for complete elimination of UMLCs by 2020-21, the Committee would, however, like to know whether the target of removal of 1500 UMLCs during 2017-18 has been achieved and concrete measures contemplated for the purpose for the financial years 2018-19 and 2019-20.

II. Merger and Manning of UMLCs

Recommendation (Para No. 3)

8. In their earlier Report, the Committee had observed that the Ministry had identified 43 Level Crossings for merger by diversion with the permission of the State Governments concerned. The Committee had recommended that besides taking urgent initiatives for the merger/closure of the identified UMLCs, the Railways should progressively man those UMLCs which could not be eliminated by any means.

9. In their Action Taken Note, the Ministry have simply stated "Noted".

10. The Committee are disappointed by the vague response of the Ministry. In view of the fact that merger and manning of UMLCs are two methods of their elimination, the Committee desire to be apprised of the specific action taken by the Railways towards merger of the identified UMLCs and progressive manning of those UMLCs which cannot be eliminated by any other means.

III. Permission for Retention of UMLCs

Recommendation (Para No. 4)

11. In their Fifteenth report, the Committee had observed that on the plea of 'exceptional cases', 636 UMLCs had been retained/permitted subsequent to the issuance of Guidelines in 2012 which stipulated that no new Level Crossings would be permitted on the existing Lines or any New Line/Gauge Conversion except in exceptional cases. Opining that elimination of UMLCs had a salutary effect in reducing the number of accidents and casualties, the Committee advised the Railway Board to remain extremely vigilant while permitting retention of UMLCs on the ground of 'exceptional cases'.

12. In their Action Taken Note, the Ministry have simply deposed "Noted".

13. Despite the Committee's advice to the Ministry umpteenth times not to respond to their considered suggestions in a vague manner like "noted", to their consternation the Committee find no improvement on the part of the Ministry. While cautioning the Ministry once again to guard against furnishing such ambiguous reply, the Committee impress upon the Railway Board to spell out the specific steps taken by them to remain extremely vigilant while permitting retention of UMLCs on the plea of 'exceptional cases'.

IV. Deployment of Gate Mitras/Counselors

Recommendation (Para No. 8)

14. In their earlier Report, the Committee had noted that as on 1st April, 2017, 3941 Gate Mitras/Counselors had been deployed by various Zonal Railways to keep a watch at the UMLCs and counsel the road vehicle users for observance of safe practices. Expressing the view that any slightest lapse on the part of Gate Mitras might cause serious mishaps, the Committee had urged the Railways to depute senior officers to periodically monitor the presence/performance of the Gate Mitras at the UMLCs. The Committee had further recommended that some incentives be given to the Gate Mitras to keep them motivated while performing their temporary duties with dedication.

15. In their Action Taken Note, the Ministry have submitted as under:—

"Officials at all levels *i.e.* from supervisory level to officers from Division/ Zonal Railways are frequently doing the ambush checks to periodically monitor the presence and performance of Gate Mitras at the UMLCs. The number of accidents that are prevented due to presence of Gate Mitras cannot be proven by any other fact that the total number of annual accidents have come down significantly once the Zonal Railways have deployed Gate Mitras at UMLCs. Therefore, it is a well established fact that presence of Gate Mitras at UMLCs have resulted in bringing down the number of train accidents significantly. Further instructions have been issued to provide Gate Mitras at all UMLCs instead of identified UMLCs in order to ensure safety. As on 01.11.2017, 4222 Unmanned Level Crossing gates out of total 4563 UMLCs on Broad Gauge have been provided with Gate Mitras."

16. The Committee appreciate that officials at all levels are frequently monitoring the presence and performance of Gate Mitras at the UMLCs. In view of the Ministry's own submissions that the presence of Gate Mitras at UMLCs has resulted in significant reduction in the number of train accidents, the Committee would like the Railways to consider giving some sort of incentives, over and above the temporary wages, to those Gate Mitras/Counselors whose performance is found to be exemplary.

CHAPTER II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 1)

The Committee note that as on 1 April, 2017, there were 7701 Unmanned Level Crossings (UMLCs) on Indian Railways Network, the breakup being 4943 in Broad Gauge (BG), 1524 in Meter Gauge (MG) and 1234 in Narrow Gauge (NG). As on 30 April, 2017 the number of UMLCs stood at 7550 and as on the same date there were 19504 Manned Level Crossings (MLCs) on the Indian Railways Network. For the safety of road users and train passengers, Indian Railways have decided to progressively eliminate all the UMLCs. As a result of the Railways' endeavour, the Committee find that as many as 6169 UMLCs have been eliminated during the last five years *i.e.* from 2012-13 to 2016-17, the highest number of eliminations *i.e.* 1503 being in 2016-17 itself. What is more encouraging is the fact that three Zonal Railways *viz.* Central Railway, Eastern Railway, and West Central Railway have been able to completely eliminate UMLCs in their respective Zones. As all works have been sanctioned and fund allocation has been enhanced in successive years, according to the Ministry's own submissions, the Committee would like the Railway Board to impress upon the remaining Zonal Railways to initiate requisite measures for progressive and complete elimination of UMLCs, as has already been accomplished by the above cited three Zonal Railways.

Reply of the Government

Zonal Railway is being instructed to eliminate all the UMLCs on Broad Gauge by 2020.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Recommendation (Para No. 2)

The Committee note that the Ministry have a plan to remove all the 4943 UMLCs on Broad Gauge by 2020, the specific projections being removal of 1500 UMLCs each in 2017-18 and 2018-19 and the remaining 1943 UMLCs in 2019-20. As the elimination of UMLCs in the BG network will go a long way in preventing accidents and ensuring safety for road users and train passengers, the Committee impress upon the Railway Board to periodically monitor the efforts made by the Zonal Railways so that the year-wise targets for complete elimination of UMLCs on BG are achieved by 2020.

Reply of the Government

Monthly progress of elimination of UMLCs by Zonal Railway is being monitored regularly and every effort is being made to complete the elimination of UMLCs by 2020.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27 .11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Comments of the Committee

Please *see* Para No. 7 of Chapter-I

Recommendation (Para No. 5)

The Committee note that there were 199 consequential train accidents at the UMLCs during the last five years *i.e.* from 2012-13 to 2016-17. In 2012-13, the number of accidents was 53 which has come down to 20 in 2016-17. Similarly, the number of casualties at the UMLCs has come down to 40 in 2016-17 from 123 in 2012-13. According to the Ministry, this has been made possible due to a slew of precautionary measures taken by the Railways which *inter-alia* include provision of whistle-boards, sign boards, speed breakers, surprise inspections to check the alertness of the Gateman and effectiveness of all gate equipment including the interlocking system etc. The Committee are of the considered opinion that these are steps in right direction and should be persisted with and further intensified with special emphasis towards the monitoring aspect so as to bring down the number of accidents and casualties at the UMLCs to a negligible extent.

Reply of the Government

Safety is accorded the highest priority by Indian Railways (IR) and all possible steps are undertaken on a continual basis including upgradation of technology to aid safe running of trains. Presently, there are 4943 nos. Unmanned Level Crossings (UMLCs) on Broad Gauge (BG) on Indian Railways as on 01.04.2017. Further these UMLCs are planned to be eliminated in shortest possible time on programme basis by following means:

- Closure—Closing of unmanned level crossings having NIL/negligible Train Vehicle Unit (TVU).
- Merger—Merger of unmanned level crossings gate to nearby manned or unmanned gates or subway or Road Under Bridge (RUB) or Road Over Bridge (ROB) by construction of diversion road.
- Provision of Subways/RUBs/ROBs at UMLCs
- Manning—The unmanned level crossings which cannot be eliminated by above means will be progressively manned based on rail-road traffic volume, visibility conditions.

All UMLCs on Group A, B & C routes have been planned for elimination by March, 2018. Also, as far as new construction work, gauge conversion and doubling is concerned, new works are being executed in such a manner so that no new Unmanned Level Crossings can be introduced in the system even Manned Level Crossings can be eliminated as far as possible. All possible steps are being taken in an intensified manner so as to bring down the number of accidents at UMLCs. The number of train accidents at UMLCs have further come down from 14 nos. during the period April, 2016 to October, 2016 to 07 nos. during the corresponding period in 2017-18.

[Ministry of Railways, Railway Board O.M. No. 2017/RCC(2014)/206/3
dated .27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Recommendation (Para No. 6)

The Committee are deeply concerned to note that there were 21 accidents at the Manned Level Crossings between 2012-13 and 2015-16. Though it is a matter of consolation that no accident has occurred at the MLCs during 2016-17, the Committee are of the firm view that the Railway Board should exhibit zero tolerance towards accidents/causalities at the MLCs and fix responsibility in case of any mishaps there, due to the lapse of Railway men and machinery.

Reply of the Government

Intensive counseling, conduct of safety seminars, sustained inspections and ambush checks etc. are being carried out extensively in order to exhibit zero tolerance towards accidents at Manned Level Crossings.

[Ministry of Railways, Railway Board O.M. No. 2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Recommendation (Para No.7)

Under the Railway Act, 1989, liability of the Indian Railways to provide compensation is limited to the rail passengers who are victims of train accidents/ untoward incidents. Road users are given compensation if decreed by Motor Accident Claims Tribunal (MACT) or any other Court. The Committee find that during the last five years compensation amount of Rs. 1,29,38,894/- has been paid by the various Zonal Railways to the accidents victims at the LCs. The Committee recommend that cause of each accident at the LCs should be investigated, preferably by an outside agency, and if lapses on the part of the Railways are established based on such investigations, Indian Railways should *suo motu* pay compensation to the road users also, instead of waiting for a decree by the MACT or any other Court so as to avoid time consuming process of litigation.

Reply of the Government

With regard to *suo motu* payment, it is stated that no liability has been laid down in the Railways Act, 1989 for payment of compensation to the road user who falls victim to accident at level crossing let alone *suo motu* payment in such cases. Even in case of Train Accident/Untoward incident cases, Railways do not pay *suo motu* compensation to the rail passengers who are victims of said accidents/incidents. Compensation for death/injury of railway passengers in Train Accident/Untoward incident defined under Section 123 read with Section 124 and 124A of Railways Act, 1989 is decided by Railway Claims Tribunal (RCT) on the basis of a claim application filed before them. Railway Administration is liable to pay compensation only when a decree is awarded by RCT in favour of the claimant and Railways decide to implement the decree. As such, it is not feasible to give *suo motu* compensation to the road users who are victims of accidents at Unmanned Level Crossings (LCs). Inquiry in respect of each accident at LC is conducted into either by the commissioners of Railway Safety (CRSs) under the Ministry of Civil Aviation or by the Departmental Inquiry Committee of the Railway depending upon the seriousness of the case. Responsibility is fixed based on inquiry report and further action is taken accordingly.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Recommendation (Para No. 9)

The Committee note that 996 Road Over Bridges (ROBs) and 4489 Road Under Bridges (RUBs)/Subways have been constructed by various Zonal Railways during the last five years i.e. from 2012-13 to 2016-17. In view of the fact that construction of ROBs/RUBs/Subways has resulted in substantial reduction in the number of accidents, as submitted by the Ministry, the Committee urge that more ROBs/RUBs/Subways be sanctioned and constructed in the coming years. The Committee further desire that construction of ROBs/RUBs through the PPP model be explored so that setting up of more ROBs/RUBs occur and accidents are further reduced.

Reply of the Government

Possibility of construction of ROB/RUB on PPP model will be explored.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Recommendation (Para No. 10)

The Committee appreciate that fund allocation has no longer remained a constraint for the construction of ROBs/RUBs, as submitted by the Chairman, Railway Board.

However, constraints like removal of encroachment, land acquisition etc. are being faced by the Railways in construction and completion of ROB for which the DRMs and GMs keep interacting with the State Government authorities to sort out the issues. Similarly, availability of block time and permission for extra running time to avoid delays of trains are the constraints faced in construction of RUBs. The Committee desire that with a view to overcoming the problems faced in the construction of ROB and RUBs, the coordination mechanism with the State Governments should be strengthened and a prudent decision be taken by the Railways for making available the block time at the UMLCs so as to ensure the timely completion of ROB/RUBs, without affecting the speed of the trains.

Reply of the Government

Coordination meeting being conducted by Zonal Railways with State Government for construction and completion of ROB/RUBs.

Zonal Railway being advised to use maximum block time available for the timely construction of ROB/RUBs.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-

(B.K. Singh)

Executive Director Finance (E)

Recommendation (Para No. 11)

The Committee note that one of the common problems that the Indian Railways encounter at the UMLCs is non-observance of the provisions of the Motor Vehicle Act, 1988 by the road users and vehicle drivers, leading to mishaps/accidents. In order to address the problems, the Indian Railways are taking a number of measures which inter-alia include provision of basic infrastructure at the UMLCs, conducting social awareness and SMS based campaigns, Nukkad Nataks to educate and create awareness among the people/road users etc. While appreciating the measures taken by the Railways to spread awareness amongst the road users, the Committee desire that the Railways should also involve and have tie ups with the State Police departments to enforce safety measures at the UMLCs for preventing accidents/mishaps there.

Reply of the Government

As per Section 131 of Motor Vehicle Act and Section 161 of Indian Railways Act, the onus for safe movement over unmanned level crossing has been put entirely on the road users for which very stringent provisions have been enunciated in both the Acts. However, in view of the loss of human life at Unmanned Level Crossings (UMLCs), Indian Railways have taken the following proactive measures to ensure the safety of road users at UMLCs:

- (i) SMS-based campaigns to create awareness amongst road users.
- (ii) Social awareness campaigns to educate road users with the use of various print and electronic media for observance of safe practices prescribed in Motor Vehicles Act and Indian Railways Act.

- (iii) Public awareness campaigns at different places like Villages, Gram Panchayat, weekly market, bus stands, schools and other public places.
- (iv) *Nukkad Nataks* organized at public places with theme "Safety at Level Crossings".
- (v) Joint ambush checks along with civil police to counter misadventure in front of approaching trains.
- (vi) Periodic inspection of such crossings by Railway officials to ensure the above and for taking corrective actions, if any.
- (vii) Level crossing awareness week is organized each year by the Zonal Railways, which also includes the 'International Level Crossing Awareness Day (ILCAD)'.
(viii) Joint awareness and safety campaigns are being done with State Police Departments and RTO officials to ensure safety measures and observance of rules by Road users to prevent accidents at UMLCs.

[Ministry of Railways, Railway Board O.M. No. 2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Recommendation (Para No. 12)

The Committee appreciate to note that during the last four years i.e. from 2013-14 to 2016-17, the utilization of funds allocated for Road Safety Works has been almost hundred per cent, though during 2012-13 there was a shortfall of around Rs. 500 crore in the utilisation of funds. The Committee would like the Railways to keep up the momentum of appreciable fund utilization in future also by taking recourse to all the requisite and prudent measures, more so when allocation of funds is likely to increase in the coming years.

Reply of the Government

In the last 04 years i.e. 2013-14 to 2016-17, 100% funds allocated for ROBs/RUBs/LCs/Subways have been utilized. This year Rs.5260 crore have been allocated for the same and efforts to be made for utilizing the funds effectively.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

CHAPTER III

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

Recommendation (Para No. 8)

The Committee note that Zonal Railways have been advised/authorized to deploy Gate Mitras/Gate Counsellors purely as a temporary measure on outsourcing on contractual basis at identified vulnerable UMLCs to counsel the road vehicle users for observance of safe practice while negotiating at UMLCs. As on 1 April, 2017, 3941 Gate Mitras/Counsellors have been deployed by various Zonal Railways and their presence at the UMLCs is watched by the loco pilots of the trains. Since the Gate Mitras/Counsellors are entrusted with the important job of counselling the road users of safe practices and any slightest lapse on their part may cause serious mishaps, the Committee urge that senior officers from the Divisional/Zonal Railways should also periodically monitor the presence/performance of the Gate Mitras at the UMLCs so as to take precautionary and punitive measures, as and when warranted. The Committee also recommend that some kind of incentives should be given by the Zonal Railways to the Gate Mitras so that they remain motivated to perform their temporary duties with dedication.

Reply of the Government

Officials at all levels *i.e.* from supervisory level to officers from Division/Zonal Railways are frequently doing the ambush checks to periodically monitor the presence and performance of Gate Mitras at the UMLCs. The number of accidents that are prevented due to presence of Gate Mitras cannot be proven by any other fact that the total number of annual accidents have come down significantly once the Zonal Railways have deployed Gate Mitras at UMLCs. Therefore, it is a well established fact that presence of Gate Mitras at UMLCs have resulted in bringing down the number of train accidents significantly. Further instructions have been issued to provide Gate Mitras at all UMLCs instead of identified UMLCs in order to ensure safety. As on 01.11.2017, 4222 Unmanned Level Crossing gates out of total 4563 UMLCs on Broad Gauge have been provided with Gate Mitras.

[Ministry of Railways, Railway Board O.M. No. 2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Comments of the Committee

Please see Para No. 16 in Chapter-I

CHAPTER IV

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

Recommendation (Para No. 3)

The Committee were informed that merger and manning of UMLCs are also two methods of their elimination. In this context, the Committee find that the Ministry have identified 43 Level Crossings, where the traffic density is very low, for merger by diversion with the permission of the State Governments concerned. The Committee desire that urgent initiatives be taken for merger/closure of the identified UMLCs, their small number notwithstanding as it would facilitate gradual elimination of the UMLCs by the targeted date. The Committee also recommend that those UMLCs which cannot be eliminated by any means should be progressively manned for the safety of commuters.

Reply of the Government

Noted.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Comments of the Committee

Please see Para No. 10 in Chapter-I

Recommendation (Para No. 4)

A policy decision was taken by the Railway Board in 2012 not to permit any new Level Crossings on the existing Lines or on any New Line/Gauge Conversion to be commissioned with a rider that in exceptional cases retention of UMLCs can be permitted with the approval of the Railway Board. The Committee note that unfeasibility of the provision of RUBs due to inadequate height of embankment, cost of elimination of UMLCs, low level of traffic and visibility criteria are the four guiding parameters for identifying the 'exceptional cases'. The Committee also note that on this plea of exceptional cases as many as 636 UMLCs have been retained/permitted subsequent to the issuance of the Guidelines in 2012. The Committee desire that the two guiding parameters for retention of UMLCs viz., low traffic density and cost factor may be revisited by the Ministry because merger of low traffic density UMLCs is an option for their elimination and there has been enhanced fund allocation for the purpose. In fact,

since elimination of UMLCs has a salutary effect in reducing the number of accidents and casualties, as admitted by the Chairman, Railway Board, it is prudent on the part of the Ministry to remain extremely vigilant while permitting retention of UMLCs on the plea of 'exceptional cases'.

Reply of the Government

Noted.

[Ministry of Railways, Railway Board O.M. No.2017/RCC(2014)/206/3
dated 27.11.2017]

Sd/-
(B.K. Singh)
Executive Director Finance (E)

Comments of the Committee

Please see Para No. 13 in Chapter-I

CHAPTER V

**OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF
THE GOVERNMENT ARE INTERIM IN NATURE**

—NIL—

NEW DELHI;
14 March, 2018
23 Phalguna, 1939-40 (*Saka*)

BHARTRUHARI MAHTAB,
Chairperson,
Railway Convention Committee.

APPENDIX I

RAILWAY CONVENTION COMMITTEE (2014)

MINUTES OF THE FORTY-SIXTH SITTING OF THE COMMITTEE

The Committee sat on Wednesday, the 14th March, 2018 from 1030 hrs. to 1100 hrs. in Room No. 215, Chairperson's Chamber, Parliament House Annexe Extension, New Delhi.

PRESENT

Shri Bhartruhari Mahtab — *Chairperson*

MEMBERS

Lok Sabha

2. Shri K. Ashok Kumar
3. Shri Janak Ram
4. Shri Rahul Ramesh Shewale

Rajya Sabha

5. Shri T.K. Rangarajan
6. Smt. Vandana Chavan
7. Shri Ranvijay Singh Judev

SECRETARIAT

1. Smt. Kavita Prasad — *Joint Secretary*
2. Shri M. K. Madhusudhan — *Director*
3. Shri D. R. Mohanty — *Additional Director*

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee which was convened to consider and adopt three Draft Reports on the subjects (i) Action Taken by the Government on the Eleventh Report (Sixteenth Lok Sabha) on Exploring PPP Avenues in Railway Infrastructure; (ii) Action Taken by the Government on the Twelfth Report (Sixteenth Lok Sabha) on Green Energy Initiatives in Indian Railways; and (iii) Action Taken by the Government on the Fifteenth Report (Sixteenth Lok Sabha) on Safety Provisions at Unmanned Level Crossings. Giving an overview of the important Recommendations contained in the Draft Reports, the Chairperson solicited the views/suggestions of the Members.

3. The Committee then took up for consideration of the said Draft Reports and adopted them after some discussion.

4. The Chairperson thanked the Members for their valuable suggestions and active participation in the deliberations of the Committee.

5. The Committee, then, authorized the Chairperson to finalize the Reports and present the same to both the Houses.

The Committee, then adjourned.

APPENDIX II

(Vide Para No. 3 of the Introduction)

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON OBSERVATIONS/ RECOMMENDATIONS CONTAINED IN THE FIFTEENTH REPORT OF THE RAILWAY CONVENTION COMMITTEE (2014) (SIXTEENTH LOK SABHA)

	Total	Percentage
I. Total number of Recommendations:	12	-
II. Observations/Recommendations which have been accepted by the Government: (Para Nos. 1,2,5,6,8,9,10,11 and 12)	09	75
III. Observations/Recommendations which the Committee do not desire to pursue in view of the Government's reply: (Para. No. 8)	01	8.3
IV. Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee and which requires reiteration: (Para Nos. 3 and 4)	02	16.7
V. Observations/Recommendations in respect of which final replies of Government are of interim in nature: (NIL)	NIL	-
Total	12	100%

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