

Sub: Points noted during the online meeting of Transport sub-group held on 15.03.2025 in connection with the compliance of orders of Hon'ble Supreme Court in the case Rajive Raturi vs UOI & Others

Ref: (i) Supreme Court judgement dated 08.11.2024 in Writ Petition (C) No. 243 of 2005.

(ii) Secretary, DEPwD's letter D.O. No. 30-07/2005-DD-III(E-32538) dated 11.12.2024.

(iii) Secretary, DEPwD's letter D.O. No. B-16007/3/2022-SIPDA dated 13.01.2025.

(iv) GS/SD Dte's note no. 2019/St.Dev.-I/30/06/Policy/PwDs dated 03.12.2024.

(v) Ministry of Railways' letter no. 2025/GS/SD-I/1/01/Court-Case dated 07.02.2025.

1. In compliance of the Right of Persons with Disabilities (RPwD) Act, 2016 and in consultation with the Chief Commissioner of Persons with Disabilities (CCPD), guidelines on accessibility of railway stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility had been issued vide Railway Board's letter no. 2019/St.Dev.-I/03/06/Policy/PwDs dated 25.11.2022. These guidelines were notified in the Gazette of India on 21.11.2023. Further, these guidelines were also incorporated in the Rule 15(1) of the Rights of Persons with Disabilities Rules, 2017 vide Gazette Notification issued by Ministry of Social Justice and Empowerment on 08.03.2024.
2. In a judgement dated 08.11.2024, in the case Rajive Raturi vs UOI and Others (WP(Civil) No. 243 of 2005), Hon'ble Supreme Court has held the said Rule 15(1) as ultra vires and directed to segregate non-negotiable (mandatory) rules from other (non-mandatory) guidelines. In this regard, a meeting was held in the Ministry of Social Justice and Empowerment on 29.11.2024, chaired by Secretary, Department of Empowerment of Persons with Disabilities (DEPwD). In the meeting, all the concerned Ministries / Departments were directed to act expeditiously and decide the non-negotiable (mandatory) part of the respective guidelines issued by them. Accordingly, the issue was communicated to all the concerned Directorates of Railway Board vide this office Note no. 2019/St.Dev.-I/30/06/Policy/PwDs dated 03.12.2024.
3. Subsequently, vide Secretary, DEPwD's letter D.O. No. 30-07/2005-DD-III(E-32538) dated 11.12.2024, six sub-groups were formed to discuss sector-wise guidelines – Built-up Environment, ICT (Information and Communication Technology), Assistive Technologies, Transport, Products and Services. Ministry of Railways was mapped to two sub-groups viz. Transport and Services. From Railways, undersigned has been nominated to Transport sub-group and Director, Passenger Marketing has been nominated to the Services sub-group.
4. In a meeting (online) of above mentioned Transport sub-group held on 15.03.2025, brief of the draft Accessibility Standards for Transport Ecosystem for Rail-sector and Air-

sector, as prepared by the consultants / experts included in the sub-group, was discussed. A copy of the draft for railway sector which was discussed in the meeting is enclosed herewith.

5. The points noted during the discussion held in the meeting are as under:-

Sr. No.	Point noted	Concerned Directorate(s)
(i)	Discussion on the items pertaining to air sector and rail sector was held in the online meeting of Transport sub-group on 15.03.2025.	
(ii)	Draft suggestions framed by "Freedom of Movement Coalition" (FMC), a pan-India group comprising of individuals, groups, NGOs, etc, were placed before the sub-group in tabular form, categorizing the requirements under Non-negotiable (Mandatory), Desirable / Recommended and Aspirational categories.	
(iii)	It was suggested to provide platforms with length 600 m to accommodate 24 coach LHB rakes and keep it in desirable / recommended category. It was explained to the group that laying the guideline for uniform platform length of 600 m for all the stations is neither required nor feasible. Requirement is governed by the longest stopping train at the station and provision of platform length is constrained by the layout of tracks in the station yard.	GS/Stn.Dev. Traffic Comml. GS/Traffic
(iv)	It was suggested that slope of ramped end of platforms should be mandatorily made 1:21 along with provision of caution sign. It was explained to the group provision of 1:21 slope of ramp at platform ends is not possible in most of the cases due to space constraint and limitations of track layout. Indian Railways Works Manual stipulates a provision of 1 in 6 ramp at platform-ends which is provided in case of station having more than one platform.	GS/Stn.Dev.
(v)	It was suggested to make it mandatory to raise the height of platform to near level boarding, i.e. 920 mm for existing platforms and 1200 mm for new stations. It was explained to the group that Indian Railways has stopped construction of any new passenger platform other than high level passenger platform. Height of high level passenger platforms has been stipulated to be kept between 760 mm and 840 mm. Raising of PF height	GS/Stn.Dev. Mech/Chg. CE/G

	beyond 840 mm is not feasible as in most of the cases, same platform has to deal with different types of rolling stocks which have different floor heights and different widths, e.g. dimensions of conventional ICF coach are much different from the EMU coaches. FMC representative quoted the example of Mumbai suburban platforms which have height more than 840 mm. However, it was explained that these are dedicated platforms for local / suburban EMU rakes only and same logic cannot be applied to all the stations across the country.	
(vi)	The option of providing the platform height uniformly at upper limit (i.e. 840 mm) was also suggested instead of keeping the range of 760-840 mm. It was explained to the group that railway track is not a rigid structure and the range (760-840 mm) has been laid to provide for the working tolerances in maintaining the track structure and hence a single fixed dimension for platform height with respect to rail level cannot be laid down.	GS/Stn.Dev. CE/G Mech./Chg
(vii)	FMC representative made a suggestion for providing portable boarding ramp, carried in the coach reserved for Divyangjans, to address the issue of difference in levels of platform and coach floor. It was also suggested by FMC that, for access of wheelchair to normal coaches, narrower portable boarding ramp can be provided at the stations and it will be helpful in case of passengers who need wheelchair access up to the boarding of coach and do not require the wheelchair within the coach.	Mech/Chg. GS/Stn.Dev.
(viii)	It was explained to the group that FOB/subway with ramps and/or lifts and end-pathways are different means of providing inter-platform facility for wheelchair movement. Availability of at least one of these facilities should be considered adequate for requirement of Divyangajan compliance at the station. FMC representative expressed the opinion that though lifts fulfil the requirement of wheelchair movement for inter-platform transfer, but it is not a reliable option because of breakdown / maintenance issues.	GS/Stn.Dev. Elect.(EEM)
(ix)	FMC representative mentioned that present railway guidelines provide for warning tactile tiles of 300 mm width at 1.8 m from the edge of platform and suggested that instead of this, 600 mm wide warning tiles should be provided starting from the edge of platform itself. It was explained to the group that due to safety requirement of keeping away from the trains / tracks, wider buffer zone is required, that's why the tactile warning tiles are	GS/Stn.Dev.

	provided at a distance of 1.8 m from the platform edge.	
(x)	FMC suggested that non-slippery construction material should be used for platform surfacing, with preference for vacuum dewatered concrete (VDC) surfacing. It was expressed that there are many suitable flooring materials which provide adequate slip resistant properties and can be decided based on local availability and suitability.	GS/Stn.Dev.
(xi)	Bollards at entry / exit points to be placed at least 1000 mm apart so that no hindrance is caused to wheelchair movement. This issue needs to be planned in more detail as bollards are required for preventing the unauthorized movement of 2-wheelers.	GS/Stn.Dev.
(xii)	FMC representative expressed the view that guidelines for accessibility should be independent of the classification / category of stations.	GS/Stn.Dev. Traffic Comml.
(xiii)	FMC representative pointed out that space for wheelchairs has been provided in the coaches of Vande Bharat rakes and also in the conventional SLRD coaches for Divyangjans. However, the mechanism for securing the wheelchairs in idle condition during the travel is missing.	Mech/Chg.
(xiv)	It was stated by FMC that Multimodal announcement should include provision of clear and unambiguous communication of information to persons with disability including persons having visual impairment. There should be mechanism in place to have the train information and availability of accessibility features available to passengers on mobile app. Service messages regarding any available amenity not working / out of order should be automatically received through the mobile app if the passenger has indicated his disability at the time of seat reservation.	Traffic Comml. Telecom C&IS
(xv)	It was opined by the group that terms like "Disabled Coach" should not be used for coaches reserved for persons with disabilities and better term may be used.	Traffic Comml. Mech/Chg.
(xvi)	Emergency call button in coach toilets are located at height which is not conveniently accessible to persons with disability.	Mech/Chg.
(xvii)	At least one charging point in each coach should be provided with provision of 240 V output even during the night so that oxygen concentrator can be used by the needy passenger.	Mech/Chg.

(xviii)	International standards regarding aisle width in the coach should be followed by Indian Railways.	Mech/Chg.
(xix)	Regarding various matters related to services aspect, it was pointed out to the members of sub-group that Railway has also been mapped to Services sub-group also and another officer has been nominated to that group. FMC representative informed that status of Services sub-group with respect to Railway items will be checked and informed.	Traffic Comml.

6. Concerned directorates are requested to furnish the remarks / comments on the above mentioned points as well as on the other items listed out in the draft brief as referred in preceding paras at the earliest possible so that consolidated comments of the Ministry of Railways can be communicated in time to the Ministry of Social Justice and Empowerment.

Qm, 18/03/25
Dir/GS/SD-IV

ED/GS/SD&T

Qm, 18/03/25

PED/GS

16 18/3/25

EDPM

ED/ME(Chg)

ED/EEM

ED/Tele

ED/C&IS

ED/CE/G

ED/GS/T

WIP Accessibility Standards for Transport Eco-System

Road : NMT

Rail : Long distance / Suburban

PLATFORM

COACH

COMMS & ICT

STATION FACILITIES

Common

BOOKING

SECURITY

BUGGY

SHUTTLE

PROCUREMENT & BUDGETING

MODE	REQUIREMENT	REFERENCE	NON-NEGOTIABLE	DESIRABLE / RECOMMENDED	ASPIRATIONAL
Road : NMT	Pedestrian Infra	SAC-RR Draft BE - A : 1,3-11, 17, 25,27, 31, 35	★		
Rail : Long distance / Suburban					
A	PLATFORM				
A01	Trains must not extend past platforms or length of platforms to be increased to 600 m to accommodate 24 LHB coach rake with corresponding signal position change.			■	
A02	Slope of ramped end of platforms to be 1:21 with caution sign		★		
A03	Height of platform to be increased to near level boarding		★ 920 mm existing platforms (840 mm on case to case basis)	■ 1200 mm new stations w/o curves	
A04	Trolley path to be levelled for RPF assisted wheelchair crossing - caution sign		★		
A05	Interplatform transfer (IPT) via 1:20 sheltered ramped FOB or subway	Adapted RDSO/WKS/2013/002	★		
A06	Mechanised stair-climbing wheelchair (EvacuChair) for existing FOB with only steps / lift		★		
A07	Contrasting TWSIs (70% LRV) flush from platform edge for 600 mm width	ADA	★		
A08	Contrasting TGSi (70% LRV) accessible path		★		
A09	Non-slip, non-reflecting station floor with SRV (PTV) of 36+ whether dry / contaminated	FMC to RB	★		
A10	Lifts to be provided as additional IPT accessibility solution, not escalators			■	
A11	Multimodal announcements via app and SLI avatar		★ AV default		●

MODE	REQUIREMENT	REFERENCE	NON-NEGOTIABLE	DESIRABLE / RECOMMENDED	ASPIRATIONAL
A12	Portable boarding ramp + aisle chair (Guntur model)	FMC to RB		■	
A13	Wheelchairs with assistants	DHC PIL	★		
A14	Seating bench with single edge arm rests		★		
A15	Booth / counter design default of dual counter height	CMRL model	★		
A16	Bollards to be placed 1000 mm apart	DBE - B1	★		
B	COACH				
B01	Wall bracket foldable boarding ramp + aisle chair (Andhare model)			■	
B02	Door clear width min 920 mm		★ All new coaches		
B03	Aisle width min 800 mm (instead of current VB 450)	UIC	★ All new coaches		
B04	Chair cars end rows to allow wheelchair stowage 2x2 configuration	FMC to RB		■	
B05	WTORS for VB	FMC to RB	★		
B06	Fixed seat plug point for o2 concentrator reliable 240 V power w/o night throttling	FMC to RB		■	
B07	Fixture height and standardised layout	FMC to RB			
B07	Clear intuitive emergency communication device interface	FMC to RB			
C	COMMS & ICT				
C01	Multimodal communication	FMC to RB			
D	STATION FACILITIES				

MODE	REQUIREMENT	REFERENCE	NON-NEGOTIABLE	DESIRABLE / RECOMMENDED	ASPIRATIONAL
D01	Changing Places adapted standard toilet	FMC to RB			
D02	Escalator safety	FMC to RB			
D03	Universal Design of infra - waiting room, kiosks, other toilets, signage,	SAC-RR Draft BE - A			
Common					
A	BOOKING				
A01	SSR code based planned seat logic, priority, allotment	FMC to RB	★		
A02	UDID based concession	FMC to RB	★		
B	SECURITY				
B01	Sector created manual - common process	Services - security screening	★		
C	BUGGY				
C01	Wheelchair accessible option with ramp		★		
C02	Electric vehicles footboard need to have lower heights and AVAS		★		
D	SHUTTLE				
D01	Mini and micro buses cannot be exempt from low floor		★		
E	PROCUREMENT & BUDGETING				
E01	Timebound accounting head for Retrofit India campaign as % of total		★		
E02	Bilateral agreements to comply with accessibility standards even in ToT, goods arising from conditional loans		★		