Railways in India: A Study on the Day by Day Increasing Crimes in Railways Effecting The Prospects of Railway Tourism in India

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Abstract: **Began in the mid-nineteenth century, Rails are the lifeline of our nation. They serve a broad class of our society, especially the middle class people. But with the passage they are posing as a threat for the general public at large while travelling, being the instances of crimes rising fourfold in rails.From the figures of 10672 in year 2000, theft of passengers belongings in railways in India raised to about 18037 in 2013, as reported by Indian railways on its official website, with the instances of robbery rising from 362 to the figure of 1096 for the years above respectively.Likewise, Cases of Drugging under the IPC Offences Reported over Indian Railways has been raised from in the year 2000 to 800 in year 2011.**

Rails were the lifeline of our nation, they are the lifeline and they will be the lifeline, depending on their usability and condensability, but in order to drive a long term advantage and sustainability, these anomalies needs to be tackled with efficient strength and utmost planning at grass root level. Flowingly, this paper tends to comment upon the same phenomenon while analyzing such instances and the effect extended thereupon of such abuses. It is also been afforded out to suggest out the ways to make the rail tourism comparatively more safer and wishful adding to the strengths of India.

Keywords: Indian Railways, Their Importance, Crimes in railways, Initiatives to tackle up, Grass root operability of these initiatives.

I. INTRODUCTION

Indian Railways are quite unique and distinctive in character, really a microcosm of India. To make it a safe and reliable system is an enormous challenge. The Railways has the most intricate and involved inter-dependencies. Safety on the Railways is the end product of the cohesive fusion of its myriad parts. A single flaw in the 64,600 route kms of track that criss-cross the country, a defect in over 9,500 locos, 55,000 coaches and 2.39 lakh wagons that haul about 23 million passengers and nearly 2.7 million tons of freight every day, an incorrect indication on one of the thousands of signals that dot the rail landscape, a mistake or an act of negligence by one of its staff directly associated with train running, even a rash act by one of the millions of road users who daily negotiate around odd level crossing gates spread across the system, an irresponsible act of carrying inflammable goods – any one of these multiple possibilities has the potential to cause a major tragedy. Added to these are the acts of sabotage by misguided elements spanning the whole country. Thus utmost vigil is safety in operations and also security of the travelling public is accorded by the Railways **(Lok Sabha Secretariat, 2013).**

II. SECURITY SCENARIO ON INDIAN RAILWAYS

Incidents of sabotage on the Indian Railways (IR) have increased in frequency and intensity in the last five years. The terrorist attack at Mumbai Chhatrapati Shivaji Terminal (Mumbai CST) in November 2008 and a couple of major incidents of sabotage in the recent past including the derailment of the Jnaneswari Express in May 2010 (which resulted in the death of 150 passengers) highlight the problems of railway security. The number of accidents on Indian Railways attributed to sabotage increased from six in 2005-06 to fourteen in 2009-10. This along with frequent disruptions in rail traffic during agitations has seriously affected the public's faith in the Railway system to provide basic security to its passengers. The rail network spread over 64015 route kilometers with 7030 stations traverses both dense urban areas and sparsely populated rural areas and forest which are difficult to secure.   The expenditure per passenger on security worked out to only Rs. 2.86 approximately for 2009-10. Traditionally, the Railway Protection Force has been responsible for the security of railway assets and the state government for the enforcement of law and order. They are responsible for the security of passengers and their belongings as also that of trains, tracks, bridges and railway premises against sabotage. The state government is represented by the Government Railway Police in stations and trains and by the state police outside the station premises. The security of passengers and passenger area was also entrusted to the Railway Protection Force in 2003 through an amendment. The main purpose behind the amendment of the RPF Act was to supplement the efforts of the state governments for ensuring security of passengers. But, the co-ordination between the RPF and the State Government is inadequate leading to large gaps in the security system of the Railways. There is a distinct lack of security

consciousness on the part of the Railway Administration, despite recommendations of the High Level Committee on Composite Security Plan. Adequate efforts have not been made to control access to railway stations and to decongest even sensitive high risk station. The Integrated Security System (ISS) formulated in July 2008 still remains to be implemented in any of the zones. Progress on installation of state of the art electronic surveillance system viz., Door Frame Metal Detectors (DFMDs) and baggage scanners, has been slow and not up to international standards. Majority of trains were run without escort and in a number of cases the escort party was unarmed. Crime against passengers has increased by 15 per cent during the last five years. Further, registration of crime committed on moving trains is plagued by number of problems. FIR forms were still not available with coach attendants, conductors and guards of several trains. Non registration of cases received from other State GRPs, general reluctance to take up investigations and considerable overlap of functions existing between the RPF and the State Government agencies handling Railway security has made it difficult to complete the legal formalities besides adding to victim's problems Indian Railways has also failed to formulate any composite plan in consultation with the State Governments for ensuring security of its assets. The State Police have been frequently unsuccessful in preventing large scale disruption to rail traffic during the periods of agitation by specific groups like the Gujjar agitation and the recent Jat agitation. There was shortage of manpower to the extent of 13.16 per cent in security forces. Both the IR and the State Governments did not respond promptly in filling up the existing vacancies for meeting the challenge of increased security threat. Railways were reluctant to outsource security even in non core areas to private agencies. The existing training facilities were frequently underutilized. The system of coordination that existed on paper between RPF and GRP at the operating level and between the Railway Administration and state governments at headquarters level has been weak in implementation **(Security Management in Indian Railway, 2012).**

III. TREND OF CRIMES IN RAILWAYS

20 out of all 29 States namely, Andhra Pradesh, Assam, Bihar, Chhattisgarh, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Odisha, Punjab, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh and West Bengal and only Delhi among all 8 UTs have notified Government Railway Police Posts. The incidence of IPC crimes reported in the country during 2013 has shown an increase of 13.4% over period (Crime in India, 2013). A total of 25,735; 23,474 and 26,620 IPC crimes were reported by GRPs during 2011, 2012 and 2013 respectively at the national level reflecting a decrease of 8.8% in 2012 over 2011 and an increase of 13.4% in 2013 over 2012. Madhya Pradesh, Punjab, Rajasthan and Tamil Nadu have shown an increasing trend during the last 3 years (Crime in India, 2013). The IPC crime head-wise analysis, reveals that Crime Head not amounting to

murder, dacoity and burglary and riots have shown a declining trend, whereas incidence of rape, total kidnapping & abduction, preparation & assembly for dacoity and robbery have shown a rising trend during 2011 - 2013 (Crime in India, 2013). Earlier during 2008 - 2010, it revealed that cases of Rape and Crime head not amounting to Murder have decreased over the period while Robbery & Theft have increased. It was also observed that among IPC Crimes, theft has the highest incidence, while incidence of Arson are the lowest from 2008 to 2010 (Crime in India, 2010). It is observed that among IPC crimes, theft (18,695 cases), robbery (987 cases) and hurt (462 cases) has the highest incidence while incidents of causing death by negligence (60 cases), Crime Head not amounting to murder (20 cases) and arson (3 cases) were fewer during 2013. 17.9% of IPC crimes were reported in Maharashtra (4,759 out of 26,620 cases) followed by 15.7% in Uttar Pradesh (4,169 cases), 12.9% in Madhya Pradesh (3,429 cases) and 8.6% in Bihar (2,283 out of 26,620 cases) during 2013 (Crime in India, 2013).

IV. SLL CRIMES (CASES REPORTED UNDER INDIAN RAILWAYS ACT, 1989)

The commission of crimes under The Indian Railways Act reported a mixed trend during 2011 - 2013 with 156, 144 and 166 cases respectively reported during these years, thereby reflecting a decline of 7.7% during 2012 over 2011 and an increase of 15.3% during 2013 over 2012 respectively with an overall increase of 6.41 % over the period **(Crime in India, 2013).** States/UTs wise significant increase in cases reported The Indian Railways Act during the year 2013 over the year 2012 reveals that an increase of 600.0% in West Bengal (from 1 case in 2012 to 7 cases in 2013), 371.4% in Tamil Nadu (from 7 cases in 2012 to 33 cases in 2013) and 166.7% in Haryana (from 3 cases in 2012 to 8 cases in 2013) **(Crime in India, 2013).** It is worth mentioning that the responsibility for arrest and prosecution of minor offences under the Railways Act (which affect the normal passengers and the train operations) have been vested with the Railway Protection Force by amending the Railway Protection Force Act, 1957 and the Railways Act, 1989 which came into force from 1st July 2004 **(Crime in India, 2010).**

37.8% (129 out of 341) cases under The Indian Railways Act were investigated by police, of which only 38.8% (50 cases out of 129 cases in which investigation completed) were charge-sheeted. The charge-sheeting rate (cases charge-sheeted out of total true cases) for crimes under Indian Railways Act stood at 41.3% as against 94.3% for all SLL crimes reported in the country **(Crime in India, 2013).** Earlier it stood at 44.9% as against 94.7% for all SLL crimes reported in the country. 49.0% (145 out of 296) cases under Indian Railways Act were investigated by Police, of which only 42.1% (61 out of 145) were charge-sheeted. **(Crime in India, 2010).**

As many as 32,73,104 SLL cases out of 89,76,765 cases (including cases under The Indian Railways Act) were tried in various courts in the country during the year 2013

resulting in 36.5% disposal by courts. Whereas 44,47,281 SLL cases out of 93,14,925 cases (including cases under Indian Railways Act) were tried in various Courts in the country during the year 2010 resulting in 47.7% disposal by Courts. The conviction rate for total SLL crimes stood at 90.9% in 2013 (29,76,577 cases convicted out of 32,73,104 cases in which trials were completed at the national level), as compared to 91.7% in 2010 (40,78,432 cases were convicted out of 44,47,281 cases in which trial was completed at the national level). Comparatively, 5.4% cases (370 out of 6,811 cases) under The Indian Railways Act were tried in various courts wherein 56.1% (200 out of 370) resulted in conviction in 2013 and 9.4% (767 out of 8183) cases under Indian Railways Act were tried in various Courts and 76.4% (586 out of 767) resulted in conviction in 2010 **(Crime in India, 2013; 2010).**

V. DACOITY IN RAILWAYS

A total of 61 cases of dacoity in railways were reported (45 cases in running trains and 16 cases in others) accounting for 1.3% of total 4,539 cases of dacoity reported in the country during 2013 in which properties of value Rs. 56.6 lakh (Rs. 39.0 lakh in running trains and Rs. 17.6 lakh in others) were taken away out of total Rs. 21,857.8 lakh of properties stolen / taken away in all dacoities reported in the country during 2013. Whereas, 105 cases of Dacoity in Railways were reported (87 in running trains and 18 in others) accounting for 2.4% of total 4,358 cases of Dacoity reported in the country during 2010 in which property of value Rs. 42.3 lakh (Rs. 34.9 lakh in running trains and Rs. 7.4 lakh in others) were taken away out of total Rs. 82527.0 lakh of property stolen / taken away in all Dacoities reported in the country during 2010. Out of 61 cases in 2013, 9 cases each of dacoity in railways have reported in Bihar, Jharkhand and Odisha followed by 8 cases in Uttar Pradesh. Bihar has reported the highest 26 cases of dacoity in Railways followed by Uttar Pradesh (19) in 2010 **(Crime in India, 2013; 2010).**

VI. ROBBERY IN RAILWAYS

A total of 741 cases of robbery in railways were reported (484 cases in running trains and 257 cases in others) accounting for 2.3% of total 31,927 cases of robbery reported in the country during 2013 in which properties of Rs. 401.7 lakh (Rs. 313.1 lakh in running trains and Rs. 88.6 lakh in others) were taken away out of Rs. 3,5194.4 lakh of total properties stolen / taken away in all robbery cases in the country during 2013. Whereas, 517 cases of Robbery in Railways were reported (346 in running trains and 171 in others) accounting for 2.2% of total 23,393 cases of Robbery reported in the country during 2010 in which property of Rs. 153.2 lakh (Rs. 112.2 lakh in running trains and Rs. 41.0 lakh in others) were taken away out of total Rs. 31,106.5 lakh of property stolen / taken away in all Robbery cases in the country during 2010. The percentage share of properties taken away in robberies in railways to total robberies reported in the country during 2013 was 2.3%. Earlier, The percentage share of property taken away in Robberies in Railways to total Robberies reported in the country during 2010 comes to 0.5%. Maharashtra has reported the highest 105 cases of robbery in Railways followed by Uttar Pradesh (99). Incidents of robberies in railways, out of total 741 such robberies in country, were reported in Maharashtra followed by Karnataka (72 cases) in 2013 **(Crime in India, 2013; 2010).**

VII. BURGLARY IN RAILWAYS

A total of 74 cases of burglary in railways were reported (2 cases of burglary in running trains and 72 in others premises of railways) accounting for 0.7% of total 1,04,401 cases of burglary reported in the country during 2013 in which properties of Rs. 31.8 lakh (property of nil amount was taken away in running trains and Rs. 31.8 lakh in others) were stolen / taken away out of total Rs. 86,788.4 lakh of properties stolen / taken away in burglary cases reported in the country during 2013. 28 incidents of burglary in railways, out of total 74 such burglaries in country, were reported in Odisha followed by Madhya Pradesh (10) and Assam & Tamil Nadu (7 each) in 2013. In Adverse, Jammu & Kashmir was reported the highest 67 cases of Burglary followed by Bihar (13) in year 2010 **(Crime in India, 2013; 2010).**

VIII. THEFT IN RAILWAYS

A total of 18,052 cases of theft in railways were reported (12,107 in running trains and 5,945 in others premises of railways) accounting for 4.8% of total 3,72,622 cases of thefts reported in the country during 2013. Whereas, 15,176 cases of Theft in Railways were reported in 2010 (9,299 in running trains and 5,877 in others) accounting for 4.6% of total 3,30,312 cases of Theft reported in the country during 2010. Properties worth Rs. 7,008.1 lakh (Rs. 5,051.8 lakh in running trains and Rs. 1,956.3 lakh in others) were stolen / taken away out of total Rs. 2,96,294.9 lakh of properties stolen / taken away in all thefts reported in the country during 2013, which are a much more, i.e. Property worth Rs. 3971.7 lakh (Rs. 2526.5 lakh in running trains and Rs. 1445.1 lakh in others) were stolen / taken away out of total Rs. 1,78,442.9 lakh of property stolen/taken away in all Thefts reported in the country during 2010. The percentage share of stolen properties by thefts in railways was reported as 4.9% as compared to properties stolen in all thefts cases in the country. same was only 2.2% in 2010 Out of total 18,052 thefts in country, the highest cases of thefts in railways were reported from Uttar Pradesh (2,870 cases) followed by Madhya Pradesh (2,761 cases) in 2013. Earlier in 2010 they were highest in Maharashtra (3368) followed by Uttar Pradesh (2412). Among the property crimes, the share of theft was reported as highest at 95.4% (66.6% in 2010) followed by robbery (3.9%), burglary (0.4%) and dacoity (0.3%) during 2013. It may be seen that percentage share of number of thefts cases in railways to total cases of thefts, wherein properties were stolen, was higher at 4.8% as compared to robberies (2.3%), dacoities (1.3%) and burglaries (0.7%). Similarly, the percentage share of value of stolen properties in railways, loss of property due to

theft in railways to total thefts in the country is also higher (2.4%) as compared to that relating to robbery (1.1%), burglary (0.04%) and dacoity (0.3%) **(Crime in India, 2013; 2010).**

IX. RAILWAY SECURITY

Security has been identified as one of the priority areas for up gradation and strengthening over Indian Railways. Railway Protection Force (RPF), which functions under the Ministry of Railways, has been entrusted with the responsibility of protection and security of passengers, passenger area and matters connected therewith. After studying the problems of railway security, Integrated Security System was proposed for 202 important railway stations in the entire railway network. The philosophy was to have different layers of checking/surveillance so that any nefarious activity is immediately noticed and the required action is taken within the "golden hour" – the first hour after the accident. Ministry of Railways has accordingly approved the installation of the "Integrated Security System" at important stations after detailed deliberations. The system will comprise of the following components: (i) Internet Protocol based Close Circuit Television (CCTV) surveillance system with video analytics and recording facility. (ii) Access control. (iii) Personal and baggage screening system. (iv) Bomb Detection and Disposal System.

Implementation of the Integrated Security System is under process over zonal railways. The System has been envisaged to have a multiple checking, starting from entry to the station premises and continuing till the boarding of the train by passengers. Area to be covered under the above System include entry/exit points, circulating area, concourse, platforms, parcel area, foot over bridge, washing line, vehicle entry point etc. Automatic vehicle scanners are being provided at entry gates from where vehicles enter into the station premises. For baggage screening, X-ray baggage scanner is being provided. For explosive detection, provision of explosive vapor detector and sniffer dogs is being made at nominated railway stations. The System is being implemented at an approved cost of 353 crores for which budgetary allocation has been provided in Works Program. At present, a three tier security system is prevailing over Indian Railways :

1) *District Police:* Security of tracks, bridges and tunnels.
2) *Government Railway Police (GRP):* GRPs are a wing of the State Police exclusively for prevention and detection of crime and maintenance of law and order in station premises/circulating areas and trains. 50% of the cost of Government Railway Police is borne by the Railways and the balance is paid by the State Governments concerned.
3) *Railway Protection Force (RPF):* Railway Protection Force functions under the Ministry of Railways. The Force has been entrusted with the responsibility of protection and security of

Railway Property, passenger area and passengers and for matters connected therewith.

Security of passengers has been identified as one of the priority areas by Railways for strengthening and up gradation. Efforts made to strengthen railway security in recent past include escorting of important Mail/Express trains, regular coordination with GRP/ Civil Police, nomination of 202 stations for installation of Integrated Security System, procurement of modern security related equipment, setting up on an All India Security Help Line, networking of RPF Posts and Security Control Rooms, setting up of a commando training centre, establishment of new RPSF Battalions etc.

X. RAILWAY SAFETY REVIEW COMMITTEE

Ministry of Railways has earlier constituted the Khanna Committee 1998, the Sikri Committee 1978, Wanchoo Committee 1968 and Kunzru Committee 1962. Railway Safety Review Committee (Khanna Committee) was set up in 1998 under the Chairmanship of Justice H.R. Khanna, a retired Supreme Court Judge. The Committee, inter alia, reviewed the recommendations of earlier Committees and suggested measures for further improvement in the safe running of trains. The Committee submitted its report in two parts. Part-I was submitted in August, 1999, while its part II was submitted in February, 2001. Both the parts of the report have been placed on the Table of Lok Sabha as well as Rajya Sabha. The Committee made a total of 278 recommendations in its Report. In its report it had inter alia recommended that in the interest of safety of the travelling public, the Central Government should provide a onetime grant to the Railways so that arrears in the renewal of vital safety equipment are wiped out within a fixed time frame of 5 to 7 years-The Committee had also recommended that one time grant of Rs. 15000 crores be given by the Central Government to the Railways to wipe out arrears of replacement of over aged assets.

XI. CORPORATE SAFETY PLAN (2003-2013)

In pursuance of recommendations of Railway Safety Review Committee (RSRC), 1998 under the Chairmanship of Justice H.R. Khanna, Corporate Safety Plan (2003-13) was formulated. The Corporate Safety Plan envisages the following areas to be covered to enhance safety on Indian Railways: (a) Passenger Safety (b) Road users safety (c) Quantitative reduction in accidents (d) Improving asset reliability (e) Prompt rescue and relief operations. The broad objectives of the Corporate Safety Plan include reduction in rate of accidents and passenger fatality, development of manpower, safety on all fronts of train operations and maintenance and adoption of fail-proof environment, etc. The Corporate Safety Plan of the Indian railways (2003-2013) also envisages a safety action plan directed towards continuous reduction in risk level to its customers, implementation of suggested system reforms, imbibing better safety culture, enhancement of asset reliability etc. This covers continuous rehabilitation and modernization

of assets, qualitative changes in men and machines, induction of appropriate technologies in support of human efforts etc. The plan, aimed at achieving higher level of safety in train operations, involves a total outlay of Rs. 31,385 crore which will come from the Special Railway Safety Fund (Rs. 13,103 crore), the Railway Safety Fund (Rs. 8,911 crore), the Capital Fund (Rs. 4,205 crore), the Development Fund (Rs. 4,661 crore) and the Depreciation Reserve Fund (Rs. 955 crore). Targets of Corporate Safety Plan are given utmost importance in all the planning and implementation processes. Its progress is monitored on continuous basis and corrective steps are taken wherever required. Railways will concentrate to strive to achieve all the targets of Corporate Safety Plan before the end of the plan in 2013 (**Lok Sabha Secretariat, 2013).**

XII. HIGH LEVEL SAFETY REVIEW COMMITTEE

In view of the extreme demand on the Indian Railways system, both in respect of infrastructure as also skilled manpower directly connected with safety on the railways arising out of the aspirations of the general public and public representatives and with a view to ensure that safety is given overriding priority and no aspect connected with safety escapes attention, the need was felt for an objective assessment and validation of time tested systems and protocols in vogue on Railway system. In pursuance of these objectives, a High Level Safety Review Committee has been constituted by the Ministry of Railways on 16.09.2011 under the Chairmanship of Dr. Anil Kakodkar, former Chairman, Atomic Energy Commission. It dealt with all technical and technology related aspects in connection with safe running of train services in the country. The Committee has submitted its Report to Ministry of Railways on 17.02.2012. It has made 106 recommendations in their Report covering the following aspects: General Safety Matters, Organizational structure, Empowerment at Working Level, Safety related works and issues, Vacancies in critical safety categories and Manpower Planning issues, Shortage of Critical Safety Spares, External Interferences – Encroachment and Sabotage, Signaling, Telecommunication and Train Protection, Rolling Stock, Track, Bridges, Level Crossings, Human Resource Development with emphasis on Education and Training, Training Institutes on Indian Railways (IR) and Eco-System on Indian Railways and Safety Architectures on IR. The recommendations of the Committee are under examination. The High Level Safety Review Committee has proposed for an investment of Rs. 1,00,000 Crore over a five year period (**Lok Sabha Secretariat, 2013).**

XIII. SUMMARY FINDINGS

the issues regarding inter-agency co-ordination (between the RPF and the GRP and /or state police) are still persisting, despite remedial action taken by the Railways. The increase in the number of accidents due to sabotage and the recent successful Rail Roko agitations indicate the need for greater cooperation and coordination between the IR and the State Governments. There were large gaps in the security system formulated for ensuring passenger

security at stations. The Integrated Security System (ISS) formulated in July 2008 for ensuring passenger security at stations had large gaps. Boundary walls/fencing of railway stations and provision of adequate lighting at stations was excluded from its purview. The unauthorized and/ or multiple entry /exit points on railway stations have not been closed. Thus, railway stations remain easily accessible to passengers and non-passengers alike. Even sensitive high risk stations, have not been decongested, unnecessarily increasing security risk. Further, installation of state of the art electronic surveillance system had been slow and not up to international standards. DFMDs and baggage scanners had not been installed at a large number of exit/entry points at even the high risk stations checked by audit. For protection of railway passengers the IR provides escorts to various trains. However, train escort was provided to only thirty-two per cent of the train services provided per day. A number of prestigious trains and even some trains passing through naxalite affected/dacoity prone areas were unescorted. Even the escorted trains ran unprotected at several intervals. The present mechanism for handling passenger related crime on a moving train is not effective as the jurisdiction of occurrence of the crime is not identifiable leading to problems in registering of cases. Despite orders of 1997, FIR forms are still not available with coach attendants, conductors and guards of several trains. Crime rate has more than doubled in the last five years. However the Railway Administration failed to redeploy the RPF in accordance with the increase in crime rates. Instructions introducing patrolling in sabotage prone areas (February 2003) in co-ordination with the State Government were not being uniformly implemented. Further, the State Police have been frequently unsuccessful in preventing large scale disruption to rail traffic during periods of agitation. From April to December 2010, there have been 115 cases of 'rail roko' agitations, a few of which were spread over a period of three weeks leading to cancellation /diversion or rescheduling of several passenger and freight trains besides loss of revenue. Security related crisis on the railways calls for a better coordinating arrangement with other agencies for their expertise to handle disaster like situations. The shortage of staff in all categories of railway security forces declined from nineteen to eleven percent during the period 2005-10. However, shortages in the GRP increased from six to sixteen per cent during the same period. Though, the number of vacancies remained large, no effort was made to reorganize available manpower prioritizing core areas. The existing training facilities were frequently incomplete and consequently remained underutilized. Upgrading the training facilities was not given serious thought (**Security Management in Indian Railway, 2012).**

XIV. GIST OF RECOMMENDATIONS

Indian Railways needs to evolve mechanism for effective co-ordination between the agencies handling Railway Security viz Railway Protection Force, Government Railway Police and State police. Since the State Government is responsible for maintenance for law and

order, an institutional mechanism needs to be evolved to ensure greater cooperation and coordination with the State Governments. Urgent steps need to be taken to decongest railway stations especially those in sabotage prone areas and large cities. Stations need to be properly secured by constructing boundary wall /fencing, and restricting unauthorized entry. IR needs to ensure time bound implementation of Integrated Security System (ISS). An effective arrangement needs to be worked out by the Railway Administration with the State Government Authorities regarding the following issues:

- For handling railway related crime an effective mechanism needs to be worked out especially where the jurisdiction of crime is not identifiable.
- To ensure that a larger number of trains are escorted, better coordination between the RPF and GRP is required. Coordination between GRP authorities in neighbouring states also needs to be improved to ensure that trains run continuously with escort.

It is essential that IR work out an arrangement with the State Government Authorities for adequate steps to intensify track patrolling and institutionalize the co-ordination mechanism with the State Government authorities to ensure security of passengers and running of trains in sabotage prone areas. A paradigm shift in the approach towards security by IR is required. Simple low cost measures like closure of unauthorized entry/exit points need to be emphasized. Serious efforts are required to be made for securing entry /exit points and proper maintenance of the existing security equipments installed at the stations to ensure secured rail operations **(Security Management in Indian Railway, 2012).**

XV. CONCLUSION

Most accidents happen because of procedural failures. At present, the total permanent personnel number is 13.62 lakh. This, despite the fact that the number of trains has increased nearly fourfold since 1991. The speed of the trains has also doubled in the past two decades. At present, at least 17,000 positions of loco pilots and one lakh positions of safety employees are lying vacant. Machine failures at level crossings (manned and unmanned) have also resulted in many accidents. With the rise in the number of trains, tracks are overburdened at least one train passes each track every four minutes on an average. This hardly leaves any time for track personnel to conduct a thorough check. Safety has come to be recognized as the key issue for the railways and one of its special attributes. No railway system can survive by ignoring this vital aspect as safe and timely transit is not only significant for passenger traffic but also for transportation of materials, in today's highly competitive environment. In recent years, safety of railways is becoming over arching concern in major countries like USA, England, Australia and those governed by the European Commission. In the working of railways system in these countries, the trend is to statutorily ensure that safety is accorded highest priority. Thus, the above

scenario presents a strong case for immediate steps to bolster safety orientation of Indian Railways along with inculcating a culture of zero tolerance of accidents. The constant endeavor of the Indian Railways is to become the leader in the nation's transportation sector by providing modern, reliable, safe, customer-led and customer-focused services to the nation. Safety is an ethos that should pervade all activities of railway operations and maintenance. This ethos has to be instilled and nurtured. The concern for safety has to be all pervasive in the functioning of the Indian Railways **(Lok Sabha Secretariat, 2013).**

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