

(b) if so, the reservation quota of berth reservation allotted to Bhopal prior to this change;

(c) the present berth reservation quota of Bhopal for journey to Bombay and to New Delhi;

(d) whether the berth reservation quota of Bhopal has been reduced or discontinued; and

(e) if so, the time by which it will be revived or even raised to a higher number?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) A reservation quota of 12 berths by 1038 Puhjab Mail for Bombay and 2 berths by 1037 Punjab Mail for Ferozpur was available.

(c) to (d). Instructions have been issued to restore the quota of 12 berths earlier available at Bhopal in first class by 1038 Punjab Mail in AC-3 tier class. A reservation quota of 4 berths in AC 3-tier has already been allotted to Bhopal by 1037 Punjab Mail w.e.f. 6-11-96.

#### Import Amount of Railways

3997. SHRI P.R. DASMUNSI : Will the Minister of RAILWAYS be pleased to state :

(a) the value of imports of rolling stock and other equipments including track renewal materials made during the Seventh Five Year Plan period and during 1994-95, 1995-96 and 1996-97 upto October 31, 1996;

(b) whether the Government have imported huge quantity of British Rail ignoring the product of SAIL;

(c) if so, the reasons therefor;

(d) whether cracks have been exposed in the British Rail which have been laid in the track in few places endangering the security; and

(e) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (e). The information is being collected and will be laid on the Table of the House.

#### Restructuring of Railways

3998. SHRI RAMESH CHENNITHALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Prakash Tandon Committee has recommended the restructuring of the Railways;

(b) if so, the details thereof; and

(c) the steps taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). A committee to study organisational structure and

management ethos of Indian Railways under the Chairmanship of Shri Prakash Tandan was constituted and the recommendations of the Committee were made in March, 1994. The recommendations of the Committee cover the areas of modern financial information systems, developing of business centered approach with focus on the customer, improving the investment planning system, human resource development and organisational restructuring.

(c) The Committee's report conceptual in nature suggested setting up of various committee/task forces to consider the implementability of various recommendations. Keeping in view this suggestion, Ministry of railways have set up various committees/task forces as under :

(I) *Identify Cost and Profit Centres*

(II) *Modernising Financial Management Information System*

Hasan Iqbal Committee set up on 30.8.94 for identification of cost and profit centres, development of accounting system and modernisation of financial management information system on Indian Railways, has submitted its Final Report on 15.4.96. Board has decided that the recommendations will be implemented on Western Railway as a Pilot Project.

(III) *Capital Restructuring*

A.V. Poulose Committee set up on 2.5.94 for fresh indepth review of the separation of railway finances to fulfill the original objective and review of capital structure on the Railways, has submitted its Final Report on 30.4.96. The salient feature of the Report include :

(i) A charter for Indian Railways which should specifically deal with the policy aspects on role of the Railways, its financial objectives, investment policy, pricing principles, delegation of powers and autonomy and parliamentary control.

(ii) There can not be total withdrawal of investment support, which will have to continue for undertaking projects required under national policy not yielding immediate returns. This capital should be dividend free.

(iii) Balances under the Railway Depreciation Reserve Fund should be solely for renewal and replacement of assets and the Fund should be entirely at the disposal of the Railways without being subjected to plan ceiling or the control of Ministry of Finance.

(iv) Metropolitan Transport Projects should be in the List (II) of the seventh Schedule (Concurrent List) of the Constitution of India to make it clear that state Govt. are also responsible for this type traffic.

- (iv) *Develop Computer Aided Long Range Decision Support System - Task Force set up with World Bank Assistance.*

The development of software-based Investment Planning model, the LRDSS has made considerable progress with in the scope of the terms of reference and resources available. Till date, LRDSS has completed the Freight Forecasting Model and made freight forecasts for the year 2000-01. The LRDSS team has also identified the sections where bottlenecks are likely to occur in 2000-01. Based on the progress made, Railway Board has accorded approval for the full blown development of a Long-range Decision Support System for aiding investment planning and augmentation of capacity on Rail Network.

- (V) *Unification of various services*

Gupta-Narain Committee set up on 15.4.94 to examine unification of various railway services in a common cadre, had submitted its Part-II Report in October, 1995. The salient features of the report are as under :

- (aa) The Committee has recommended that merger of all Railway services into one would neither be feasible nor in the best interest of the organisation. They have suggested the following :
- (i) IRSME and IRSEE should be merged into one service;
  - (ii) All Transportation and Commercial posts at Divisional levels (except Junior Scale posts) may be converted into combined Traffic post;
  - (iii) An integrated inter-seniority list should be prepared and several other measures as recommended by the Committee, taken for improvements in the inter-personnel service.
- (bb) The Committee has recommended that the system of CRB not holding any Departmental portfolio should be reintroduced.
- (cc) The Committee has suggested no change in the entry level educational qualifications but has recommended various measures for greater in-service training inputs including crash courses in relevant disciplines for officers of various services.
- (dd) The age limit of 56 years for empanelment for the post of GM may be reduced to 55 years.

- (ee) The age limit for Departmental candidates working in Group 'B' Service and wishing to appear in the Engg. Service Exam and Civil Services Exam may be raised to 35 years.

[Translation]

#### Trains Cancelled During Gulf War

3999. SHRI BRAJ MOHAN RAM : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the trains cancelled during the Gulf war;

(b) the names of the trains out of them which have been started again; and

(c) the reasons for not starting Hatia-Varanasi train again?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) A statement is enclosed.

(b) All these train were restored.

(c) Hatia-Varanasi Express was cancelled on 25-1-91 and was restored to run on 30-4-91. However, it was subsequently cancelled from 1-7-91 due to poor patronisation.

#### STATEMENT

(a) List of trains cancelled during the Gulf War :

1.	3133/3134	Sealdah-Mughalsarai Express
2.	4047/4048	Delhi-Balamau Express
3.	8631/8632	Hatia-Varanasi Express
4.	4265/4266	Dehradun-Varanasi Express
5.	7339/7340	Dadar-Nagpur Express
6.	1269/1270	Bhopal-Rajkot Express (on Rajkot-Ujjain section)
7.	2853/2854	Durg-Bhopal Amarkantak Express
8.	9809-9810	Ahmedabad-Bhavnagar Express
9.	5717/5718	Katihar-Guwahati Dooars Express
10.	3039/3040	Howrah-Delhi Express (on Howrah-Mughalsarai section)
11.	3283/3284	Bhiwani-Danapur Ganga-Yamuna Express
12.	3213/3214	Bhiwani-Danapur Ganga-Yamuna Express
13.	3049/3050	Amritsar-Howrah Express
14.	9903/9904	Ahmedabad-Delhi Express