

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2007/Sec(Spl.)/200/5

New Delhi, Dated: 24.09.2008

**General Managers
All Indian Railways**

KRCL, Navi Mumbai

**Sub. Integrated Security System on the Railways –
Guidelines and technical specifications of
equipment.**

As per the directions of Railway Board and in continuation of this office letter of even number dated 23.09.08, technical specification of required equipment is enclosed as Annexure (pages 1 to 94). It has been finalized by the 7 member Expert Committee nominated by the Railway Board which interacted with 38 firms who had submitted their Expressions of Interest and given presentation before this Committee.

2. Other details of the Integrated Security System are as below:

2.1 Integrated Security System will consist of following broad areas:

- (a) CCTV System.
- (b) Access control.
- (c) Personal and baggage screening system.
- (d) Explosive detection and disposal system.

2.2 Area to be covered under Integrated Security System shall be:

- Entry/Exit points (i.e. point from where passengers enter/exit ticketing area)
- Circulating area (including parking area etc.)
- Concourse
- All platforms (including waiting room/cloak room)
- Parcel area
- PRS
- FOB

- Yard Pit Shed, Washing Line, Station Limit (Home Signal to Home Signal).
- Vehicle entry point (to record vehicle number plate etc.) only.

2.2.1 The concept is to have multiple checking system starting from entry to the station premises and continuing till the boarding of the train. Entire station premises and other parts as indicated above must be under the coverage of CCTV system as per detailed norms laid down in the enclosure. CCTV system shall be IP based with video analytics and 30 days' recording facility as per enclosed specification. Video analytic will have crowd management, left over baggage detection and intrusion detection features.

2.3 Access control will vary from station to station. However 6 ft. high boundary wall alongwith 1 ½ ft barbed wall fencing must be provided in such a manner that unauthorized entry/exit is not possible through out the station area. It should be ensured that islands are in place around station building to prevent ramming of vehicles into station building.

2.3.1 Automatic vehicle scanner has to be provided at entry gates from where vehicles enter into the station premises. The scanner shall be integrated into the Control Room meant for surveillance of CCTV system. Detailed specification is given in the enclosed annexure.

2.4 For personal screening reliance shall be on hand held metal detectors, door frame metal detectors and frisking in suspected cases.

2.4.1 For baggage screening X-ray baggage scanner has to be provided as per enclosed specification. Project study conducted by the Indian Institute of Technology, New Delhi at Delhi main station revealed that 40 baggage scanners of very high capacity with conveyor belt would be required to cater the peak hour demand at Delhi main station with detention of passengers in the range of 20 to 40 minutes if we aim at 100% baggage checking.

2.4.2 Therefore, initially one X-ray baggage scanner has to be provided at every entry point. Number of entry points can be increased depending on volume of traffic and level of alert.

2.5 Explosive detection and disposal system has been bifurcated into two parts – Explosive detection and explosive disposal.

2.5.1 For explosive detection sniffer dogs and explosive vapour detectors have been recommended. Sniffer dogs are rated as the best available explosive detectors in the world. However, efficiency of the sniffer dog depends on the level of training, day-to-day handling and living facilities. Therefore, adequate number of sniffer dogs must be provided at recommended railway stations and care must be taken to ensure proper kennel facility with due hygiene and requisite training. Dog handlers must be dog loving personnel with fixed tenure.

2.5.2 Out of large number of explosive detection equipment available in the market, only explosive vapour detector has been recommended. It is portable and is based upon the latest technology available. Its portability easy handling makes it a very useful equipment for the security personnel and it suites the requirement of Indian Railways. Therefore, depending upon the number of trains and passenger traffic, adequate number of explosive vapour detectors have to be provided at nominated railway stations.

3. Existing components of proposed Integrated Security System, wherever available, may be upgraded and integrated with the proposed system, if it is technically feasible, otherwise it may be shifted to new locations.

4. Control room shall be a vital component of the Integrated Security System. It shall have following features -

(a) Control Room for CCTV surveillance system has to be provided as an integral part of the integrated security system project including interior, furnishing etc.

(b) location must be in proximity to the station preferably near public address announcement room.

(c) dimension is to be decided at local level. However, it must have adequate space to accommodate all the equipment and comfortable sitting space for the security personnel required to monitor the system round the clock.

(d) access to control room must be restricted to designated RPF personnel and authorized railway employees only.

(e) air-conditioning is a must for control and equipment room.

(f) access must be available to station PA system from control room.

(g) telephonic facility must be available to ensure communication with Railway/Police/GRP control rooms.

5. As it is a new system, the RPF personnel are not trained to handle it. Therefore, training has to be an integral component of the project. Service provider has to ensure adequate training of the RPF personnel.

5.1 It must be recognized that all the machines proposed in this scheme are meant to help the RPF personnel as Force multiplier and its success will depend on the training and handling capacity of the involved RPF personnel. Therefore, due importance must be given to the training.

6. Enclosed technical specifications may be modified as per local conditions, with the specific approval of General Manager in consultation with associate Finance.

7. Execution, specification and acceptance test of access control, personal and baggage screening and Bomb Disposal and Detection System shall be done by the Chief Security Commissioner/RPF of the zonal railways.

8. Execution, certification and acceptance test of CCTV surveillance system shall be done by the Chief Signal and Telecom Engineer of the zonal railways.

9. There shall be composite tender for the entire security system covering following areas:

- a) CCTV Surveillance System.
- b) Access Control
- c) Personal and Baggage screening system.
- d) Bomb Detection and Disposal System.
- e) System integration.

RPF and S&T personnel should be co-opted in the Tender Committee.

10. Integrated Security System will entail expertise and past experience of the prospective bidders in following fields:

- a) CCTV Surveillance System.
- b) Access Control
- c) Personal and baggage screening system.
- d) Bomb Detection and Disposal System.
- e) System integration.

10.1 The bidder should preferably have experience in at least four fields out of the above mentioned five fields, in India or abroad.

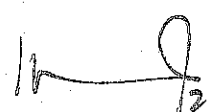
11. The tender will be through a two packet system.

12. Zonal Railways will have to draw a 'site security plan' for each nominated station to assess the exact requirement of equipment as well as civil and other associated works before finalizing the proposal. An indicative sketch is enclosed for guidance.

13. In the Out Right Purchase model Annual Maintenance Contract for entire system must be included. Cameras not giving pictures should be viewed with suspicion and immediately repaired.

14. Integrated Security System is a part of Hon'ble MR's Budget Speech given in the Parliament. Implementation must be ensured as per schedule communicated vide letter No.2007/Sec(Spl.)/200/5 dated 23.09.2008.

This issues with the approval of Board (MS).


 (Rajiv Mathur) 24/9/08
 Director General/RPF

Copy to:-

Chief Security Commissioners/RPF all Zonal Railways for necessary action.