

HUNDRED AND TWENTIETH REPORT

PUBLIC ACCOUNTS COMMITTEE (1987-88)

(EIGHTH LOK SABHA)

RAILWAY RECRUITMENT BOARDS

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

[Action Taken on the 42nd Report (8th Lok Sabha)]



*Presented in Lok Sabha on 18 April, 1988
Laid in Rajya Sabha on 25 April, 1988*

**LOK SABHA SECRETARIAT
NEW DELHI**

April, 1988/Chaitra, 1910 (Saka)

Price : Rs. 13.00

CORRIGENDA TO HUNDRED AND TWENTIETH REPORT
OF PUBLIC ACCOUNTS COMMITTEE (8TH LOK SABHA)

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COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE
(1987-88)

CHAIRMAN

Shri Amal Datta

MEMBERS

Lok Sabha

2. Shri S.M. Bhattam
3. Shri Mohd. Ayub Khan
4. Shri Y.S. Mahajan
5. Shri Ajay Mushran
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16. Shri A.K. Antony
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19. Shri M.S. Gurupadaswamy
20. Shrimati Manorama Pandey
21. Shri B. Satyanarayan Reddy
22. Shri T. Chandrasekhar Reddy

SECRETARIAT

1. Shri K.H. Chhaya—*Joint Secretary*
2. Shri B.D. Duggal—*Chief Financial Committee Officer*
3. Shri S.M. Mehta—*Senior Financial Committee Officer*

*Ceased to be Member of the Committee consequent on their retirement from Rajya Sabha w.e.f. 2 April, 1988.

INTRODUCTION

1, the Chairman of the Public Accounts Committee, as authorised by the Committee do present on their behalf this Hundred and Twentieth Report on action taken by Government on the recommendations/observations of the Public Accounts Committee contained in their Forty-second Report (Eighth Lok Sabha) on Railway Recruitment Boards.

2. The Committee in their earlier Report had observed that one of the major reasons for poor performance of the Railway Recruitment Boards (RRBs) was the excessive time taken by them in finalising selection. It was noticed that the time taken by the RRBs from the date of advertisement to the date of final selection was four years as against the prescribed time limit of six months or a year. The Committee recommended that the Ministry of Railways should carry out a thorough review of the working of the RRBs and restructure the system so that the entire process of recruitment was speeded up and the selected candidates informed of their appointment within a reasonable period of time. The Ministry in their action taken note mentioned that a number of steps had been taken further to improve the working of RRBs. As a result the Committee find that there is some improvement in the time taken by the RRBs in finalising panels.

3. At present, out of 19 RRBs, only two RRBs at Bangalore and Patna have a regular Chairman and a regular Member Secretary each. As many as five RRBs have neither regular Chairmen nor regular Member Secretaries. The rest, that is 12 RRBs do not have either a Chairman or a Member Secretary. The Committee in their earlier Report had observed that there was no justification for ad hocism in the matter of appointment of the personnel of the Recruitment Boards. In this Report, the Committee have regretted that the Government's casual approach still persists and have urged that the remaining cases of appointment which are under process, be expedited so that all the RRBs have Chairmen and Member Secretaries in the next six months. The Committee have also hoped

(vi)

that such vacancies in future will be filled up as and when they arise by initiating anticipatory action well in time.

4. The Committee considered and adopted the Report at their sitting held on 17 March, 1988. Minutes of the sitting form Part II of the Report.

5. For reference facility and convenience, the recommendations/ observations of the Committee have been printed in thick type in the body of the Report and have also been reproduced in a consolidated form in the Appendix to the Report.

6. The Committee place on record their appreciation of the assistance rendered to them in the matter by the Office of the Comptroller and Auditor General of India.

NEW DELHI ;
March 28, 1988

Chaitra 8, 1910 (Saka)

AMAL DATTA
Chairman,
Public Accounts Committee

CHAPTER I

REPORT

This Report of the Committee deals with action taken by Government on the Committee's recommendations/observations contained in their Forty-second Report (Eighth Lok Sabha) on Railway Recruitment Boards.

1.2 The Committee's 42nd Report was presented to Lok Sabha on 29 April, 1986. The Report contained 8 recommendations/observations. Action Taken Notes have been received from the Government in respect of all the recommendations/observations. These have been broadly categorised as indicated in Appendix.

1.3 The Committee will now deal with the action taken by Government on some of their recommendations and observations.

Delay in finalisation of panels by Railway Recruitment Boards

(Sl. Nos. 5 & 6, Paras 1.51 & 1.52)

1.4 Commenting upon the abnormal delay in finalisation of selection panels by the Railway Recruitment Boards, the Committee had observed* as follows :

“The Committee observe that one of the major reasons for poor performance of the Railway Recruitment Boards is the excessive time taken by RRBs in finalising selection. It is noticed that the time taken by the RRBs from the date of advertisement to the date of final selection is four years as against the prescribed time limit of six months or a year. In evidence, the Member (Staff), Railway Board conceded that “it was a matter of concern to them”. The Committee are constrained to observe that this is not a satisfactory state of affairs. Creeping of malpractices cannot be avoided in the face of such long delays.

*Paras 1.51 and 1.52 of 42nd Report.

.. ...The process of recruitment should never be allowed to exceed twelve months and should normally be six months. It is also unwise to assume that a candidate applying to RRB could afford to wait for four years. The Committee strongly recommend that the Ministry of Transport should carry out a thorough review of the working of the RRBs and restructure the system so that the entire process of recruitment is speeded up and the selected candidates informed of their appointment within a reasonable period of time.”

1.5 The Committee note from action taken reply* that in pursuance of recommendations of the Efficiency Bureau of the Railway Board which conducted a study in 1981, a number of steps were taken to streamline the working of the RRBs. In addition, a number of steps have been taken further to improve the working of RRBs which *inter alia* include continuous monitoring of the work done by RRBs, use of computers in the pre and post examination work, issue of guidelines detailing the various steps to be taken in the process of recruitment, etc. The Committee also note that in pursuance of their observation in the earlier Report that “the process of recruitment should never be allowed to exceed 12 months and should normally be six months” RRBs have been instructed to expedite the recruitment process.

1.6 From the appraisal made by the Ministry of Railways (Railway Board) regarding performance of the RRBs from 1-4-1985 to 30-9-1986 (18 months), the Committee find that there is some improvement in the time taken by the RRBs in finalising panels. The Committee are also informed that special steps have been taken to finalise the outstanding panels in respect of RRBs like Allahabad, Bombay and Bangalore. These *inter alia* include provision of assistance to RRBs at Bombay and Allahabad by other RRBs. The Committee trust that the Ministry of Railways (Railway Board) will continue to render all possible assistance in this regard to enable the said RRBs to reach current level. Progress achieved in this connection should be intimated to the Committee within a period of six months.

1.7 The Committee note that one of the special steps taken to finalise the outstanding panels is the appointment of a regular Chairman

*Chapter II of the Report.

in respect of Recruitment Board at Bangalore in December, 1986. The Committee are distressed to observe that the Railways have failed to appoint regular Chairman in 11 out of 19 Recruitment Boards. The Committee reiterate their recommendation that immediate steps be taken to ensure that the vacant posts of Chairmen, Railway Recruitment Boards are filled up without further delay and the Committee be intimated of the position in six months.

Appointment of regular personnel of Railway Recruitment Boards

(S.No. 8, Para 1.54)

1.8 Stressing the need for appointment of regular personnel of the Recruitment Boards, the Committee in para 1.54 of their original Report had observed as follows :

“The Committee is astonished at the Railway Board’s failure to ensure that the personnel of the Recruitment Boards are appointed in a proper manner and in accordance with the rules framed for the purpose. There is no justification for adhocism in such matters.”

1.9 The Committee are distressed to note* that out of 19 RRBs, only two at Bangalore and Patna have a regular Chairman and a regular Member Secretary each, whereas six RRBs have regular Chairman and other six have regular Member Secretaries. As many as five RRBs have neither a regular Chairman nor a regular Member Secretary. The Committee in their earlier Report had observed that there was no justification for adhocism in the matter of appointment of the personnel of the Recruitment Boards.

The Committee regret that Government’s casual approach still persists and urge that the remaining cases of appointment which are under process, be expedited so that all the RRBs have Chairmen and Member Secretaries in the next six months. The Committee may also be informed of the position immediately after expiry of the six month from now. The Committee also hope that such vacancies in future will be filled up as and when they arise by initiating anticipatory action well in time.

*From action taken reply in Chapter II of the Report

CHAPTER II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED NOTED BY GOVERNMENT

Recommendation

Indian Railways decided as early as 1942, to have a separate body for recruitment of Railway staff. The first Service Commission since renamed as Railway Recruitment Board (RRB) was established with a Chairman and two Members on the then North Western Railway. Based on the successful experience gained, four Service Commissions were created in 1946, at Bombay, Calcutta, Lucknow (subsequently shifted to Allahabad) and Madras. The Indian Railway Inquiry Committee in 1948 recommended their permanency. With the passage of time additional Railway Service Commissions were set up and by 1981, there were nine Railway Service Commissions meeting the requirements of the Zonal Railways and the Railway Production Units. In 1981, the Railway Board ordered an indepth study of the working of the various Railway Service Commissions. The Efficiency Bureau of the Railway Board which conducted the study recommended the setting up of six Service Commissions, one each in the States of Rajasthan, Madhya Pradesh, Gujarat Orissa and Kerala and at Chandigarh in order to cope up with the increased demands of staff by Zonal Railways. However, at the time of implementation, the Railway Board decided that a seventh one should be provided at Jammu and Srinagar. Accordingly orders were issued in September, 1982 to establish seven more Service Commissions at Ahmedabad, Ajmer, Bhopal, Bhubaneswar, Chandigarh, Jammu and Srinagar and Trivandrum. These Service Commissions started functioning from 1983. Subsequently, their more Service Commissions were set up at Gorakhpur, Malda and Ranchi.

The Recruitment Boards have been set up with the objectives (i) to rationalise the workload on the existing RRBs; (ii) to expedite the selection process; (iii) to bring the recruiting agencies nearer to the candidates in the far flung areas and interior of States; and (iv) to meet

regional aspirations in the matter of employment. The Ministry have further stated that the recruitment work for filling up vacancies handled by RRBs is done zone-wise as per jurisdictions laid down.

[S. No. 1, para 1.47 of 42nd Report of PAC (1985-86)
(8th Lok Sabha)]

Action Taken

The Committee's observations have been noted.
This has been seen by audit.

[Ministry of Railways (Railway Board's) case No. E(NG)
II/85/RRB/120]

Recommendation

Regarding the shortfall in coverage of staff requirements of Railways, there are two aspects. The first is whether in the case of any demand for a particular category the requirement has been met or not. In Allahabad, selections were conducted to meet the total requirements of 6,219 candidates. The number of candidates selected were 5,516 or about 90 per cent. In Bombay against a demand of 6,948 candidates only 5,075 or about 73 per cent were selected. The reasons for shortfall are stated to be non-availability of SC/ST candidates and ex-servicemen. The Committee have no doubt that had the number of RRBs been smaller, each covering a larger area, the number of candidates appearing and qualifying would have been about the same and that result no much different. The second issue arises as a result of sufficient number of candidates not qualifying. It has been explained to the Committee that the work has not suffered as the requirement for the requisite staff was met in full by internal promotion of suitable candidates without observing the normal procedure. The Committee are surprised to learn that ad hoc promotions have had to be resorted to so frequently and widely that the Department of Railways have not been in a positions to even compile and furnish the data regarding ad hoc promotions made due to failure of the Recruitment Boards to provide a sufficient number of freshly selected candidates.

The Committee observe that one of the major reasons for poor performance of the Railway Recruitment Boards is the excessive time

taken by RRBs in finalising selection. It is noticed that the time taken by the RRBs from the date of advertisement to the date of final selection is four years as against the prescribed time limit of six months or a year. In evidence, the Member (Staff), Railway Board conceded that "It was a matter of concern to them". The Committee are constrained to observe that this is not a satisfactory state of affairs. Creeping of malpractices cannot be avoided in the face of such long delays.

The Committee were informed that there were 42 steps from the receipt of an indent from the Railway Administration to the issue of appointment letter to the successful candidates and that some of those steps were time consuming. The Committee consider that there can be no excuse for such delays. The process of recruitment should never be allowed to exceed twelve months and should normally be six months. It is also unwise to assume that a candidate applying to RRB could afford to wait for four years. The Committee strongly recommend that the Ministry of Transport should carry out a thorough review of the working of the RRBs and restructure the system so that the entire process of recruitment is speeded up and the selected candidates informed to their appointment within a reasonable period of time.

[S. No. 4, 5 and 6, Para 1.50, 1.51 and 1.52 of the 42nd Report of PAC (1985-86) (8th Lok Sabha)]

Action Taken

The problem of delays in finalisation of panels by Railway Recruitment Boards was the subject matter of a study by the Railway Board in 1981. The procedures then being followed by the sister recruiting agencies like staff Selection Commission, Banking Service Recruitment Board and U.P.S.C. were gone into and a number of steps were taken to streamline the working of the RRBs. The study had also suggested setting up of new RRBs, in accordance with which decision, seven new RRBs were established in September, 1982 with due approval of Government.

2. In addition, a number of steps have been taken further to improve the working of the RRBs as under :—

- (i) Continuous monitoring of the work done by RRBs—a special progress report format was finalised and the RRBs now sub-

mit the progress report every two months to the Railway Board. Delays are taken up with the RRBs for remedial action.

- (ii) Guidelines detailing the various steps to be taken in the process of recruitment to enable RRBs towards prompt finalisation of panels have been made out and circulated to the RRBs.
- (iii) A further study of the work practices being followed by the Staff Selection Commission (SSC) and Banking Service Recruitment Board (BSRB) was also carried out recently. The study has revealed that the practices in vogue in the RRBs are not much at variance with those followed by the SSC and BSRB.
- (iv) In accordance with the Railway Board's directions 12 out of 19 RRBs have started making use of computers in the pre and post-examination work where the number of applications required to be handled is large.
- (v) The RRBs have been specifically given instructions that the recruitment process should be expedited and the PAC's observations that "the process of recruitment should never be allowed to exceed 12 months and should normally be six months" have also been brought to their notice.

3. In pursuance of the PAC's desire to cut out avoidable delays in the finalisation of the various examination panels, a Committee of two Chairmen of Recruitment Boards (Bhopal and Secunderabad) was entrusted in January 1986 with the preparation of a time schedule of various activities of the RRB. They have submitted their report in December, 1986. This report will be considered by the Railway Board in consultation with the Zonal Railway Administrations and the RRBs for adoption of a uniform time frame for different technical and non-technical examinations. The final outcome in this regard will be intimated to the Committee in due course.

4. The performance of the RRBs from 1.4.85 to 30.9.86 (18 months) has been appraised. This appraisal shows that the time taken by the RRBs for finalising the panels during this period has shown improvement in respect of all RRBs vide Annexure 'CC'.

5. The pendency of various items of work as on 1.10.86 is detailed below :—

Total number of indents pending—604

(a) Panel ready/panel finalised but not announced	—	82
(b) Panel under finalisation/interview over	—	60
(c) Written examination over (interview not over)	—	125
(d) Written examination planned	—	78
(e) Fresh employment notice issued	—	168
(f) Employment notice not yet issued (83 + 8)	—	91

6. It will be seen from the above that the work is progressing satisfactorily and in the normal course, there should not be any occasions for delay.

7. There have been delays in respect of some RRBs. like Allahabad, Bangalore and Bombay for reasons like Vigilance/C.B.I. investigations, court cases, etc., which were beyond the control of RRBs. Special steps have been taken to finalise the outstanding panels. Assistance was provided to the RRB, Bombay by nominating two senior officers for the purpose. RRB, Allahabad took assistance from the sister RRBs at Patna and Chandigarh for the purpose. In respect of Bangalore, a regular Chairman has taken over on 23.12.1986.

8. The work in respect of these RRBs is also expected to be current shortly.

9. The functioning of all the RRBs will, however, continue to be monitored.

This has been seen by Audit.

[Ministry of Railways (Railway Board's) case no. E(NG)
II/85/RRB 120]

ANNEXURE 'CC'

*No. of Categories/panels finalised during 1985-86
(1-4-85 to 30-9-86)*

Name of RRB	No. of categories/ panels	Within 6 months	Within 6-12 months	Within 12-18 months	Within 18-24 months	Over 2 years
Ajmer	12	2	10	—	—	—
Ahmedabad	17	9	4	4	—	—
Allahabad	50	2	8	16	6	18
Banglore	47	3	14	22	2	6
Bhopal	17	2	12	2	1	—
Bhubaneswar	10	—	—	10	—	—
Bombay	20	2	2	8	3	5
Calcutta	87	44	23	18	—	2
Chandigarh	38	18	18	1	1	—
Gorakhpur	12	3	6	1	1	1
Gauhati	48	—	43	5	—	—
Jammu & Srinagar	42	—	24	16	1	1
Madras	55	23	30	2	—	—
Malda	30	—	5	22	3	—
Muzaffarpur	25	14	10	1	—	—
Patna	23	9	9	3	—	2
Secunderabad	37	5	32	—	—	—
Ranchi	36	21	15	—	—	—
Trivandrum	16	7	9	—	—	—
Total	622	164	274	131	18	35

Recommendation

The third issue gone into by the Committee is failure to maintain secrecy. This arose from leakages of question papers to examinations conducted at Allahabad. These incidents of leakages received wide

publicity in the press and shock the faith of the public in the RRBs. The Railway Board claims that the system and procedure followed by them are not defective. Complacency of this kind can only be described as unsatisfactory. The Committee recommends emphatically that the Railway Board should carry out a quick study of the working of other recruiting organisations of similar kind such as the Banking Service Recruitment Board and Staff Selection Commission and the defects found in the system followed by RRBs remedial promptly.

[S.No. 7, para 1.53 of 42nd Report of P.A.C. (1985-86)
8th Lok Sabha]

Action Taken

At the outset, it may be mentioned that all the RRBs put together conduct about 300 written examinations every year and no leakage of question paper had been reported earlier. However, when a leakage did take place in 1981 in Allahabad RRB, the procedure for printing of question papers by the Railway Recruitment Boards was reviewed in 1983. It was decided that while getting the papers printed the RRBs should seek the help of local State Government press [who have secret wing exclusively for printing secret papers. It was also stipulated that officers of the RRB should ensure personally supervising the printing of question paper.

After the leakage of the question paper in February, 1984 in respect of the mass category examination organised all over the Railways centrally, the existing arrangements were again reviewed by the Railway Board in a Conference of the Chairmen of the RRBs held on 19/20.3.84 when it was decided in slight modification of the earlier orders of September 1983 that in case the State Government presses were not in a position to print the question papers within the time limit, the RRBs might get the question papers printed from private presses, which undertook such confidential/secret jobs, after satisfying themselves of the adequacy of the secret arrangements. Where the question papers were got printed in the private presses, the entire job of printing should be supervised by the Chairman/Member Secretary. Instructions have also been reiterated now that the RRBs should tighten up the machinery and all effective action should be taken to leave no chance for any mishaps. But for the two isolated cases, one in 1981 and the other in 1984, there had been no other cases of leakage of question paper. As a further step

to tighten up the security. the working of the Banking Service Recruitment Board (BSRB) and the Staff Selection Commission (SSC) was also studied to find out whether they have their own printing arrangements. While an autonomous outside agency is doing the work for the BSRB, the work is got done through private presses by the SSC. It will thus be seen that the working of these two sister organisations is, by and large, in conformity with the working of the RRBs.

This has been seen by Audit.

[Ministry of Railways (Railway Board)'s case No. E (NG)II/85
/RRB/120]

Recommendation

The Committee is astonished at the Railway Board's failure to ensure that the personnel of the Recruitment Boards are appointed in a proper manner and in accordance with the rules framed for the purpose. There is no justification for adhocism in such matters.

[S. No. 8, para 1.54 of 42nd Report of PAC (1985-86)
(8th Lok Sabha)]

Action Taken

Recruitment of Chairman/Member Secretaries in a number of RRBs has been finalised by the UPSC and regular incumbents have been appointed/are functioning in the following RRBs :—

1. *Member Secretaries*

Ajmer
Ahmedabad
Allahabad
Bangalore
Bombay
Calcutta
Madras
Patna

2. *Chairmen*

Bhopal
Chandigarh

**Gauhati
Jammu & Srinagar
Patna
Secunderabad
Trivandrum
Bangalore**

The remaining cases of appointment are in different stages of process, which all be expedited.

This has been seen by Audit.

[Ministry of Railways (Railway Board)'s Case No.
E(NG) II/85/RRB/120]

CHAPTER III

OBSERVATIONS/RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN THE LIGHT OF THE REPLIES RECEIVED FROM GOVERNMENT

Recommendation

The Committee note that Audit para has raised three basic issues. The first is unnecessary and excessive proliferation of Railway Recruitment Boards. Secondly, Railway Recruitment Boards failed to meet the requirements for candidates, which led to ad hoc promotions without formal selection. The third is repeated failure to maintain the secrecy of question paper.

The Committee will deal first with the number of Recruitment Boards. The Member (Staff) agreed during evidence that "a view can certainly be taken that the objective could have been achieved by setting up more examination centres rather than proliferating Recruitment Boards". Keeping in view the national character of the Railways the Railway Reforms Committee recommend that the Railway should have only one Recruitment Board for each Railway Zone which stretched over five or six States. Overlooking this recommendation, the Railways decided to have 16 Boards, which number was subsequently raised to 19 Boards.

Apparently, instead of setting up a limited number of RRBs each with a large number of examination centres, the Railways have opted for comparatively large number of RRBs each with small examination centres. Though a scientific study of the economics of the two systems has not been conducted it is evident that the additional cost per RRB is in the region of Rs. 6 lakhs per annum. Audit has estimated that additional cost per annum due to establishment of 10 more Commissions is Rs. 58 lakhs per annum. The Committee would strongly recommended that a review should be carried out of the RRBs which have been set up after 1983 and where the quantum of work has not picked up, RRB in question should be wound up.

One of the objectives of the policy laid down by the Railway Board for setting up Railway Recruitment Boards is to bring the recruiting agencies nearer to the candidates in the far flung areas and interior of States. According to the Ministry, proximity of RRB as opposed to an examination centre, makes it easier for a candidate to make enquiries personally. In addition there is also the psychological impact that the nearness of an office of the RRB can create in the minds of the candidates especially from the backward and under developed areas. The Committee are not convinced with these arguments. They would like to point out that the State of Madhya Pradesh is one of the largest in respect of area in the country. The RRB at Bhopal in the State of Madhya Pradesh serves *inter alia* areas under its jurisdiction in the Bilaspur Division, which are as far as 700-800 Kms. (Railway line distance) from the location of the Board. This is one instance. The Committee also find that most of the Recruitment Boards are located in the Capitals of the States whose location because of historical significance is far from the interior of the States coming with their respective jurisdiction. It was only at the instance of the Committee that Bikaner was brought within Ajmer's jurisdiction instead of that of J&K. The Committee are also unable to comprehend how one Zonal Railway Administration is able to place its demands for multiple Railway Recruitment Boards. The Committee are constrained to observe that the present locations of Railway Recruitment Boards are not in conformity with the declared objective of bringing the recruiting agencies nearer to the candidates from the far flung and interior areas of States. The Committee cannot but come to the conclusion that the RRBs have not been established with any clear conceptual policy, much less foresight.

[S. Nos. 2 & 3, Paras 1.48 & 1.49 of 42nd Report of P.A.C. (1985-86) (8th Lok Sabha)]

Action Taken

It may be mentioned that 7 RRBs were set up in September, 1982 with due approval of Government on the basis of a study conducted by the Railway Board, whilst the RRC's recommendation for restricting the number of RRBs to that of the Zonal Railways was received by the Ministry of Railways in June, 1983.

Having regard, inter-alia, to the fact that the RRBs are providing convenience to candidates from all areas particularly the poorer and backward classes, the Railway Board in their meeting held on 19th & 20th November, 1986, have decided that existing number of RRBs is not large. This decision has the approval of the Minister of State for Railways.

This has been seen by Audit.

[Ministry of Railways (Railway Board)s Case No.
E(NG)II/85/RRB/120]

CHAPTER IV
RECOMMENDATION/OBSERVATION REPLY TO WHICH
HAS NOT BEEN ACCEPTED BY THE COMMITTEE
AND WHICH REQUIRES REITERATION

NIL

CHAPTER V
RECOMMENDATION/OBSERVATION IN RESPECT OF
WHICH GOVERNMENT HAVE FURNISHED
INTERIM REPLY

NIL

NEW DELHI;
March 28, 1988

Chaitra 3, 1910 (Saka)

AMAL DATTA.
Chairman,
Public Accounts Committee

PART II

MINUTES OF THE 38TH SITTING OF THE PUBLIC ACCOUNTS COMMITTEE (8TH LOK SABHA) HELD ON 17TH MARCH, 1988 (AN)

The Committee sat from 1530 to 1700 hours.

PRESENT

Shri Amal Datta—*Chairman*

MEMBERS

2. Shri Ajay Mushran
3. Shri S. Jaipal Reddy
4. Shri Chiranji Lal Sharma
5. Gen. R.S. Sparrow
6. Shri Vir Sen
7. Shrimati Manorama Pandey
8. Shri B. Satyanarayan Reddy

SECRETARIAT

1. Shri B.D. Duggal—*Chief Financial Committee Officer*
2. Shri S.M. Mehta—*Senior Financial Committee Officer*
3. Shri R.K. Chatterjee—*Officer on Special Duty*

REPRESENTATIVES OF THE AUDIT

1. Shri G.M. Mani—*ADAI (Reports)*
2. Shri R. Parameswar—*Director of Audit (CWM-I)*
3. Shri S.B. Krishnan—*Director (Reports—Central)*

2. The Committee considered the following Draft Reports and adopted them with certain modifications/amendments as shown in Annexure IV, respectively.

×	×	×
×	×	×

(iv) Draft Report on action taken on recommendations contained in the 42nd Report (8th Lok Sabha) of Public Accounts Committee relating to Railway Recruitment Boards.

2. The Committee authorised the Chairman to finalise the Draft Reports in the light of the above modifications and also make verbal and consequential changes arising out of factual verification by the Audit and present them to the Parliament.

The Committee then adjourned.

ANNEXURE IV

**AMENDMENTS/MODIFICATIONS MADE BY PUBLIC
ACCOUNTS COMMITTEE IN DRAFT REPORT ON
ACTION TAKEN ON 42ND REPORT (8TH LOK
SABHA) RELATING TO RAILWAYS RECRUIT-
MENT BOARDS AT THEIR SITTING HELD
ON 17TH MARCH, 1988 (AN)**

<i>Page</i>	<i>Para</i>	<i>Line(s)</i>	<i>Amendment/Modification</i>
4	1.7	9	<i>Delete 'should'</i>
		1	<i>Delete 'may'</i>
	1.9	1	<i>For 'note'</i>
			<i>Read 'distressed to note'</i>
		11—17	<i>For 'The Committee from now'.</i>

Read 'The Committee regret that Government's casual approach still persists and urge that the remaining cases of appointment which are under process, be expedited so that all the RRBs have Chairmen and Member Secretaries in the next six months. The Committee may also be informed of the position immediately after expiry of the six months from now. The Committee also hope that such vacancies in future will be filled up as and when they arise by initiating anticipatory action well in time.'

APPENDIX I

Categorisation of Action Taken Notes on the Observations/ Recommendations contained in the 42nd Report

- (i) Recommendations and observations that have been accepted/
noted by Government :

Sl. Nos. 1, 4, 5, 6, 7 and 8.

- (ii) Recommendations and observations which the Committee do
not desire to pursue in the light of the replies received from
Government :

Sl. Nos. 2 and 3.

- (iii) Recommendations and observations replies to which have not
been accepted by the Committee and which require reiteration :

—Nil—

- (iv) Recommendations and observations in respect of which
Government have furnished interim replies :

—Nil—

APPENDIX II

Statement of Observations and Recommendations

Sl. No.	Para No.	Ministry concerned	Observations/Recommendations
1	2	3	4
1.	1.5	Ministry of Railways (Railway Board)	<p>The Committee note from action taken reply that in pursuance of recommendations of the Efficiency Bureau of the Railway Board which conducted a study in 1981, a number of steps were taken to streamline the working of the RRBs. In addition, a number of steps have been taken further to improve the working of RRBs which <i>inter alia</i> include continuous monitoring of the work done by RRBs, use of computers in the pre and post-examination work, issue of guidelines detailing the various steps to be taken in the process of recruitment, etc. The Committee also note that in pursuance of their observation in the earlier Report that "the process of recruitment should never be allowed to exceed 12 months and should normally be six months" RRBs have been instructed to expedite the recruitment process.</p>
2.	1.6	—do—	<p>From the appraisal made by the Ministry of Railways (Railway Board) regarding performance of the RRBs from 1-4-1985 to 30-9-1986 (18 months), the Committee find that there is some improvement in the time taken by the RRBs</p>

3.

1.7

—do—

4.

1.9

—do—

in finalising panels. The Committee are also informed that special steps have been taken to finalise the outstanding panels in respect of RRBs like Allahabad, Bombay and Bangalore. These *inter alia* include provision of assistance to RRBs at Bombay and Allahabad by other RRBs. The Committee trust that the Ministry of Railways (Railway Board) will continue to render all possible assistance in this regard to enable the said RRBs to reach current level. Progress achieved in this connection should be intimated to the Committee within a period of six months.

The Committee note that one of the special steps taken to finalise the outstanding panels is the appointment of a regular Chairman in respect of Recruitment Board at Bangalore in December, 1986. The Committee are distressed to observe that the Railways have failed to appoint regular Chairmen in 11 out of 19 Recruitment Boards. The Committee reiterate their recommendation that immediate steps be taken to ensure that the vacant posts of Chairmen, Railway Recruitment Boards are filled up without further delay and the Committee be intimated of the position in six months.

The Committee are distressed to note that out of 19 RRBs, only two at Bangalore and Patna have a regular Chairman and a regular Member Secretary each, whereas six RRBs have regular Chairmen and other six have regular Member Sec-

Secretaries. As many as five RRBs have neither a regular Chairman nor a regular Member Secretary. The Committee in their earlier Report had observed that there was no justification for ad hocism in the matter of appointment of the personnel of the Recruitment Boards

The Committee regret that Government's casual approach still persists and urge that the remaining cases of appointment which are under process, be expedited so that all the RRBs have Chairmen and Member Secretaries in the next six months. The Committee may also be informed of the position immediately after expiry of the six month from now. The Committee also hope that such vacancies in future will be filled up as and when they arise by initiating anticipatory action well in time.

