

Research and Analysis of Crime in Indian Railways

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Abstract—This abstract dives at the problem of railway crime in India. The research examines a range of offenses, from theft to assault, and finds a recurrent problem that risks passenger safety and system effectiveness. Inadequate security and congestion are two primary reasons the study pinpoints as contributing to this issue using a combination of quantitative data and qualitative views. Increased security presence, technology advancements, and better awareness among employees and passengers are some of the remedies that have been suggested. This abstract emphasizes how critical it is to tackle crime on Indian railways in order to improve operational efficiency and safety.

Index Terms—Crime, Railways, Murder, Drugs, Safety.

I. INTRODUCTION

The Indian Railways system is an amazing representation of India's unique and diverse nature. It is more than just a system of transport; it is a miniature version of the whole country. However, the effort to guarantee its dependability and safety poses a significant difficulty. This advanced and extensive network of railways is supported by a web of intricate interdependencies. This enormous ecosystem's many components come together in sync to create safety.

A single flaw in the gigantic 64,600 kilometers of tracks that crisscross the subcontinent, a problem with any of the 9,500 locomotives, 55,000 coaches, or 2.39 lakh wagons that transport staggering 23 million passengers and nearly 2.7 million tones of cargo each day, a misunderstanding at one of the thousands of signals that punctuate the rail network, a mistake or lapse in judgment by a worker closely involved in train operations, or even an act of recklessness could all result in a train. [1] [2]

The ongoing threat of sabotage committed by misguided individuals around the country serves to exacerbate these difficulties. This paper explores the subtleties and complexity of guaranteeing safety and dependability within the Indian Railways system, a huge and complicated web of transportation that reflects the country of India's numerous characteristics. [1]

Some of the factors that contribute to crime include:

The large number of passengers and the limited security personnel. The lack of lighting and CCTV cameras in many railway stations and trains. The long distances that trains travel, make it difficult to identify the criminals.

Criminal activities, on Indian Railways have an effect on the safety and well-being of passengers. Moreover, it tarnishes the reputation of the railway system. Deters people from utilizing its services. This research paper aims to conduct an

examination of crime within Indian Railways. It will delve into the types of crimes being committed explore the causes and evaluate the measures taken to prevent such incidents. Additionally, the study will provide recommendations for improving security, on Indian Railways

II. LITERATURE REVIEW

Crime, on the Indian Railways has been extensively. Documented. Numerous research studies have shed light on the types of crimes that occur the typical victims and perpetrators well as the specific locations and times where criminal activities are most prevalent.

One notable study conducted by the National Crime Records Bureau (NCRB) in 2012 provides an analysis of crime on the Indian Railways. According to their findings theft emerges as the form of crime accounting for more than 60% of all reported incidents. On the hand robbery dacoity (organized robbery) and burglary constitute a smaller proportion of registered crimes, on the Indian Railways. Furthermore, assault, murder, and rape make up a percentage of reported offenses within this context. [3]

According to a survey conducted by the NCRB passengers were found to be the targets of crime, on the Indian Railways. The study also revealed that unemployed individuals were often involved in these activities. Interestingly crimes on the Indian Railways occurred frequently during the evening hours between 10:00 PM and 12:00 AM. It was observed that train terminals and stations of the Indian Railways were hotspots, for incidents. [3]

The results of the NCRB study have been corroborated by other investigations into crime on Indian Railways

III. METHODOLOGY

This study article aims to examine the prevalence of four distinct types of crime in Indian railway networks, including Murder, Hurt, Theft and Liquor & Narcotic Drugs – Related Acts. Data collection, data analysis, and result interpretation are all part of the technique employed in this study

Data Gathering

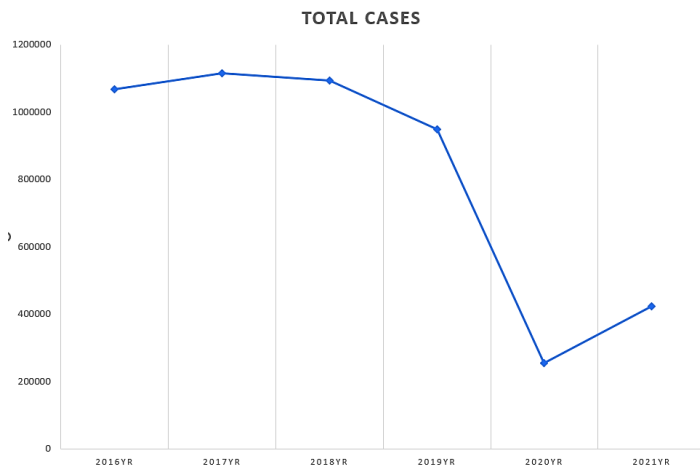
The National Crime Records Bureau (NCRB) website was used to gather the information for this investigation. The NCRB is in charge of compiling and examining crime data in India. For this analysis, the data from 2016 to 2021 were used. The information was gathered at the state level and covered the quantity of Crime instances that were reported in railway networks.

Crime in India has been recorded since the British Raj, with comprehensive statistics now compiled annually by the National Crime Records Bureau (NCRB), under the Ministry of Home Affairs (India). [4]

DATA => <https://ncrb.gov.in/en/crime-india>

IV. RESEARCH IMPLEMENTATION

Descriptive statistics were used to analyze the data that was gathered. For each state, the frequency of recorded crimes was computed. The data was organized and then presented in tables and graphs to make it simple for people to understand the results.



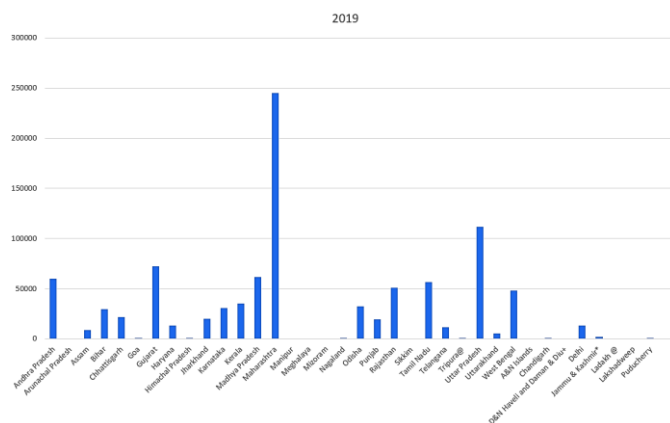
The above graph represents the total number of Crime cases from 2016 to 2018 in India

If we take a glimpse of NCRB data for the previous years of 2019 and 2020 and compare it to 2021 , there has been a decline in most of the heinous crime cases [5]

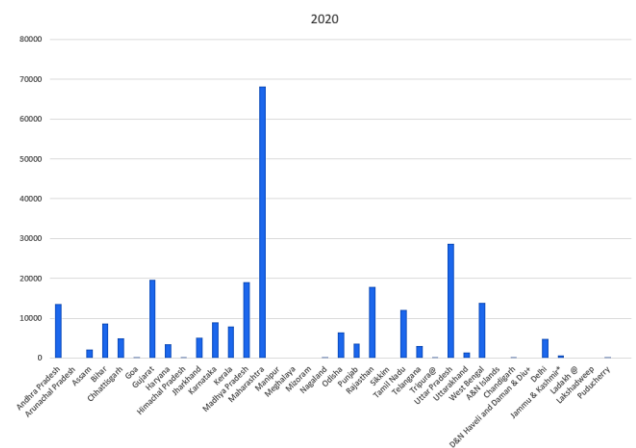
Recorded crimes in India increased by 28% in 2020 compared to 2019, according to the National Crime Records Bureau (NCRB). This was primarily due to cases registered for flouting COVID-19-related lockdown norms. A sharp increase was recorded in cases reported under the “disobedience to order duly promulgated by a public servant, Section 188 of the IPC”, which lays down the penalties for violating the Epidemic Diseases Act, 1897, under which the lockdown-related norms were laid. However, violent and severe crimes such as rape, kidnapping and crimes against children declined. The police’s chargesheeting rate and courts’ conviction rate of cases also improved, possibly due to a drop in new cases [6]

The below charts represent the cases from 2019 to 2021 State wise.

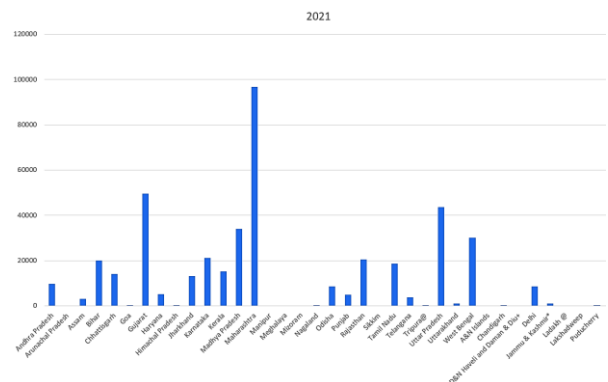
2019



2020



2021



the total crime growth rates in Indian states in 2019. Uttar Pradesh recorded the highest crime growth rate. Similarly, many states like Madhya Pradesh, Maharashtra, and Rajasthan experienced a rise in total crime by more in 2019. We can also ascertain that crime is higher in bigger states from the Graph [7]

North-Eastern states have less crime growth rate than all other Indian states, but the crime rate rose from the previous year in these states, too, except Sikkim [7]

The conviction rate is also seen as a better yardstick for gauging crime in a state or UT than the total number of cases registered by the police or other law enforcement agencies. This is because when crime is compared between states or UTs on the basis of cases registered, it usually paints those registering cases honestly and liberally in a poorer light than those who try to keep their crime rates low by not registering cases or recording them as lesser offenses. [8]

The below tables represent the highest no of cases from Top 5 states (2019 to 2021)

2019	
Maharashtra	244866
Uttar Pradesh	111431
Gujarat	72469
Madhya Pradesh	61748
Andhra Pradesh	59821

2020

Maharashtra	68215
Uttar Pradesh	28753
Gujarat	19651
Madhya Pradesh	19099
Rajasthan	17812

2021

Maharashtra	96648
Gujarat	49587
Uttar Pradesh	43551
Madhya Pradesh	33982
West Bengal	30149

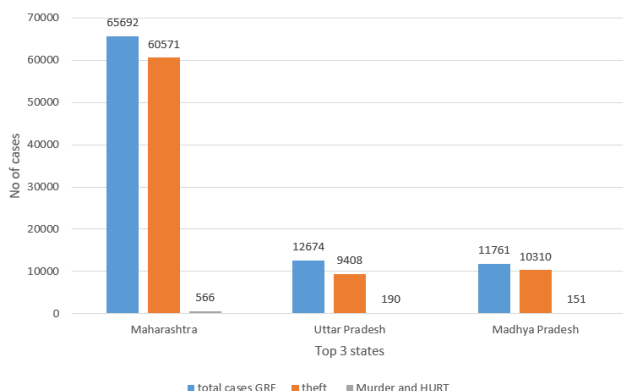
As both urban and rural areas opened up with the waning of the pandemic and lifting of curbs, the shadow of crime appears to have lengthened. According to the National Crime Records Bureau report for 2021, Maharashtra and Mumbai are among states and cities seeing the highest resurgence in offences recorded in the second year of Covid. Lockdown violations may have been a contributory factor. Uttar Pradesh and Maharashtra are the big states which saw the highest increase in registered crimes between pre-Covid 2019 and 2021 [9]

Former state DGP Praveen Dixit said the increase in registration of offence should be welcome as it may reflect ground reality. He said it is "imperative to examine why street crimes are increasing. Police deployment and surveillance should be helpful in reducing street crimes." He said, "there is a need to deploy drones where possible [9]

While Maharashtra consistently tops the list with the highest number of registered cases in India from 2016 to 2021, although it is important to note that, with the exception of Jammu & Kashmir, the union territories reported the fewest cases [9]

In October 2019, Jammu and Kashmir was reorganized into two union territories: Jammu & Kashmir and Ladakh. The difference between a state and a union territory is that the former has its own government while the Union government of India governs the latter as a federal territory. But this paper includes Jammu and Kashmir as a state because the crime data before 2019 recognize it as a state [7]

2019-2021



States	total cases GRF	theft	Murder and HURT
Maharashtra	65692	60571	566
Uttar Pradesh	12674	9408	190
Madhya Pradesh	11761	10310	151

Maharashtra gained the dubious distinction of having the highest crime rate on railways in 2019, according to the latest data released by the National Crime Records Bureau (NCRB). The state recorded 45% of the total railway crimes in the country last year.

Over 45,300 FIRs were registered on Maharashtra railways in 2019, of which 91% were of thefts, while Uttar Pradesh came a distant second with 8,570 cases.

The only silver lining is that crimes on railways in Maharashtra reduced by 13% in 2019 compared to the previous year.

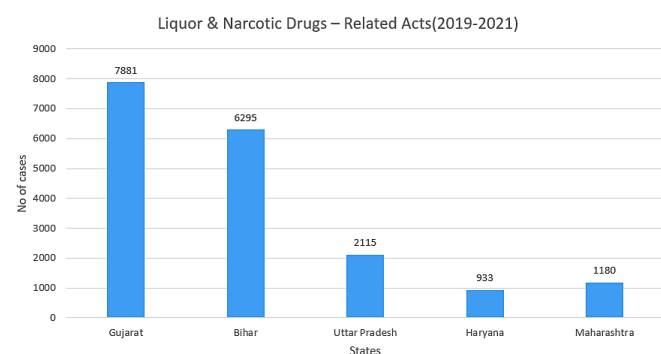
"Cellphone thefts are recorded the most in Mumbai. Densely crowded local trains pose a challenge in prevention. Often, the stolen phones are dismantled and the spare parts immediately sold off. In some instances even if the phone location is tracked down, recovering the handset isn't easy as it could have crossed national borders," said commissioner of railway police, Ravindra Sengaokar. The Mumbai GRP has a 15% theft detection rate. "During the lockdown alone, we traced 700 stolen phones," he added.

Trains from many parts of the country either terminate or pass through Maharashtra. Instances of valuables being stolen from baggage are frequently recorded. Maharashtra also leads in the number of robberies (1,666). Mumbai GRP have a robbery detection rate of more than 90%. "Robbery charges attract up to 10 years in jail compared to theft charges which could attract up to three years. Where passengers are victims of 'fatka gangs', we apply charges of robbery," said an officer. [10]

Due to restrictions on travel and mobility in some months of 2021, overall offences appeared to be considerably lower than pre-Covid times. In 2019, the RPF recorded 2.44 lakh passenger and property related crimes, while the police registered as many as 45,341 FIRs under IPC.

As most offices have reopened and the volume of railway passengers is rising day by day, crimes are only going to surge. The state government must ensure that all vacancies in the GRP are filled and more police stations are created in densely populated stretches," said activist Subhash Gupta.

Around 85% of total IPC offences last year pertained to thefts (8,753 cases). Police attributed this to registering cases even for passenger belongings that are lost or missing so that a thorough investigation can take place. "In some stations, we have mounted cameras equipped with facial recognition software, in association with the railways. Data on history sheets is entered into the system so that an alert is triggered whenever any of those individuals are captured on camera. This is helping us track wanted criminals," said DCP Sandeep Bhajibhakre, holding charge as GRP Mumbai commissioner. [11]



States	Liquor & Narcotic Drugs – Related Acts
Gujarat	7881
Bihar	6295
Uttar Pradesh	2115
Haryana	933
Maharashtra	1180

The Bombay Prohibition Act, 1949, has been in force in Gujarat from 1960 and prohibits the sale, storage and consumption of liquor in the state. In fact, Gujarat is the only state that has a death penalty for the persons responsible, in case anyone dies from consuming hooch or country liquor. The Act was amended in 2009 to include the death penalty after several persons died after consuming methyl alcohol. Alcohol consumption is also banned in Bihar since October 2, 2016. Sangwan said gangs of Punjab and Haryana have joined hands to smuggle liquor to Gujarat and Bihar due to high margins in those states. "More than 50 gangs were busted over the past two months for smuggling illicit liquor to Delhi, Uttar Pradesh, Gujarat and Rajasthan. [12]

the fact, however, remains that prohibition has largely failed in both Gujarat and Bihar.

Although Bihar has relaxed its prohibition law – according to which offenders will have to pay a fine and won't go to jail – the state has failed to check the illegal smuggling and manufacturing of liquor.

The state's liquor problem has led to a high number of deaths, especially during festivals and cold weather.

In the same way, Gujarat's stringent law has also not stopped the illegal business of bootlegging, and the subsequent loss of lives. [13]

Leader of opposition Partap Bajwa said Punjab-made liquor was being smuggled to Gujarat to influence voters there and also to Bihar and neighbouring Haryana.

He said Punjab Police had recently unearthed a nexus wherein liquor meant to be sold at state vends was smuggled to Gujarat.

A police team from Patiala seized around 600 cartons of illicit liquor from a truck, he added. He said Khodha police in

Ghaziabad had seized illicit liquor worth Rs 54 lakh. The liquor was being supplied from Punjab to Uttar Pradesh, he added.

About two months ago, the CIA wing of Jind police in Haryana had arrested a man for illegally supplying liquor from Punjab to Gujarat. Bajwa said these incidents were just the tip of the iceberg. "There is a rise in smuggling of liquor to other states ever since the Punjab government introduced the new excise policy and gave a free hand to distilleries and liquor groups to sell as much liquor in the state in its bid to enhance revenue," said Bajwa. [14]

In 'dry' Bihar and Gujarat, liquor has found a new route as road routes are being guarded by paramilitary and the local police to enforce the model code of conduct to check smuggling of liquor and cash.

A senior Railway Ministry official said that after the model code of conduct came into force across the country on March 10, trains going to the dry states like Bihar and Gujarat in the last two months have reported a spurt in the number of the incidents of 'chain-pulling' (to stop a running train)

"As Bihar and Gujarat are dry states, transporting liquor in these two states has become very tough as the road routes are being guarded by paramilitary forces as well as the state police, which conduct extensive checking of vehicles for liquor smuggling and cash flow," said the official.

"Thus it forced the bootleggers to shift to the train route to transport their shipments, which in return has resulted in a spurt in the incidents of alarm chain pulling (ACP) in trains in these two states. Forcing trains to stop badly affects the schedule," he said. [15]

Government Railway Police (GRP) in Noida arrested three liquor smugglers, including two coach attendants and a passenger, at Basti railway station. The smugglers, who are from Bihar, were found with a large quantity of liquor and were selling it at inflated prices in Bihar, where alcohol is prohibited. The gang had been involved in cross-border liquor smuggling via trains for some time. The arrests were made following prior information about the illegal trade [16]

According to Railway Protection Force (RPF) Director General Arun Kumar, who was quoted in the report, a trend has been noticed by the RPF in Bihar wherein smugglers would pull the chains and then get down from trains carrying liquor at the places of their choice. He said that since it is a dry state, the move to discontinue chain pulling system was proposed. Now considering the poll-related restrictions in place, the RPF is again thinking of disabling the device. However, Kumar did not specify the trains on which the system would be disabled.

According to RPF officials, last week, 31 cases of liquor smuggling involving chain pulling were reported. Most of these liquor smuggling cases have been reported from various parts of Bihar, including Chapra and Patna as well as from Nagpur in Maharashtra. [17]

Since April, 3719 cases have been filed in connection with violation of prohibition, 4736 persons have been arrested in prohibition cases, 4707 persons have been sent to jail, 96878 liters of illegal country made liquor has been seized, 52530 liters of Indian Made Foreign Liquor have been seized. Most of the recovery made by the police has been made from trains which has become the new mode to transit liquor into Bihar.

"This is initial phase and the railway police is also working hard to recover liquor from many places. Especially from Uttar Pradesh, Jharkhand and Nepal border, liquor is being smuggled into Bihar", said Sunil Kumar, ADG Headquarter.

"We regularly carry out searches in trains coming from Uttar Pradesh, Jharkhand and we have already recovered several liters of alcohol since April", said Pramod Kumar, Inspector GRP Patna.

"The border of Bihar is very large and liquor is coming via road, buses, planes and trains. Railway is also being used to bring liquor into Bihar and we are cracking down on it," said Abdul Zaleel Mastan, Excise Minister, Bihar. [18]

Investigators said smugglers board trains from station beyond Dahanu, mostly from lesser-known places such as Udhwada and Umargaon; and the consignment is unloaded in batches at Valsad, Surat, Ankleshwar and Baroda stations.

Special RPF teams were formed and some of the personnel were also posted on trains that were regularly affected due to these unscheduled halts. They keep a close eye on passengers who alight trains at unscheduled halts forced by pulling of emergency chain.

While the RPF keeps changing strategy to catch as many smugglers as possible, officials said that railway is however a popular mode of transport as there are comparatively fewer checks.

[19]

V. RESULT

Crime is indeed a concern on the Indian Railways, but it's crucial to emphasize that the number of reported crimes, relative to the vast number of daily passengers, is relatively low.

Small measures and initiatives taken by the government and concerned State authorities that can help us reduce the criminal activities throughout the nation. Many people have suggested the youth employment, creation of job opportunities, providing more recreational outlets, and enhancing a sense of togetherness as measures to prevent crime at the community level. [20]

The governments should try to create a system based on an equilibrium state between repression or prevention and incorporate rehabilitation policies which would greatly affect the mentality of people and thereby dilute Criminality present in the minds of people.

Most importantly laws should be made in such a way that Crimes could be prevented at an early stage thereby rooting out the very Criminality which leads to the Crime. [21]

The Railway Board has put a proposal by the Prime Minister's Office to install CCTVs at all stations and in train coaches on the slow track as it figures out how to fund the Rs 3,000-crore project that will require about half a million cameras to be set up.

During a review meeting chaired by Prime Minister Narendra Modi in March, the rail board was told to place cameras at all stations and in the coaches of all 11,000 trains for enhanced passenger safety and crowd management. [22]
Soon, passengers on board trains can lodge complain through a

mobile app and it will be registered as 'Zero FIR and immediately investigated by the RPF, a senior official of the force has said.

"The passenger now need not wait for the next station to lodge a complaint. They will be able to complain through the mobile app and the RPF will reach to help them," said RPF DG Arun Kumar.

Zero-FIR means that an FIR can be filed in any police station (i.e.: irrespective of the place of incident/jurisdiction) and the same can be later transferred to the appropriate police station. [23]

"There is no facility for a passenger to file an FIR online. If somebody is travelling by train (and something happens), he need to visit Government Railway Police (GRP) police station to get an FIR registered. It will then go to the state, to the district and eventually to the police station concerned. There is no guarantee that he would get the desired justice," the Home Minister Rajnath Singh said.

[24]

Indian Railways acquires 'Ninja' drones to tackle and record crime in real-time

According to a report by ANI, the Mumbai Division of Central Railway has recently procured two 'ninja' UAVs for better security and surveillance in railway areas such as station premises, railway track sections, yards, workshops, etc. [25]

Surveillance is kept through CCTV cameras provided in 7264 coaches and 866 Railway Stations for enhanced security of passengers.

Awareness campaigns through, posters, banners, distribution of leaflets, videos on Railway Display Network (RDN) etc. are conducted on regular basis to educate passengers for taking necessary precautionary measures during their journey.

Further, the following steps are being taken by the Railways in coordination with GRP/Local Police for safety and security of passengers including women passengers in trains: -

1. On vulnerable and identified routes/sections, trains are escorted by Railway Protection Force in addition to trains escorted by Government Railway Police of different States daily.
2. Railways are in regular touch with passengers through various social media platforms like. Twitter, Facebook, Koo etc. to enhance security of passengers and to address their security concerns.
3. Railway Help Line number 139 is operational (24x7) over Indian Railways for security related assistance to passengers in distress.
4. Frequent announcements are made through Public Address System to educate passengers to take precautions against theft, snatching, drugging etc
5. Under 'Meri Saheli' initiative, focused attention has been provided for safety and security of lady passengers travelling alone by trains for their entire journey i.e. from originating station to destination station.
6. Zonal railways have been instructed for deployment of proper combined strength of male & female RPF/RPSF personnel in train escort parties, to the extent possible.
7. Drives are conducted against entry of male passengers into the compartments reserved for ladies.

8. State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.

This information was given by the Minister of Railways, Communications and Electronic & Information Technology, Shri Ashwini Vaishnaw [26]

VI. CONCLUSION

Crime is indeed a concern on the Indian Railways, but it's crucial to emphasize that the number of reported crimes, relative to the vast number of daily passengers, is relatively low. Theft stands out as the most prevalent type of crime, with passengers being the primary victims and unemployed individuals often being the culprits

The Government Railway Police (GRP) has made commendable efforts in curbing railway-related crime, but there's a need for ongoing work to enhance passenger safety further. Existing literature offers valuable insights into the nature of these crimes, the demographics of those involved, and the locations and times of occurrence. Nevertheless, additional research is warranted to delve deeper into the factors contributing to railway crime and to devise more effective strategies for its reduction

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