

[3 December, 1999]

RAJYA SABHA

The Railway Protection Force (RPF) had been constituted under the Railway Act, 1957 for better protection and security of railway property and for matters connected therewith. The primary duty of the force is to protect and safeguard the railway property, which includes the property, owned by the railway administration and the goods, luggage, parcels etc. booked for transportation.

(c) and (d) No, Sir. Though the maintenance of law and order and control of crime on Railway premises including Railway stations and running trains is the responsibility of the State Government concerned but RPF co-ordinates with the GRP for ensuring better security to the Railway passengers and their belongings. The following steps have been taken by RPF for improving the passenger safety:

- (1) Co-ordination meetings are being held between Railway managers, RPF officers and State Police officers at the Zonal and Divisional level. Meeting is also being held at the level of Railway Board.
- (2) RPF Officers are holding regular co-ordination meetings with their counterparts on the GRP and Civil Police.
- (3) Sharing of Special Intelligence and Crime Intelligence between RPF and GRP is being done at all levels.
- (4) Joint Strategies for dealing with anti-social elements operating on Railways have been chalked out by the GRP and RPF.
- (5) RPF Sniffer dogs, wherever available, are being deployed at Railway platforms, yards etc. to sniff out explosive substances. RPF men are being trained in the identification and detection of explosive devices.

#### **Modifying Railway Recruitment Network**

†529. SHRI KAPIL SIBAL:

SHRI BALWANT SINGH RAMOOWALIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item published in the daily "The Pioneer" dated 4th September, 1999 under the caption Recruitment system blamed for Railway safety lapses;

(b) whether it is a fact that Railway Safety Review Committee has stressed the need to improve the Railway recruitment network by modifying the same; and

(c) if so, the suggestions given by the said Committee and the decision taken by Government to implement those suggestions?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH):** (a) and (b) Yes, Sir.

(c) The recommendations of the Railway Safety Review Committee and the present status are enclosed in the Statement.

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†Original notice of the Question was received in Hindi.

Statement

Sl. No.	Recommendations of the railway Safety Review Committee	Present status
1	2	3
1	The posts of Chairmen of the RRBs should be filled up only by serving Railway Officers in SAG who have an outstanding record of service and impeccable integrity.	Accepted. (However, incumbents of the post of Chairmen/RRB/ Chandigarh & Jammu who are non-Railway officers, selected earlier by UPSC in Selection Grade, are continuing).
2.	The appointment of the Chairman, RRB, should be ratified by UPSC.	Accepted.
3.	The tenure of the Chairman, RRB, should be three years in stead of six years at present.	Recruitment rules are under revision. Tenure will be regulated as per revised recruitment rules.
4.	To attract talent the Chairman, RRB, should be entitled to a special allowance equivalent to 40 percent of basic salary.	It is proposed to implement the suggestion as may be accepted by the Government.
5.	Ad-hoc appointments to the post of Chairman, RRB, should be dispensed with, and in case of a vacancy, the Chairman of the adjoining RRB should be asked to look after temporarily.	Accepted.
6.	The RRBs should work towards full computerisation in their selection process to achieve complete objectivity, transparency and speed.	Accepted.
7.	There should be immediate upgrading and revalidation of the psychological tests and this should be a periodic feature. A competent external professional agency should be asked to do it within the next six months.	It is proposed to implement the suggestion as may be accepted by the Government.

1	2	3
8.	The Railways should, in the next three years, switch to a computer-based test package for both psycho-test administration and evaluation. In this connection, we would suggest that a multi-disciplinary team of Railway Officers should visit the psycho-testing centres and advanced Railway systems such as SNCF, France, and Virgin Railway Company, UK.	It is proposed to implement to suggestion as may be accepted by the Government.

#### **C.A.G's Report on Safety Related Scandal in the Railways**

530. SHRI P. PRABHAKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Comptroller & Auditor General of India (CAG) has in its report unmasked a safety-related scandal causing an avoidable loss of Rs. 150 crores to the Government exchequer;

(b) if so, the details of the scam identified by the CAG;

(c) the steps contemplated by Government to deal with the scam and recover the huge loss sustained by the Railways; and

(d) the reasons for keeping the scam under the wraps for a period of two years, till the CAG's report came with the revelations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Report No. 9 of 1999 pertaining to Union Government (Railways) for the year ended march, 1998 submitted by the C & AG to the Parliament in October, 1999 includes a chapter on safety performance of Indian Railways. No safety-related scandal causing avoidable loss of Rs. 150 crores to the Government exchequer has been mentioned therein.

#### **Delay in Research for Aids Vaccine**

531. SHRIMATI VEENA VERMA:

SHRI RAJUBHAI A. PARMAR:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether a crucial research by the National Institute of Immunology, in understanding and predicting immune responses to disease noroubes, aimed at inventing an effective AIDS vaccine, had been held up for over nine months, but for the delay in import of laboratory-bred transgenic mice; and

(b) if so, the extent of delay suffered and the reasons for the delay in granting permission for import and actual import of the mice?