

श्री सभापति : उसका फायदा क्या? न आपका सवाल रिकॉर्ड पर जाएगा और न ही मंत्री जी उसका जवाब देंगे। Now, Dr. Mungekar, your question.

Security mechanism in railways

*62. DR. BHALCHANDRA MUNGEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the mechanism the Ministry proposes to create to provide security to passengers from the horrendous instances of murder, crime against women other than rape, rape, dacoity, robbery and theft that run into thousands every year; and

(b) the time-frame for creating this security mechanism?

THE MINISTER OF RAILWAYS (SHRI D.V. SADANANDA GOWDA): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) At present there is a three tier security mechanism of RPF, GRP and District Police over Indian Railways in which prevention and detection of crime in Railway premises and running trains are the responsibility of States through their Government Railway Police (GRP).

Railway Protection Force (RPF) supplements the efforts of GRPs to ensure protection and security of railway property and passengers as well as matters connected with the Railways Act, RPF Act and the Railway Property (Unlawful Possession) Act. Concerned District Police are responsible for security of tracks, bridges and tunnels.

The mechanism proposed for enhanced security of passengers is as follows:

- (i) At present an average of 3275 trains are being escorted by RPF and GRPs. Almost all existing vacancies in RPF are being filled up. This will enable us to strengthen the existing escorts and to escort another 1500 vulnerable trains.
- (ii) Eight sanctioned Mahila Vahinis (women RPF companies) will be recruited and trained to provide enhanced security to women passengers.
- (iii) 17000 RPF Constables are under process of recruitment. The final result is likely to be declared shortly.
- (iv) 4000 more posts of women RPF personnel are being sanctioned to provide enhanced security to women passengers.

- (v) Integrated Security System has been sanctioned at 202 sensitive stations. The project is at different stages of completion in 93 stations.
- (vi) Security Control rooms and RPF posts are being networked through Railway Security Management System.
- (vii) Security Helpline: A four digit helpline (Number 1322) has been sanctioned. This will enable passengers to seek security related assistance on a real-time basis.
- (viii) Mobile phones are proposed to be provided to all train escorts. This will enable passengers to contact the escort personnel easily.
- (ix) To create a more effective security mechanism over Indian Railways, a proposal for amendment in the RPF Act has been moved by the Ministry of Railways with the approval of the Ministries of Law & Justice and Home Affairs. This will empower the RPF to deal with serious crimes in passenger areas.
- (b) All these measures will be implemented on high priority basis.

DR. BHALCHANDRA MUNGEKAR: Sir, thank you, very much. I have read carefully the answer given by the hon. Minister and he has given the list of measures that he proposes to take in addition to the measures which are already in the place, and the UPA Government had already started implementing them. But the measures suggested by the hon. Minister are too inadequate taking into account the magnitude of the problem. Sir, I would request you to give me one-and-a-half minutes. Between 2000 and 2013, the total number of murders on railway trains and premises is 3,341; rape cases - 468; dacoity cases - 1,588; robberies - 6,445; and, thefts from passengers - 1,70,385. Now, this number of 1,70,385 includes me also when I was travelling by a Konkan Railway train. But somehow, my wrist watch was spared. I did not know how he came to know about it. It was presented to me by my wife on my anniversary.

MR. CHAIRMAN: What is the question?

DR. BHALCHANDRA MUNGEKAR: Sir, I am coming to my question, in view of this magnitude where 73 rapes were taking place only on the trains, I would like to say that since I know a little Economics, and there are financial constraints in the Railways, I want to put a pointed question to the hon. Railway Minister, whether he will sacrifice that white elephant of bullet train from Mumbai to Ahmedabad costing Rs.60,000 crore and divert that amount in the course of time towards security measures.

SHRI D.V. SADANANDA GOWDA: Hon. Chairman, Sir, the question raised by my senior friend regarding bullet train does not come under the purview of this question. So, I am not interested to answer that.

DR. BHALCHANDRA MUNGEKAR: Sir, I had put the question about bullet train simply because of financial constraints on the Railways. If he can make arrangement for finances, I don't have any objection.

Now, I come to my second supplementary. Sir, out of 75,00,000 passengers travelling by railway every day in Mumbai, nearly 15 to 20 lakh passengers happen to be women. Particularly during late hours and lonely hours, women find it very difficult so far as their safety is concerned. Will the hon. Minister adopt separate special measures for the Mumbai city woman rail commuters who feel unsafe while travelling in trains.

SHRI D.V. SADANANDA GOWDA: Hon. Chairman, Sir, practically, there is a three-tier security mechanism in the Railways, that is, RPF, GRP and then there is District Police. Police at each level has been given separate responsibilities, especially the Government Railway Police is taking care of these criminal activities and other investigations. The Railway Protection Force and the District Police assist them in carrying out their works.

At present, there are about 3,275 trains which are escorted by the RPF and GRP. Recently, we have recruited 17,000 RPF constables ...(*Interruptions*)... and it is nearly 1,00,000. By July 15, their recruitment process will be over and from August, their training will start. By March 2015, we will get those 17,000 new constables also. Apart from that, we have decided to recruit about 4,000 more woman constables in RPF, especially as it was a question put by my senior colleague with regard to women's safety and what steps we are going to take.

DR. BHALCHANDRA MUNGEKAR: Sir, my question was specifically regarding Mumbai.

SHRI D.V. SADANANDA GOWDA: At present, we are having separate RPF personnel to escort the lady coaches and we have planned to give more protection in future to women who travel in the trains. We are already providing mobile phones to personnel who are escorting these coaches. We already have a four-digit helpline number. All these things are there. Once these 4,000 additional lady constables are deployed, it will take care of all these things. Of course, the statistics given by the hon. Member is exactly right. There were several incidents. Nowadays, the definition of 'rape' has been expanded. So, some more cases pertaining to small incidents are included in that list. In future, we will specially take care of woman travellers by deputing another 4,000 lady constables.

श्री मुख्तार अब्बास नकवी: सभापति महोदय, मैं सबसे पहले तो रेल मंत्री जी को बधाई देता हूँ कि इन्होंने बहुत अच्छा रेल बजट पेश किया है। ... (व्यवधान)...

جناب مختار عباس نقوی: سبھا پتی مہودے، میں سب سے پہلے تو ریل منٹری جی کو بدھائی دیتا ہوں کہ انہوں نے بہت اچھا ریل بجٹ پیش کیا ہے۔ (مداخلت)۔

श्री सभापति: आप सवाल पूछ लीजिए।

श्री मुख्तार अब्बास नकवी: सभापति महोदय, मैं आपके माध्यम से माननीय रेल मंत्री जी से यह जानना चाहता हूँ कि रेल यात्रियों की सुरक्षा के लिए क्या उपाय किए जा रहे हैं? महोदय, इससे भी महत्वपूर्ण बात यह है कि पिछले दिनों जिस तरह से माओवादियों का, नक्सलवादियों का रेल यात्रियों पर हमला हुआ है, वह अपने आप में बहुत खतरनाक है और लगातार इस तरह की घटनाएं होती रहती हैं।

अतः मैं माननीय रेल मंत्री जी से यह पूछना चाहता हूँ कि रेलों तथा रेल यात्रियों पर इस तरह के किए जाने वाले हमलों पर प्रभावी ढंग से काबू पाने के लिए क्या उपाय किए जा रहे हैं?

جناب مختار عباس نقوی: سبھا پتی مہودے، میں آپ کے ماذھیم سے مانتے ریل منٹری جی سے یہ جانتا چاہتا ہوں کہ ریل یاٹریوں کی سرکشا کے لئے کیا اپائے کئے جا رہے ہیں؟ مہودے، اس سے بھی اہم بات یہ ہے کہ پچھلے دنوں جس طرح سے ماؤوادیوں کا، نکسلوادیوں کا ریل یاٹریوں پر حملہ ہوا ہے، وہ اپنے آپ میں بہت خطرناک ہے اور لگاتار اس طرح کی گھٹناتیں ہوتی رہتی ہے۔

اس لئے میں مانتے ریل منٹری جی سے یہ پوچھنا چاہتا ہوں کہ ریلوں اور ریل یاٹریوں پر اس طرح کئے گئے جانے والے حملوں پر پوہاری ڈھنگ سے قابو پانے کے لئے کیا اپائے جا رہے ہیں؟

SHRI D.V. SADANANDA GOWDA: Hon. Chairman, Sir, we have already created an integrated security system, and, we have identified some sensitive areas and stations. Already, 202 sensitive stations have been identified in this regard. We are just taking up the project to have this integrated security system in place in those areas. We have already allotted Rs. 353 crore for this purpose and the works have begun at 93 stations. Special control rooms have also been established at various places where there are some security problems.

We are in close touch with the State Governments from whom we will get some intelligence report, and, whenever certain activities of this type are anticipated, we provide escort across the country in the trains moving in those areas.

SHRIMATI JAYA BACHCHAN: Sir, would the hon. Minister consider putting up CCTVs in the ladies' compartments?

SHRI D.V. SADANANDA GOWDA: We have already decided to put CCTVs in the ladies' compartments.

SHRIMATI JAYA BACHCHAN: Sir, if it is already decided, it would be better if it is implemented immediately.

SHRI D.V. SADANANDA GOWDA: Certainly, we will do it. We have already decided it and it will be taken up in a phased manner.

SHRIMATI JAYA BACHCHAN: Would you give a lady MP an assurance regarding the time-frame?

MR. CHAIRMAN: One question, please. ...*(Interruptions)*... You asked one question, he gave the answer. Thank you.

SHRIMATI JAYA BACHCHAN: Sir, he has given an assurance but it has no time limit. ...*(Interruptions)*... Sir, there are so many assurances given to women but nobody gives us a time frame regarding implementation.

MR. CHAIRMAN: Please take up separately with the hon. Minister. Now, Shrimati Renuka Chowdhury.

SHRIMATI RENUKA CHOWDHURY: Sir, the hon. Minister has given us a very reassuring hierarchy of the kind of security which is provided in the railways. What is the conviction rate that you have acquired in this hierarchy, and, have you taken the local ticket collectors into confidence because what happens on the train is that after the assured booking is done, the ticket collector in his discretion, happily allots tickets to people who have no advanced booking? These guys board the train. Sir, I know of a case of South Central Railways, which came to my notice, and, that is why I am drawing your attention towards it. These men, unknown men, who have no records in the railway booking, get on to the trains, commit the crimes, whether it is theft or rape, and, they get off at the next station. So, in such cases, it is virtually impossible for you to have a conviction or even file an FIR against such people because they cannot be identified.

So, the CCTVs, about which Mrs. Bachchan just made a mention, will also assure that we get some evidence regarding these fellows and there is some way to trap them. So, the ticket collectors will also have to be made accountable. When they are on the train, they cannot give tickets randomly to people and if they do, they should be able to have some check on them. Thank you.

SHRI D.V. SADANANDA GOWDA: Sir, the suggestion is well taken, we will look into the matter.

MR. CHAIRMAN: Thank you.

Performance of BSNL and MTNL

*63. SHRI D.P. TRIPATHI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether it is a fact that performance of Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) is not upto the mark, if so, the details thereof; and

(b) the steps Government would take to improve the performance and infrastructure of both these public undertakings?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI RAVI SHANKAR PRASAD): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) Government is conscious that the performance of Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited needs substantial improvement.

Landline connections of BSNL have reduced by 38.04% in the period from March, 2009 to May, 2014 and landline connections of MTNL have reduced by 1.14% in the same period.

The market share of mobile subscriber base of BSNL has reduced from 14.87% in March, 2009 to 10.95% as on May, 2014. The market share of mobile subscriber base of MTNL in its two service areas, namely Mumbai and Delhi, has reduced from 10.87% to 4.83% in the same period.

The decline in landline connections and in market share of mobile subscriber base in BSNL has been sharp over the last five years whereas in MTNL, the decline in market share of mobile subscriber base over the last five years has been severe.

The revenues from operations of BSNL have reduced by 11.67% in the last five years, whereas in MTNL, it has reduced by 23.87% in the same period. BSNL has been incurring losses for the last five years with losses touching Rs 7085 crores in FY 2013-14. MTNL too has been incurring losses for four years with its losses reaching Rs 5321 crores in FY 2012-13. MTNL has shown a profit of Rs 7825 crore in FY 2013-14 mainly due to write back of provisions on account of pensionary liabilities and spectrum amortization costs after decisions of Government taken for revival of MTNL.