



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
रेलवे बोर्ड (Railway Board)



No. 2024/Elect.(TRS)/138/7 (Com)( 3476271)

New Delhi, Dated : 04.04.2025

General Managers,  
All Zonal Railways

**Sub: Report of the standing multi disciplinary committee to deliberate, engage with federations and submit holistic recommendations on the grievances of loco running staff and issues raised by recognized unions.**

**Ref: Railway Board's Order No. ERB-I/2024/23/41 dated 26.07.2024**

1.0 Railway Board, vide Order under reference has constituted a multi-disciplinary standing committee comprising of EDEE(RS)-II (convener), ED/Safety/EE, ED/TT/S, EDE(N) & ED/Traffic/RDSO to deliberate, engage with federations and submit holistic recommendations on the grievances of loco running staff and issues raised by recognized unions.

2.0 The recommendations of the committee on following TOR items have been accepted by Board (M/T&RS) & (M/OB&D) and DG/Safety & DG/HR:

(a) *ToR (i) Review the definition of High-Speed Trains from existing 110 kmph in view of most of the sections being upgraded to 130 kmph:*

*ToR (ii) Deployment of ALPs in trains up to (including) the speed of 130 kmph:*

Committee has recommended revision in the definition of High-speed trains from existing 110 kmph to 130 kmph. Deployment of ALPs in trains up to (including) the speed of 130 kmph can accordingly be done on a regular basis. However, foot plate experience of at least 60000 KM shall be essential for deployment of ALP on such Trains. Passing of Promotional Course to LPG shall not be mandatory requirement for deployment of ALP on coaching trains having speed above 110 kmph and up to 130 kmph (inclusive). However, for deployment on Trains above 110 kmph, the existing requirement of qualifying the CADAT (Computer Aided Drivers Aptitude Test) for LPMs shall continue.

The subject of allowances was not part of TOR of the Committee and therefore not deliberated. No change in the existing policies is therefore considered.

(b) *ToR (iii) Deployment/non-deployment of co-pilot in EMU/MEMU trains:*

The Committee has recommended provision of an ALP in MEMU (but Not in EMU). MEMUs operating for distances exceeding 200 km or more have been

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considered for deployment of ALPs. MEMU links can also be reviewed and rationalized for implementation as per the recommendation of 'High Power Committee' dated 28.11.2016 (duty hours of running staff for all Mail/Express trains). The requirement of ALPs can be met between divisions by crew balancing and unmet requirements can be indented through crew reviews.

Sections where AWS/KAVACH has been provided, provision of ALP in MEMU is not necessary.

(c) *ToR (iv) Legislation of break for meal and attending natures call:*

Legislation of breaks for meal and attending nature's call is not operationally feasible.

(d) *ToR (v) Would provision of CVVRS in loco cabs breach privacy?*

Provision of CVVRS in locomotive cab is not a breach of privacy. CVVRS will serve the purpose of assistance and support to the crew in post event analysis. It does not cause any additional workload on the crew, thus is only a tool for enhancing operational effectiveness and ensure safe running of trains.

(e) *ToR (vii) Review requirement of carrying fog safe device in normal weather.*

Committee considers Fog Safe Device as useful tool with Loco Pilot which assists for the location of the signal and therefore recommends its use in normal weather also as safety aid.

3.0 Zonal Railways are advised to take necessary action for implementation of the accepted recommendations above.

विकाश आनंद  
4.4.25

(विकाश आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

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रेलवे बोर्ड

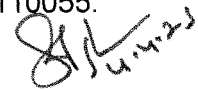
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for Principal Executive Director/IR.