

MANOJ YADAVA
DIRECTOR GENERAL
RAILWAY PROTECTION FORCE

D.O. No.2024/Sec(PS)/Festival Rush

My dear General Manager,

Subject:- Enhancing Security Measures for Railway Operations.

Your kind attention is invited to DO letter dated 10.01.2024 of Chairman & CEO/Railway Board which has emphasized the importance of implementing effective security and safety practices in the railway network spread across the country.

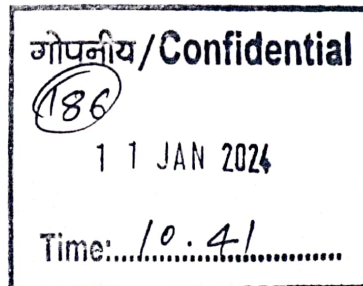
In order to ensure both Safety and Security in all aspects of operation of Indian Railways, a list of suggested activities that each department within Indian Railways should implement and enforce as part of our comprehensive security strategy is enclosed. These guidelines are not exhaustive but serve as a starting point for our teams to conduct security audits, assess vulnerabilities and take remedial actions based on local requirements. By doing so, we can ensure seamless functioning of the railways system and minimize the risk of any untoward incidents.

I hope that our collective efforts will ensure a consistent movement towards safer and more secure railway network.

Yours sincerely

Manoj Yadava
(MANOJ YADAVA)

The General Managers,
All Indian Railways.



SECRET

भारत सरकार (39)
रेल मंत्रालय
रेलवे बोर्ड, रेल भवन
राजसीमा रोड, नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD, RAIL BHAWAN
RAISINA ROAD, NEW DELHI-110001

10th January, 2024

GM
AGM
PSC
PCCM
PLE
PCEE
PCME
PCSO
PCSTE
PCOM
PCMC
PCPO
PFA
SDGM
CAO/CR
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AICWM
DGM/G
CPRD

Sl	Responsibility	Actionable Points	ATBTB
1	Station Security:	<p>A. Circulating area/Access Control</p> <ol style="list-style-type: none"> Vehicles to be parked only in designated parking lots. Manning of Entry & Exit points Search Mirrors may be used . Vehicles already parked to be checked. All unauthorized entrances shall be closed. The entry points should be minimized and monitored. Restrict and remove unauthorized persons, vendors/hawkers etc from the railway premises. Briefing of Staff to be polite but firm while dealing with passengers. Frequent checks of dust bins, toilets, unclaimed baggage/ luggage, reservation offices and other places which can be used for hiding. Taxi associations/ auto associations should be sensitized to profile passengers and inform GRP/RPF in case of suspicion. Proper illumination of passenger areas. Use of HHMDs & DFMDs for screening. Random physical check of passenger luggage . <p>B. Platforms :</p> <ol style="list-style-type: none"> Additional deployment of RPF/RPSF staff at stations and railway premises to ensure visible presence. RPF/RPSF personnel coming for duty or going back to their residence to travel in uniform. X-ray baggage scanner should remain functional and manned by trained/skilled staff round the clock. Frisking of persons entering the station platform. Crowded areas like cloak rooms, booking counters. 	<p>All PCSC, PCCM, PCE, PCEE, PCME,PCSO, PCSTE, PCOM</p>

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		<p>waiting halls, toilets, parcel areas, lobbies and concourse areas, where there is large assembly of passengers, should be kept under constant watch deploying staff in plain cloth and through CCTV also.</p> <p>vi. Checking of parcels available at Platform, Cloak Rooms, Parcel Offices should be done.</p> <p>vii. CCTV monitoring to be made more meticulous and intensive. Trained/ skilled staff should be deputed for this purpose.</p> <p>viii. All unserviceable CCTV cameras shall be repaired/replaced immediately.</p> <p>ix. Ends of the platforms should be secured through deployment of barricades & uniformed personnel.</p> <p>X. Regular interaction with the railway employees and other functionaries like Safaiwalas, Coolies, Porters, Tea Stall Workers, Labourers, Vendors, Lease Holders or Contractors, Taxi Drivers, Passengers, etc.</p> <p>xi. Dissemination of security awareness at supervisory level at high footfall areas.</p> <p>xii. Practice of evacuation drills with safety branch.</p> <p>xiii. Electric fittings to be in safe & working condition.</p> <p>xiv. Anti-sabotage checks of all empty rakes</p> <p>xv. Ensure locking of the coaches before it is pushed for stabling in yard or maintenance depot for maintenance.</p> <p>xvi. The rake/coaches should be placed at platform in locked condition and they should be opened at platforms only.</p> <p>xvii. Ingress into the coaches should be properly regulated/monitored.</p> <p>xviii. The platform designated for departure and arrival of train should not be changed in short notice.</p>	
2	Security of/at Washing	<p>A. Removal of wild growth and the garbage dumps.</p> <p>B. Repairing of fencing/boundary which are damaged.</p>	All PCSC, PCCM, PCE.

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	<u>line/Coach Maintenance Depot:</u>	<p>C. Rake/coaches received for maintenance to be opened by the C&W staff deployed for its maintenance.</p> <p>D. The details of the staff engaged in that maintenance should be documented by the C&W branch .</p> <p>E. After the maintenance work, Anti-sabotage checks should be conducted and the coaches should be locked.</p> <p>F. Proper lighting arrangements in the coach maintenance depot.</p> <p>G. Identity of all contract workers entering/working in yard should be verified</p>	PCEE, PCME
3	<u>Yard Security:</u>	<p>A. Removal of wild growth and the garbage dumps on both sides of the yards.</p> <p>B. Repairing of fencing/boundary wall.</p> <p>C. Properly illumination of yard.</p> <p>D. Identity of all contract workers entering/working in yard should be verified.</p> <p>E. Police verifications of these staff should also be cross checked.</p> <p>F. Railway material like sleepers, etc. scattered in the yard shall be collected and kept in lots at secure locations under proper guarding to avoid their misuse by miscreants.</p> <p>G. Huge number of coaches, engines etc. that continue to be parked at isolated locations in yards, needs more attention. These rolling stocks should be kept in locked condition.</p>	All PCSC, PCCM, PCE, PCEE, PCME
4	<u>Security of Vital Installations:</u>	<p>A. Vital installations should be guarded properly</p> <p>B. Workers working at those places should be screened properly by the concerned supervisor.</p> <p>C. RPF/ GRP guarding sensitive railway building, infrastructure may be briefed to be alert and ensure robust access control.</p>	All PCSC, PCCM, PCE, PCEE, PCME, All PCSTE

5	<u>Security of Railway Track, Bridges and Tunnels, etc.:</u>	<p>D. The supervisors of such installations should be asked to be available to address any exigencies.</p> <p>A. Coordination for guarding of tunnels/ bridges/tracks, etc., by civil police shall be ensured.</p> <p>B. Coordination with GRP/ Local Police and other railway departments for quick action in case of emergency situations.</p> <p>C. Based on vulnerability, Black Spots should be identified and special intel input should be obtained by deploying plain clothes staff.</p> <p>D. Patrolling of track in sensitive/sabotage prone areas including bridges, culverts and tunnels by Engineering staff may be intensified wherever required.</p> <p>E. Coordination with P-Way supervisors be ensured for track patrolling.</p> <p>F. The railway material like sleepers, etc. scattered in the block section shall be collected and kept in lots at secure locations i.e. Gang Huts, LC gates etc. under proper guarding to avoid their misuse by miscreants.</p> <p>G. Running of pilot locos/trains ahead of Astha special trains.</p>	All PCSC, PCCM, PCE, PCEE, PCME, PCOM
6	<u>Train Escorting:</u>	<p>A. RPF personnel on train escorting duty need to be briefed/debriefed regularly and thoroughly by supervisory staff.</p> <p>B. RPF escort party should be in adequate strength with modern security gadgets and weapons based on vulnerability.</p> <p>C. Keep an effective vigil on suspected persons/objects entraining and detraining at stations/halts near important railway station.</p> <p>D. RPF personnel to remain in extreme vigil while patrolling railway coaches.</p>	All PCSC, PCCM, PCE, PCEE, PCME

		<p>E. Intensive check with sniffer dogs in trains should be ensured.</p> <p>F. IPF/ duty officers should check the alertness of train escort party.</p> <p>G. Flush out unauthorized persons travelling in reserved coaches or coaches reserved for ladies/ differently abled persons in coordination with Commercial staff onboard.</p>	
7	<u>Social Media Monitoring:</u>	<p>A. SOMMAC (Social Media Monitoring and Analysis Cell) established at Central Railway, should be alert and give regular feedback to Rly Board.</p> <p>B. Special focus on the messages, videos, reels etc. related to subversive activities on Special trains.</p> <p>C. This activity will also be performed by Cyber Cells of Zonal Railways.</p> <p>D. Any adverse or provoking messages, videos should be immediately reported to Railway Board with follow up action on it.</p> <p>E. To counter any fake/misleading/provoking messages, timely responses should be posted on the Social media platform by the respective Cyber Cells of Zones/Rly. Board.</p>	<p>All PHODs</p> <p>(pro)</p>
8	<u>Special initiatives to restrict carriage of inflammables in trains:</u>	<p>A. Proper awareness programs should be conducted to educate the passengers on this.</p> <p>B. This should also be followed by checking of the luggage of passengers and trains by the train escort parties while the train is on run.</p> <p>C. Use of soft skill should be in place while dealing with such persons.</p> <p>D. In case of serious violation of law, appropriate and suitable action should be taken.</p>	<p>All PCSC & PCCM</p>
9	<u>Coordination mechanism with</u>	<p>There should be proper coordination at all levels. PCSCs shall interact with their counterparts regularly and issue guidelines to</p>	<p>All PCSC</p>

Police, Civil authorities & Sister departments of Railways	the Divisions for prompt implementation based on the inputs/guidelines received. Similarly, Sr.DSC/DSCs shall hold a weekly meeting with the SPs & SRPs, Int. units and share the information with the Posts/Ops for taking necessary action. Daily information exchange should be practiced between the local RPF Posts and GRP/Local Police /LIUs.	
10 <u>Security arrangements w.r.t. operation of Astha Special Trains.</u>	<p>A. The PCSCs of the zones from where the Special Trains will be originating, passing, halting or terminating should be on alert and extra cautious while dealing with the security of these special trains.</p> <p>B. The PCSCs should identify the vulnerable spots/section on the route of such special trains where there is need for extra precaution and ensure deployment.</p> <p>C. Identified special trains should be escorted from the originating station to the destination.</p> <p>D. The PCSC of the zone from where the train will originate will coordinate with other PCSCs through whose jurisdiction these Special trains will pass. Return journey escort plan should be discussed between PCSCs and planned accordingly</p> <p>E. The escort party should be of proper strength led by ASI, SI, based on the vulnerability. The escort party shall be well equipped with modern security gadgets and Arms/Ammunition.</p> <p>F. In identified vulnerable section, pilot engine train should be provided to run ahead of the passenger trains throughout that section, if considered necessary.</p> <p>G. The Escort parties will be briefed by jurisdictional SrDSCs/DSCs/ASCs before they take over their duties.</p>	All PCSCs, PCOMs, PCCMs, PCMEs

		<p>H. These escort parties will submit their reports after completing their duty at their debording station.</p> <p>I. Empty coaches after deboarding of the passengers may also be secured at the terminating stations.</p> <p>J. PCSCs/Sr. DSCs/DSCs should ensure proper coordination with their counterparts of GRP, Police & Civil Administration for safe passing of the train and security of trains/passengers.</p> <p>K. PCSCs will personally meet GRP chiefs and ensure that necessary action is initiated/taken by GRP.</p> <p>L. Necessary coordination should be made with sister department of railways i.e. Traffic, Commercial, Engineering, Traction etc.</p>	
11	<u>Medical Arrangements</u>	<p>1. It should be ensured at the originating station of the train that the Medical Box is available in the train with all the medicines. If any medicine is used and exhausted or expired, it should immediately be added/replaced.</p> <p>2. It should be ensured that the medical calls are promptly attended.</p>	All CMDs
12	<u>General:</u>	<p>1. Ensure identity and police verification of all contractual workers</p> <p>2. QRTs/ Disaster Management teams should be kept on alert/ ready to meet any exigency.</p> <p>3. Conducting mock drills specially keeping in mind stampede situations for which management of crowd on the FOBs should be at place..</p> <p>4. Stringent controls to prevent leakage of security sensitive information particularly about the programmes of VVIPs/protected individuals, etc.</p> <p>5. Other departments of state administration may be roped in to enhance overall security environment.</p> <p>6. Efforts should be taken to initiate joint checking with</p>	All PHODs

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- GRP officers to identify the loop holes in the security arrangements and to rectify the same immediately.
7. Night checking by GOs/SOs may be intensified to check alertness of security personnel.
 8. Random checks should be organized in vulnerable/ sensitive areas, in co-ordination with the state police authorities on platforms, running trains, railway premises etc. to avert any untoward incident.
 9. Leave/Rest may be curtailed to mobilize maximum manpower.
 10. Staff deployed for this security arrangements should remain in Barraks on alert even when not on duty so that they may be called for duty in exigencies
 11. PCSCs, CSCs, & Sr DSCs /DSCs/ ASCs should conduct frequent surprise checks to ensure that the duties are performed with utmost sincerity and vigilance by the staff and supervisors. Details of checks done by RPF GOs to be sent to Rly Board.
 12. Special branch (SIB), Crime Wing (CW) and beat staff need to be deployed for collecting of intelligence.
 13. Security agencies guarding sensitive railway building, infrastructure may be briefed to be alert and ensure robust access control.
 14. Lapses and shortcoming pointed out by screening teams need immediate attention for remedial measures.

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