

(b) In order to strengthen the Railway Protection Force (RPF), steps are being taken to improve the transport and communication facilities for the RPF. In the wake of the Amendments to the Railway Protection Force (RPF) Act, 1957, and the Railways Act, 1989 and the new duties being taken up by Railway Protection Force (RPF), a proposal to increase the manpower of RPF is also under consideration of the Railway Board, so that the new duties can be discharged effectively.

(c) The total expenditure anticipated on modernisation is about Rs. 24 Crore approx. and on manpower creation about Rs. 92 Crore approx.

Recruitment Policy of Railway Protection Force

†144. SHRI JANESHWAR MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large scale changes are being brought in the recruitment policy of Railway Protection Force (RPF);

(b) if so, the details thereof;

(c) whether it is also a fact that recruitment procedure is being handed over to some special officials instead of Railway Recruitment Board; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Change is being made in the method of recruitment. This is only a reversal to the practice which was prevailing till 2002. Upto 2002, the recruitment to RPF was made by the RPF Department themselves in accordance with the RPF Rules. This is also the method envisaged in the report submitted by the National Police Commission in 1980. This change over will not involve any significant change in the selection proceedings. On the contrary, recruitment by the RPF Department will hasten the recruitment process and will enable appointment of the new recruits without delay.

(c) and (d) No Sir. It is not a fact that the recruitment procedure is being handed over to some special officers. As a matter of fact, the erstwhile system of recruitment is being restored.

†Original notice of the question was received in Hindi.

For recruitment through Railway Recruitment Boards (RRBs), vacancies in various zonal railways have to be collected and compiled centrally in the Ministry's office and then indents are placed on various RRBs for recruitment. Thus the recruitment process takes a very long time to complete. Once the selection is finalised, the panel is received in the Ministry's office for approval. After approval of the panel, it is again sent back to the RRB for final apportionment of candidates to the concerned Zonal Railways. In the earlier system to which now the RPF is reverting, the vacancies are calculated Zone-wise and approved by the competent authority. Recruitments shall be handled by the Recruitment Committees consisting of officers authorised for the work, in accordance with the Railway Protection Force Rules, 1987. This process will save considerable time. In view of this advantage, it has been decided to revert back from recruitment through RRBs.

Construction of flag station at Tangra

145. SHRI PRASANTA CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a decision was taken by him to construct a flag station at Tangra on Kankungathi Chord line, under Sealdah Division of Eastern Railway; and

(b) if so, the latest position in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) no, sir.

(d) Does not arise.

New Railway lines between Cuddapah and Bangalore

146. SHRIMATI VANGA GEETHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether request has been received for new Railway Lines from Cuddapah to Bangalore via Madanapalli, Bhadrachalam; and

(b) if so, the action taken thereon?