

11

**STANDING COMMITTEE
ON RAILWAYS
(1997-98)**

ELEVENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**RE-ORGANISATION OF ZONAL OFFICES
IN INDIAN RAILWAYS**

[Action taken by Government on the recommendations/observations contained in the 5th Report of the Standing Committee on Railways (1996-97) on 'Re-organisation of Zonal Offices Indian Railways']

ELEVENTH REPORT



सत्यमेव जयते

**LOK SABHA SECRETARIAT
NEW DELHI**

September, 1997/Bhadra, 1919 (Saka)

C
2.3657f

CORRIGENDA
TO THE 11TH REPORT OF THE STANDING COMMITTEE ON
RAILWAYS (1997-98) ON ACTION TAKEN BY GOVERNMENT ON
THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE
5TH REPORT ON 'RE-ORGANISATION OF ZONAL OFFICES
IN INDIAN RAILWAYS'

Page	Para	Line	For	Read
(iii)	At Sl. No. 12		Yellaih	Yellaiah
(iii)	At Sl. No. 26		Khushwah	Khushwaha
10	53	12	not	note
14	At Sl. No. 10		Khushwah	Khushwaha
14	At Sl. No. 13		Ahamad	Ahamed

ELEVENTH REPORT
STANDING COMMITTEE ON
RAILWAYS
(1997-98)

(ELEVENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

RE-ORGANISATION OF ZONAL OFFICES
IN INDIAN RAILWAYS

Action taken by Government on the recommendations/observations contained in the 5th Report of the Standing Committee on Railways (1996-97) on 'Re-organisation of Zonal Offices in Indian Railways'.

Presented to Lok Sabha on..... 20 NOV 1997
Laid in Rajya Sabha on.....



LOK SABHA SECRETARIAT
NEW DELHI

September, 1997 / Bhadra, 1919 (Saka)

Price : Rs. 10.00

PARLIAMENTARY DEPT.
Gen. Secy. (P) (3)
Acc. 98272
Date 4/12/97

LC
328.3657R
N7.11,2

© 1997 BY LOK SABHA SECRETARIAT

Published under Rule 382 of the Rules of Procedure and Conduct of Business in Lok Sabha (Eighth Edition) and Printed by Manager, P.L. Unit, Govt. of India Press, Minto Road, New Delhi.

CONTENTS

		PAGE
COMPOSITION OF THE COMMITTEE		(iii)
INTRODUCTION		(v)
CHAPTER I	Report	1
CHAPTER II	Recommendations/Observations which have been accepted by Government.....	5
CHAPTER III	Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies	7
CHAPTER IV	Recommendations/Observations in respect of which replies of Government have not been accepted and which require reiteration	9
CHAPTER V	Recommendation/Observation in respect of which replies of Government is still awaited	12

APPENDICES

I.	Minutes of the Third sitting of the Standing Committee on Railways (1997-98) held on 09 September, 1997	14
II.	Analysis of the action taken by Government on the recommendations/observations contained in the 5th Report of the Standing Committee on Railways (1996-97) (Eleventh Lok Sabha).....	16

COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS
(1997-98)

Shri Basudeb Acharia — *Chairman*

MEMBERS

Lok Sabha

2. Shri Ram Naik
3. Shri Jagdambi Prasad Yadav
4. Shri Satya Deo Singh
5. Shri Anand Ratna Maurya
6. Shri Dharendra Agarwal
7. Shri Ashok Sharma
8. Dr. Sahebrao S. Bagul
9. Dr. Ramvilas Vedanti
10. Shri Ashok Gehlot
11. Shri Priya Ranjan Das Munsi
12. Shri Nandi Yellaih
13. Shri K.P. Singh Deo
14. Km. Sushila Tiriya
15. Shri Imchalemba
16. Shri V.M. Sudheeran
17. Shri Dinsha J. Patel
18. Shri Qamarul Islam
19. Shri Chun Chun Prasad Yadav
20. Shri Raja Rangappa Naik
21. Shri P. Theertharaman
22. Shri Ram Singh Shakya
23. Shri K. Parasuraman
24. Shri Kondapalli Pydithalli Naidu
25. Shri Narayan Gajanan Athawalay
26. Shri Sukhlal Khushwah
27. Shri Ram Bahadur Singh
28. Dr. Prabin Chandra Sarma
29. Shri E. Ahamed
30. Shri S. Bangarappa

Rajya Sabha

31. Shri Satyanarayana Dronamraju
32. Maulana Habibur Rahman Nomani
33. Shri Balbir Singh
34. Shri W. Angou Singh
35. Shri Shivajirao Giridhar Patil

36. Shri Gopalsinh G. Solanki
37. Dr. Ishwar Chandra Gupta
38. Smt. Malti Sharma
39. Shri Nagmani
40. Shri Rahasbihari Barik
41. Smt. Chandra Kala Pandey
42. Shri S. Niraikulathan
43. Shri K.M. Saifullah
44. Shri Tridib Chaudhuri
45. Shri Wasim Ahmad

SECRETARIAT

1. Shri S.N. Mishra — *Additional Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri S.N. Dargan — *Under Secretary*
4. Shri O.P. Shokeen — *Committee Officer*

INTRODUCTION

1. I, the Chairman of Standing Committee on Railways (1997-98) having been authorised by the Committee to present the Report on their behalf, present this Eleventh Report on Action Taken by the Government on the recommendations/observations contained in their Fifth Report (1996-97) on 'Re-organisation of Zonal Offices in Indian Railways'.

2. The Fifth Report was presented to Lok Sabha on 19 March, 1997 and contained 7 recommendations/observations. The replies of the Government in respect of six out of seven recommendations contained in the Report were received on 13.06.1997. These replies were considered by the Committee on 09 September, 1997.

3. The Report was considered and adopted by the Committee at their sitting held on 9th September, 1997.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Fifth Report of the Committee is given in Appendix II.

NEW DELHI;
17 September, 1997

26 Bhadra, 1919 (Saka)

BASUDEB ACHARIA,
Chairman,
Standing Committee on Railways.

CHAPTER I

REPORT

This report of the Standing Committee on Railways (1997-98) deals with action taken by the Government on the recommendations and observations contained in their Fifth Report on "Re-organisation of Zonal Offices in Indian Railways" which was presented to Lok Sabha on 19th March 1997.

2. Action Taken Notes have been received from the Government in respect of six out of seven recommendations/observations contained in the Report. These have been broadly categorised as follows:—

- (i) Recommendations/observations which have been accepted by the Government—Para Nos. 55 & 56.
- (ii) Recommendation/observation which the Committee do not desire to pursue in view of the Government's replies—Para No. 51.
- (iii) Recommendations/observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration—Para Nos. 50, 53 & 54.
- (iv) Recommendation/observation in respect of which reply of the Government is still awaited—Para No. 52.

3. On perusal of replies submitted by the Ministry of Railways the Committee find that they have not taken any action on the recommendation contained in Paragraph No. 52 of the Report. The Committee take serious note of this fact and desire that the action taken reply on the said recommendation must be furnished by the Ministry within one month's period.

4. The Committee will now deal with action taken by Government on some of their recommendations/observations.

Importance of working of Standing Committee on Railways

5. The Committee had, in paragraph No. 50 of the Report *inter-alia* observed that, though the Committee had taken up the subject for examination on 13th August 1996 and the Ministry of Railways were informed accordingly the same day, yet the Ministry did not wait for the outcome of examination of the subject by the Committee and instead went ahead for inauguration of all the Zonal Offices. The Committee had taken strong exception to that attitude of the Ministry towards the importance of the working of the Committee. In the opinion of the Committee the Ministry of Railways should have waited for the outcome of examination of the subject by the Committee.

6. In their action reply, the Ministry of Railways have stated:

"The first sitting on 'Re-organisation of Zonal Offices in Indian Railways' was held on 03.09.96. After the oral evidence on the subject on 3rd Sept., 1996, the Standing Committee had sent supplementary questions to which replies were furnished. Question No. 9 pertained to inauguration of new Zones as follows:

Question No. 9

Out of the six new zones announced by the Ministry of Railways how many have since been inaugurated and when?

Reply of the Government:

The inaugural functions for four zonal HQrs. have since been held as under:—

- (i) Bhubaneswar on 8.8.96.
- (ii) Allahabad on 28.8.96
- (iii) Hajipur on 8.9.96, and
- (iv) Jaipur on 17.10.96."

However, in the absence of an earlier or a subsequent specific directive to the contrary, the Railway Ministry held the two remaining inaugural functions of Zonal Offices as follows:

Bangalore on 01.11.96
Jabalpur on 08.12.96."

7. The Committee are surprised to note the reply of the Ministry of Railways that in the absence of an earlier or a subsequent specific directive to the contrary, the Railway Ministry held the two remaining inaugural functions of Zonal Offices at Bangalore and Jabalpur on 1 November, 1996 and 8 December, 1996 respectively. What is more disturbing to the Committee is the fact that the Ministry of Railways do not know the working of the Committee. Whatever directive the Committee can give to the Government, can be given only after thorough examination of the subject. In this particular case, the Committee had informed the Ministry of Railways on 13 August, 1996 itself about their decision for detailed examination of the subject 'Reorganization of Zonal Railways in Indian Railways'. Had the Ministry of Railways been prudent, they would have avoided the inauguration of the remaining five Zonal Offices and awaited for the outcome of the examination of the subject. This is a clear case of the casual attitude of the Ministry of Railways towards the importance of the working of the Committee.

Prevention of Detailed Examination of the Subject

8. The Committee had, in paragraph No. 53 of the Report, found that an Advisors' Committee of the Ministry of Railways was constituted in May 1994 to examine the proposal of Re-organisation of Zones and Divisions. It was an internal Committee of Ministry of Railways and even

the Planning Commission and the Ministry of Finance were not associated. That Committee had submitted its Report in December 1994. The Advisor's Committee Report was not supplied on the pretext of its being secret in nature. The Committee were of the opinion that the Report did not strictly fall in the category of secret documents and they had therefore observed that the Ministry of Railways had prevented the detailed examination of the subject by not supplying the copy of that vital Report.

9. In their action taken reply, the Ministry of Railways have stated:

“Advisors Committee Report is a secret official document. However, the highlights of the Committee's report were furnished in reply to Item No. IV of the additional information submitted to the Standing Committee on Railways.”

10. In this regard attention is invited to Rule 270 of Rules of Procedure and Conduct of Business in Lok Sabha which reads as under:

“A Committee shall have power to send for persons, papers and records:

Provided that if any question arises whether the evidence of a person or the production of a document is relevant for the purposes of the Committee, the question shall be referred to the Speaker whose decision shall be final:

Provided further that Government may decline to produce a document on the ground that its disclosure would be prejudicial to the safety or interest of the State.”

11. The Committee are not at all convinced with the reply of the Ministry of Railways who have failed to clarify how the furnishing of Advisor Committee's Report to them could be prejudicial to the safety or interest of the State. The Committee cannot, therefore, but to conclude that the Ministry of Railways do have prevented the detailed examination of the subject by not supplying the copy of that vital Report. Non-supply of Advisors Committee Report is also tantamount to contempt of the Committee.

Decision for creation of new six zones

12. The Committee had, in paragraph No. 54 of the Report, found that on the basis of recommendations of the Advisors' Committee a proposal for creation of four zones was sent in July 1995 to the Cabinet. The proposal was deferred by the Cabinet in August 1995. However, after the formation of the new Government at the Centre, the Ministry of Railways had again gone to the Cabinet in July 1996 for creation of not only four zones as recommended by RRC and Advisors' Committee but for six new zones. The Committee were surprised to find that on the one hand, the recommendations of the Railway Reforms Committee (a Committee of Experts) made after in-depth study in 1984 for creation of four new zones even in a phased manner were not implemented till then due to resource

constraint and on the other, the Government surprisingly had decided the creation of six new zones. The Committee had felt that the decision for creation of six new zones in one go might have serious impact on the present Railway system.

13. In their action taken reply, the Ministry of Railways have stated:

“With the coming up of the Project Unigauge, Konkan Railway and the change/increase in traffic/pattern, a proposal for 4 new zones was sent to the Cabinet in July '95. This was deferred by it. After re-examination in Railway Board another proposal for six new Zones was submitted to the Cabinet in July, '96. This was approved by it.

The creation of new zones is being done over a period of 5 years in a phased manner”.

14. The Committee are not convinced with the reply of the Ministry of Railways. They express their serious concern over the failure of the Ministry to explain the basic reasons on which they had decided to create six zones against the recommendation of creating four zones by the Railway Reforms Committee and the Advisors' Committee.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 55)

The Committee are of the opinion that the basic objective of the Railways, being a Public Utility Service and being dependent on public funds must primarily be to serve the public. Thus every scheme must serve the primary objectives. Certainly, the creation of a new zone, in this modern era where communication and information technology has advanced tremendously, and where delegation of powers, responsibility and authority to Divisions has proportionately increased, may not merit consideration in such a manner. Therefore, the Committee recommend that creation of new Zones, should be taken up in a phased manner and that too on the basis of workload, better operational efficiency and effective financial and administrative management.

Reply of the Government

The Committee's recommendation to set up new Zones in phases has been noted. The creation of new zones has been planned in a phased manner over a period of 5 years. Further, as explained earlier new Zones have been recommended keeping in view various factors like workload, size accessibility, etc..

The formation of new Zones is expected to provide relief to the heavily worked zones/divisions, improve accessibility and enable the Administration to have an effective control over the compact zones/divisions leading to improved service and customer satisfaction.

[No. 96/BC-II/SCR/XI/15, dated 13.6.1997]

Recommendation (Para No. 56)

The Committee further recommend that new Zonal Headquarters should be created as model headquarters taking into account the available state-of-the-art technologies in the field of information technology, management information systems and communication technologies. Thereafter existing zones should also be considered for modernisation on similar basis in a phased manner for better operational efficiency and effective financial and administrative management.

Reply of the Government

The recommendations of the Committee have been noted. It is planned that the new zonal offices shall be equipped with modern management information systems and information/communication technologies.

It is also planned that the existing Zonal railways would also adopt modern information technology in a phased manner for bringing about operational efficiency and effective financial/administrative management.

[No.96/BC-II/SCR/XI/15, dated 13.6.1997]

CHAPTER III

RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLIES

Recommendation (Para No. 51)

In 1981 need was felt to review the whole gamut of the working of the Indian Railways and consequently a very high powered expert Committee (Railway Reforms Committee) was constituted for the purpose. This Committee submitted its voluminous Report in 1984. The Committee had *inter alia* after working out a detailed indices of workload taking into account various parameters such as size, accessibility, traffic burden, operating/administrative requirements consistent with the needs of economy and efficiency, recommended for creation of 4 zones in a phased manner i.e. in Phase-I East Central Railways and North Western Railways; in Phase-II North Central Railway and in Phase-III South Western Railway (to be considered later). Though the recommendations of the Committee were accepted in principle by the Ministry of Railways but the same could not be implemented due to resource constraint as stated by the Ministry of Railways for about 12 years nor they sought the Cabinet's approval. When the Ministry was asked whether they are not facing resource crunch at present they informed the Committee that the resource constraint is still there. The Committee thus note that the ground put forward by the Ministry of Railways not to implement the recommendations of RRC does not hold force on the face of the fact that the Government have announced six new zones in one go though they are still facing resource crunch. The Committee therefore take very serious note of the rigid bureaucratic approach of Railway Board in not implementing the recommendations of RRC even in a phased manner since 1984.

Reply of the Government

Railway Board in 1985 accepted in principle that, based on RRC's recommendations, one zone (North-Western Zone) be created on priority and only when this zone is in an advanced stage of setting, another Zone (East Central Zone) be taken up.

In view of the prevailing resource constraints in 1985-86 Board felt that none of the two zones can be progressed during that year.

During 1991 the matter of setting up of new zones was again examined. The working group on Railway programmes in its report in June '89 submitted to Planning Commission had put the requirement of funds for Railways at Rs. 41.600 Cr. for the VIIIth Five Year Plan duly making a

provision of Rs. 150 Cr. for setting up of one zone fully and commencement of other zones at a later stage in the Plan period.

Going from the trends of allocation of funds of first two years of the VIIIth Plan it was observed that Railways were allotted Rs. 10,500 Cr. only instead of Rs. 16,400 Cr.

Project unigauge had been launched in 1992 and Konkan Railway was coming up. The traffic pattern was changing and there was a significant increase in passenger and goods traffic volumes during 1995-96 over 1984-85 as under:—

<i>Item</i>	<i>% age increase over 1984-85</i>
Tonnes Originating	65 %
NTKMs	57 %
Passengers originating	21 %
Passenger Kilometres	51 %

A record increased loading of 25 MT in one year was achieved during 1995-96.

The operating ratio in 1985-86 was 92.5% which improved significantly to 82% in 1995-96.

There were 49 Divisions in 1966 when the last zone was created, 10 more Divisions had come up since then.

Keeping in view the improvement in financial performance of the Railways, a fresh proposal was submitted to the Cabinet in July 1995. This was deferred and the railways were asked to re-examine the proposal.

A fresh proposal for creation of six zones was submitted to the Cabinet in July 1996 which was approved by it.

[No. 96/BC-II/SCR/XI/15, dated 13.6.1997]

CHAPTER IV

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH REQUIRE REITERATION

Recommendation (Para No. 50)

The Committee, after announcement of creation of new six zones by the Minister of Railways in his Budget Speech (1996-97) on 16 July, 1996 decided to take up the subject 'Re-organisation of Zonal Offices in Indian Railways' at their first sitting held on 13 August, 1996 for detailed examination. The Ministry of Railways was also accordingly informed on the same day. But the Committee are surprised to find that the Ministry of Railways did not wait for the outcome of examination of the subject by the Committee and instead went ahead for inauguration of all the Zonal Offices. The Committee take strong exception to this attitude of the Ministry towards the importance of the working of the Committee. The Ministry of Railways should have waited for the outcome of examination of the subject by this Committee.

Reply of the Government

The first sitting on "Re-organisation of Zonal Offices in Indian Railways" was held on 3.9.96. After the oral evidence on the subject on 3rd Sept., 1996. the Standing Committee had sent supplementary questions to which replies were furnished. Question No. 9 pertained to inauguration of new Zones as follows:

"Question No. 9.

Out of the six new zones announced by the Minister of Railways how many have since been inaugurated and when?

Reply of the Government

The inaugural functions for four zonal HQrs. have since been held as under:—

- (i) Bhubaneswar on 8.8.96
- (ii) Allahabad on 28.8.96
- (iii) Hajipur on 8.9.96, and
- (iv) Jaipur on 17.10.96."

However, in the absence of an earlier or a subsequent specific directive to the contrary, the Railway Ministry held the two remaining inaugural functions of Zonal Offices as follows:

Bangalore on 1.11.96

Jabalpur on 08.12.96.

[No. 96/BC-II/SCR/XI/15, dated 13.6.1997]

Comments of the Committee

(Please see paragraph 7 of the Report)

Recommendation (Para No. 53)

An Advisors' Committee of the Ministry of Railways was constituted in May 1994 to examine the proposal of re-organisation of Zones and Divisions. It was an internal committee of the Ministry of Railways and even the Planning Commission and the Ministry of Finance were not associated with the Committee. This Committee submitted its Report in December 1994. When the Ministry of Railways was asked to supply a copy of the Report to facilitate the Committee to examine the subject in detail, the same was not supplied on the pretext of its being secret in nature. As the Ministry of Railways has been implementing the recommendations made by the Advisory Committee, the Committee are of the opinion that this very vital Report does not strictly fall in the category of secret documents. The Committee therefore not with serious concern that the Ministry of Railways have prevented the detailed examination of the subject by not supplying the copy of this vital Report.

Reply of the Government

Advisors' Committee Report is a secret official document. However, the highlights of the Committee's report were furnished in reply to Item No. IV of the additional information submitted to the Standing Committee on Railways.

[No. 96/BC-II/SCR/XI/15, dated 13.6.1997]

Comments of the Committee

(Please see paragraphs 10 & 11 of the Report)

Recommendation (Para No. 54)

The Committee further note that as stated by the Railway Ministry and corroborated by the Cabinet Secretary, on the basis of recommendations of the Advisors' Committee, a proposal for creation of four zones was sent in July 1995 to the Cabinet. The proposal was deferred by the Cabinet in August 1995. However after the formation of the new Government at the Centre, the Ministry of Railways have again gone to the Cabinet in July 1996 for creation of not only four zones as recommended by RRC and Advisors' Committee as stated by the Ministry of Railways but for six new zones. The Committee are surprised to find that on the one hand, the recommendations of the Railway Reforms Committee (a Committee of Experts) made after in-depth study in 1984 for creation of four new zones even in a phased manner were not implemented till recently due to resource constraint and on the other, the Government surprisingly decided

the creation of six new zones. The Committee feel that the decision for creation of six new zones in one go may have serious impact on the present Railway system.

Reply of the Government

With the coming up of the Project Unigauge, Konkan Railway, and the change/increase in traffic/pattern, a proposal for 4 new zones was sent to the Cabinet in July '95. This was deferred by it. After re-examination in Railway Board another proposal for six new zones was submitted to the Cabinet in July '96. This was approved by it.

The creation of new zones is being done over a period of 5 years in a phased manner.

[No. 96/BC-II/SCR/XI/15 dated 13.6.1997]

Comments of the Committee

(Please see paragraph 14 of the Report)

CHAPTER V

RECOMMENDATION/OBSERVATION IN RESPECT OF WHICH REPLY OF THE GOVERNMENT IS STILL AWAITED

Recommendation (Para No. 52)

The Committee note that as per 'Key to the Budget Documents' Part I (Summary) of Works, Machinery and Rolling Stock Programmes of Railways includes brief justification of important "New Works" proposed in the Budget. The Committee find that an outlay of Rs. 250 crores for the purpose of re-organisation of Zones and Divisions *vide* item No. 218-A of Railway Budget (1995-96) under head "New Works" of Northern Railway was got approved by the Ministry of Railways and Rupees one Lakh was provided to be incurred during that year. Similarly a provision of Rs. 190 lac was also made *vide* item No. 304 of Railway Budget (1996-97) under head 'Other Specified Works' of Northern Railway to be incurred in 1996-97. However, on perusal of Railway Budget documents for 1997-98, the Committee find that an outlay, during 1996-97 of Rs. 1000.12 lac against the provision of Rs. 190 lac is expected to be incurred on re-organisation of Zonal Offices. The Committee fail to understand why the brief justification for the expenditure of Rs. one lakh in 1995-96 and for Rs. 190 lac in 1996-97 (expected outlay of Rs. 1000.12 lac during 1996-97) could not find place in Part I (Summary) of Works, Machinery and Rolling Stock Programmes of the Railways in their Budgets for the years 1995-96 and 1996-97. In other words it is not clarified in Part I (Summary) that the amount provided in Budget would be incurred on schools, hospitals, buildings or on any other works. The Committee cannot but conclude that this is a grave lapse on the part of the Ministry of Railways as a consequence of misleading features of the Railway Budget documents. The Committee therefore seek clarification duly vetted by Audit from the Ministry of Railways.

Reply of the Government

Reply will follow.

[D.O. No. 96/BC-II/SCR/XI/15, dated 14.08.1997]

Comments of the Committee

[Please *see* paragraph 3 of the Report]

NEW DELHI;
17 September, 1997

26 Bhadra, 1919 (*Saka*)

BASUDEB ACHARIA,
Chairman,
Standing Committee on Railways.

APPENDIX I

MINUTES OF FOURTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1997-98)

The Committee sat on Tuesday, the 09 September, 1997 from 1100 hrs. to 1145 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

Shri Basudeb Acharia—*Chairman*

MEMBERS

Lok Sabha

2. Shri Jagdambi Prasad Yadav
3. Shri Anand Ratna Maurya
4. Dr. Ramvilas Vedanti
5. Shri Priya Ranjan Das Munsi
6. Shri K.P. Singh Deo
7. Shri Chun Chun Prasad Yadav
8. Shri K. Parasuraman
9. Shri Kondapalli Pydithalli Naidu
10. Shri Sukhlal Khushwah
11. Shri Ram Bahadur Singh
12. Dr. Prabjn Chandra Sarma
13. Shri E. Ahamad

Rajya Sabha

14. Shri Wasim Ahmad
15. Shri Shivajirao Giridhar Patil
16. Smt. Malti Sharma
17. Shri Rahasbihari Barik
18. Smt. Chandra Kala Pandey
19. Maulana Habibur Rahman Nomani

SECRETARIAT

1. Shri R.C. Gupta — *Deputy Secretary*
2. Shri Surinder N. Dargan — *Under Secretary*
3. Shri O.P. Shokeen — *Committee Officer*

2. The Committee considered and adopted the Draft Twelfth Report on action taken by the Government on the recommendations/observations contained in their Fifth Report on 'Re-organisation of Zonal Offices in Indian Railways' without any modification/amendment.

3. The Committee authorised the Chairman to finalise the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways or otherwise and to present the Report to both the Houses of Parliament or the Speaker, Lok Sabha. The Committee took a serious view for not showing the Advisor's Committee Report to the Chairman and requested him to bring this fact to the notice of the Hon'ble Speaker.

The Committee then adjourned.

APPENDIX II

ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN FIFTH REPORT OF THE STANDING COMMITTEE ON RAILWAYS (1997-98) (ELEVENTH LOK SABHA) ON 'RE-ORGANISATION OF ZONAL OFFICES IN INDIAN RAILWAYS'

Total number of Recommendations/Observations	7
(i) Recommendations/Observations which have been accepted by the Government (<i>Vide</i> Recommendations/Observations Para No. 55 & 56)	2
Percentage of Total	28.6%
(ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies (<i>Vide</i> Recommendations/Observations Para No. 51)	1
Percentage of Total	14.3%
(iii) Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee and which required reiteration (<i>Vide</i> Recommendations/Observations Para No. 50, 53, 54)	3
Percentage of Total	42.8%
(iv) Recommendation/Observation in respect of which final reply of Government is still awaited (<i>Vide</i> Observation/Recommendation Para No. 52)	1
Percentage of Total	14.3%