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**STANDING COMMITTEE ON RAILWAYS
(2009-10)**

FIFTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/
observations contained in the 36th Report of the Standing
Committee on Railways (Fourteenth Lok Sabha)
on 'Demands for Grants (2008-09) of the Ministry of
Railways']**

FIRST REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2009/ Agrahayana, 1931 (Saka)

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Railways']**

Presented to Lok Sabha on 03.12.2009
Laid in Rajya Sabha on 03.12.2009



LOK SABHA SECRETARIAT
NEW DELHI

December, 2009/ Agrahayana, 1931 (Saka)

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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2009-10)

Shri T. R. Baalu - Chairman

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri Kameshwar Baitha (Palamau)
4. Shri K. Bapiraju
5. Smt. Rajkumari Chauhan
6. Dr. Ram Chandra Dome
7. Smt. Maneka Gandhi
8. Smt. Botcha Jhansi Lakshmi
9. Shri Pralhad Joshi
10. Dr. Nirmal Khatri
11. Shri Anand Prakash Paranjpe
12. Shri Somabhai G. Koli Patel
13. Shri Rudramadhab Ray
14. Smt. Shatabdi Roy
15. Smt. Sushila Saroj
16. Smt. Yashodhara Raje Scindia
17. Shri Gopal Singh Shekawat
18. Chaudhary Lal Singh
19. Shri Umashankar Singh
20. Shri Lalji Tandon
21. Dr. Girija Vyas

RAJYA SABHA

22. Ms. Sushila Tiriya
23. Shri Nandi Yellaiah
24. Shri Ishwar Singh
25. Shri Lalit Kishore Chaturvedi
26. Shri Om Prakash Mathur
27. Shri Tarini Kanta Roy
28. Shri Ambeth Rajan
29. Shri N. Balaganga
30. Shri K.E. Ismail
31. Shri Abani Roy

LOK SABHA SECRETARIAT

- | | | | |
|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijeet Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Deputy Secretary |
| 4. | Shri Vivek Saini | - | Executive Assistant |

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2009-10), having been authorized by the Committee to present the Report on their behalf, present this First Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Thirty-sixth Report of the Standing Committee on Railways on 'Demands for Grants (2008-09) of the Ministry of Railways'.

2. The Thirty-sixth Report was presented to the Lok Sabha on 16.04.2008 and it contained 17 recommendations/observations. The Ministry of Railways have furnished their Action Taken Replies on all the recommendations/observations.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 29.10.2009.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Thirty-sixth Report of the Standing Committee on Railways (Fourteenth Lok Sabha) is given in Appendix-II.

NEW DELHI;
02 December, 2009
11 Agrahayana, 1931 Saka

T.R. BAALU
Chairman,
Standing Committee on Railways

CHAPTER I

REPORT

This Report of the Standing Committee on Railways (2009-10) deals with the Action Taken by the Government on the recommendations and observations contained in the Thirty-sixth Report of the Committee on 'Demands for Grants (2008-09)' of the Ministry of Railways.

1.2 The Thirty-sixth Report was presented to Lok Sabha on 16.04.2008 and laid on the table of Rajya Sabha on the same day. It contained 18 recommendations/observations.

1.3 Action Taken Notes in respect of all the recommendations/observations contained in the Report have been received and categorized as under:

- (i) Recommendations/Observations which have been accepted by the Government –

Para Nos. 2, 3, 4, 5, 6, 9, 11, 12, 13, 14 and 16.

Total : 11
Chapter-II

- (ii) Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies –

Para No. 7, 8, 10, 17 and 18.

Total : 5
Chapter-III

- (iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration –

Para Nos. 1 and 15.

Total : 2
Chapter-IV

- (iv) Recommendations/Observations in respect of which final replies are still awaited -

Total : NIL

1.4 The Committee trust that utmost importance would be given to implementation of the recommendations/observations accepted by the Government. In cases where it is not possible for the Department to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee with reasons thereof. The Committee further desire that Action Taken Notes on the recommendations/observations contained in Chapter-I and final action taken replies to the recommendations contained in Chapter-V of this Report should be furnished to them at an early stage.

1.5 The Committee will now deal with the Action Taken by the Government on some of their recommendations/observations.

A. Completion of throughput enhancement works by removing bottlenecks on the system & modernization of its network and scaling down of budgeted physical targets

Recommendation (Para No. 1)

1.6 The Committee appreciated the performance of the Railways during the year 2007-08 in comparison to the year 2006-07. The Committee however, found that the operating ratio of the Railways is likely to go up to 81.4 percent during 2008-09 from 76.3 percent in 2007-08. The Committee were of the view that the Railways should make concerted efforts to accelerate the pace of completion of throughput enhancement works by removing bottlenecks on the system and speeding up modernization of its network so that the growth momentum achieved in 2007-08 is maintained in 2008-09 also.

The Committee, expressing their displeasure over invariably scaling down the budgeted physical targets under various Plan Heads such as New Lines, Gauge Conversions, Doublings, Signalling, Electrification, etc. by Railways at the Revised Estimates stage, strongly

recommended that such practice should be avoided and realistic targets be set at the Budget Estimate stage itself.

1.7 In their action taken reply, the Ministry of Railways have stated as under:

“To maintain the growth momentum achieved during the last few years the Railways have been providing higher allotment for works relating to throughput enhancement under the plan heads Gauge Conversion, Doubling, Traffic Facilities and Signalling & Telecommunication Works. Keeping the same objective in view the Capital Fund has been revived since 2005-06 (Revised Estimates) to provide sufficient funds from the internally generated resources to finance such works so as to ensure their expeditious completion.

The physical targets of construction of projects are fixed in the beginning of the year depending upon the availability of funds and taking the physical progress of the ongoing projects into consideration. The targets are reviewed during the course of the year based on the actual progress being achieved at the field levels and various other factors coming up during the execution of a project which affect the progress of the project.

Measures are being contemplated to address the problem of contractors on account of steep hike in prices of steel and cement. The progress of projects is monitored at regular intervals at the appropriate levels. The necessary empowerment of field units and changes in various rules and practices related to contract management will surely bear better results. As regards throughput enhancement works relating to signalling, the Railways have been permitted to float composite tenders for S&T works requiring construction and electrification of service buildings/structures to accelerate the pace of works. Inputs like sleepers, glued joints, liners, etc. will be made available on priority.

The concern of the Committee regarding slippage in targets has been noted and efforts will be made to expedite the works to complete them in the targeted time. Although the Railways endeavour to fix optimistic targets initially so as to gear up the entire system, men and machinery to achieve the same, efforts remain to project as realistic targets as are within reach to accomplish.”

1.8 The Committee are not convinced with the reasons tendered by the Ministry for the shortfall and resultant scaling down of

physical targets at the Revised Estimates Stage. Almost all the reasons cited by the Ministry were very much present at the planning stage itself, given the perennial nature of these problems. The Ministry, the Committee feel, have failed either to set realistic targets or achieve the same. The Ministry in their action taken reply have stated that the Railways fix optimistic targets initially to gear up the entire system, men and machinery. The Committee are of the view that such unrealistic planning lead to subsequent slippages in targets, thereby blocking the scarce resources which could have otherwise been used in other developmental activities. The Committee are also of the considered view that gearing up of entire system is a part of administrative process and cannot be cited as a reason for meeting the targets laid down. The Committee, therefore, again impress upon the Ministry to fix realistic targets taking into consideration all constraints and strengthen and augment the Planning, Implementation and Monitoring mechanisms in the Ministry. The Committee further desire that their recommendation should be placed before the Planning Commission and views of the Commission, if any, may be included in the Final Action Taken Statement.

B. Health Services

Recommendation (Para No. 12)

1.9 The Committee took serious note of the shortage of doctors and lack of adequate health facilities, particularly at smaller Railway hospitals in rural areas. They felt that there is an urgent need to address this problem. The Committee recommended that rural posting

of doctors should either be made more lucrative or a mandatory roster system for postings be worked out. They further desired that Railway Hospital should also have full time doctors in Indian System of medicines such as Ayurvedic, Homeopathic, etc.

1.10 In their action taken reply, the Ministry of Railways have stated as under:

“To make the rural posting lucrative, this is agreed in principle. However, this involves the Class-I Group ‘A’ Officers, therefore, the modalities will be worked out in consultation with the other Ministries.

Though, there is a unified cadre in Railways but large number of doctors are involved in Specialists and Super-Specialists services as well as administrative jobs of Hospitals.

However, rural postings are done on need basis and at most of times, it is ensured that Health Units are manned either by regular or contract doctors.

The issue of regularization of the services of Homeopathic/Ayurvedic Practitioners in the Indian Railways Medical services has been dealt with in detail in the past and not found feasible. However, it will be examined afresh.”

1.11 The Committee, not convinced with the reply of the Ministry, once again reiterate their earlier recommendation and desire that the Ministry should take concrete measures, including policy decisions, to make available appropriate health infrastructure and adequate number of doctors in rural areas. They also desire to be informed about the decision taken on the issue of regularization of the services of Homeopathic/Ayurvedic practitioners in the Indian Railway Medical Services. The Committee would also like to be apprised of the complete list of full time doctors posted in rural areas against the vacancies, the details of existing vacancies and

whether the roster system was properly followed in respect of these postings including backlog in reservations, if any.

C. Secret ballot for recognition of unions

Recommendation (Para No. 15)

1.12 The Committee was happy to note that at the instance of Supreme Court, Railways have successfully conducted the Secret Ballot in September 2007 to recognize Unions. They however, found that these elections were not allowed in Railway Production Units and Kolkata Metro. The Committee in this regard reiterated their earlier recommendation in 33rd Report on 'Industrial Relations and Staff Welfare in Railways' that the Unions/Associations of the Production Units as well as the Metro Railway, Kolkata should also be allowed to participate in the Secret ballot.

1.13 In their action taken reply, the Ministry of Railways have stated as under:

“The existing grievances redressal machinery in the productions units and MTP Railway is working satisfactorily. All General Managers and Chief Personnel Officers of the Production Units in the meetings held with Board on 10.8.98 had reached consensus to continue with the existing system of Staff Councils and meetings of the Board with Staff Councils. The full Board in their meeting held on 11.10.96 had also decided not to change the existing system of Staff Councils in Production Units.”

1.14 The Committee note with serious concern that the Ministry has once again tendered the same reply, which they had submitted in pursuance of the Committee's recommendation on the issue in their 33rd Report on 'Industrial Relations & Staff Welfare in Railways'. The Committee strongly note that they are not in concurrence with the views forwarded by the Ministry. They, therefore, reiterate their earlier recommendation and desire that

the Ministry should hold wider consultation on the issue with all the stakeholders and that the Committee be informed about the decision taken in this regard.

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CHAPTER – II**RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN
ACCEPTED BY THE GOVERNMENT****Recommendation (Para No. 2)**

The Committee find that the physical target for construction of new lines during the year 2007-08 has been reduced to 155 Kms. at Revised Estimate stage, which is nearly 70 percent of the budgeted estimate. The reasons cited by the Railways for downward revision of the target is delay in land acquisition, adverse law and order conditions, failure of contracts due to increase in prices of steel and cement, the sudden spurt in infrastructure development causing a serious crunch of the resourceful contractors and not getting adequate response in the tenders. The Committee note that the Railways have taken up Ordinance to counter the problem of land acquisitions and in some case the projects are being transferred to RVNL for early execution. To check contractual failures due to rising prices of steel, Railways have decided to procure steel on its own and give to the contractors so as to avoid delay in execution of project because of rise in price of steel. Cement is another important component in the construction area. The Committee desire that just as in the case of steel, the Railways should also work out the feasibility of procuring cement themselves by taking up the matter with the concerned Ministries. The Railways are also working towards empowerment of field units and increasing the financial and administrative powers of the CAO and General Managers so that work can proceed faster. The Committee hope that these measures would improve the situation. The Committee further note that precious time is lost between planning and execution of projects resulting in cost escalation of various inputs viz. land, steel, cement etc. The Committee desire that the Railways should revise their methodology to bridge the gap between conceptualization and implementation of new line projects. There should also be proper monitoring and accountability at all levels viz. Railway Board, Zonal level for any lapses in execution of the project. They further desire that one time grant should be given to Railways to complete all pending projects. The Committee also feel that while sanctioning new projects revenue earnings should not be the sole consideration and projects should be sanctioned with a view to developing backward areas also.

Reply of the Government

The physical target of construction of new lines are fixed in the beginning of the year depending upon the availability of funds and taking the physical progress of the ongoing new line projects into consideration.

The targets are reviewed during the course of the year based on the actual performance and various factors which come up during the execution of a project and are likely to affect the target of the project. The problems relating to law and order conditions, failure of contracts, steep hike in prices of steel and cement and other materials etc. used in the construction cannot be foreseen at times and are beyond the control of the Railways. This compels the Railways to revise the targets at Revised Estimate stage. Measures are also being contemplated to address the problem of contractors on account of steep hike in prices of steel and cement. However, it is not considered feasible to supply cement and steel by the Railways as this procedure involves large investment in nature of storage capacity and staff etc. for accountal purposes and also cause problems in contract management. In fact, this procedure was being followed in Railways earlier and was dispensed with so that contractors could timely arrange materials as per requirement. The progress of projects is monitored at regular intervals at the appropriate levels. The necessary empowerment of field units and changes in various rules and practices relating to contract management will surely have positive impact on the progress

As regards, sanctioning of projects in backward areas, it is mentioned that large number of new line and gauge conversion projects in such areas have already been taken up for socio-economic development of backward areas. The recommendation of Committee for one time grant to Ministry of Railways has been noted and will be put up to Government for decision.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 3)

Doubling is required in order to meet the growing increase in traffic, reducing congestion and saturation and for capacity augmentation. During 2007-08 Railways had targeted 700 Km of doubling which was reduced to 500 Km and the actual achievements till the end of March, 2008 was expected to be 453 Km. The Committee note that the doubling projects do not face the shortage of funds nor do they face usual constraints and

bottlenecks such as land acquisition, forestry clearance, etc. as in the case of New Line projects. Yet, Railways are unable to meet the targets set. The reasons for the slow progress are stated to be contractual problems, finding complimentary material inputs etc. Not convinced with the reasons cited by the Ministry, the Committee feel that such bottlenecks could have been visualized at the initial stages and appropriate remedial measures should have been taken by making periodic review of the progress in the execution of the projects. They hope that in future the Railways would not be found wanting in the achievements of targets set by them. They also desire that for any lapses in this regard, the Zonal Railways should be made accountable. They further stress that the Doubling projects once sanctioned should be completed within the stipulated time.

Reply of the Government

In case of doubling, work has to be executed in the vicinity of running track and a number of precautionary measures have to be taken which also includes speed restrictions on the bridges to avoid any mishap. Doubling work also involves modification in the existing yards and changes in signaling installations. The existing assets are required to be relocated. All these often hamper the execution of work. The progress is thus slow. Besides, contractual problems are also being faced. The targets of doubling have been set higher than previous years. The endeavour is to fix higher targets and gear up Railways to achieve the same. Against the achievement of 386 Km. of doubling during 2006-07, the achievement during 2007-08 has been 426 Km.

The concern of the Committee regarding slippage in targets of doubling has been noted and efforts will be made to expedite the doubling works to complete them in the targeted time.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 4)

The Committee note that to meet the growth in traffic, Railways are in the process of capacity augmentation. Modern signalling systems are vital in improving line capacity as well as Railways safety. The Committee note with regret that there has been a shortfall in achievement of target, particularly in

rehabilitation works during 2007-08 and the spill over work is likely to be completed by 31st March,2009. Similarly, in case of replacement work also there has been a minor shortfall in the achievement of target. The Ministry of Railways at the time of examination of the subject have informed that more replacement works are likely to be completed during the remaining period of the financial year. Other reasons advanced in this regard by the Railways are inadequate number of works contractors and shortage of signal engineers and staff for design and execution of works commensurate with requirement because of high attrition rate and curtailment in recruitment of Signalling Engineers. The Committee note that this is an area of serious concern which requires immediate attention. They, therefore, urge the Railways to strongly take up the matter with regard to filling up of vacancies in Signal Engineers and staff with the Department of Personnel and Training. They also desire that achievements made in the replacement works at the end of March,2008 be apprised to them. With regard to the spill over in rehabilitation works while expressing their concern, the Committee stress that such recurrence should be avoided in future. The Committee desire that measures should be taken to entrust the signalling and telecommunication works to the contractors who are able to deliver and all efforts should be made to modernize the Signalling workshops in order to have the in-house technology required for manufacture of equipments for Signalling and telecommunication works. The Committee also opine that a multi-ministerial group should be formed to work on the matter regarding shortage of material etc. required for Signalling works.

Reply of the Government

The concerns expressed by the Committee for shortfall in achievement of target in rehabilitation work and replacement work have been noted. Railways has made following action plan to execute projects on fast track :-

- (i) Railways have been empowered to float composite tenders for S&T projects/works.
- (ii) Bigger contracts are being called to encourage participation of contractors who are able to deliver.
- (iii) Some of the works have been transferred to Rail Tel Corporation of India Ltd.

- (iv) Intensive training is being given to staff and contractors.
- (v) Only proven systems are being used to increase the reliability and maintainability.

Railways have been able to achieve the target of completion of replacement works at 407 stations during 2007-08 and 439 stations are targeted for commissioning during 2008-09.

There is no problem regarding adequacy of supply capacity with trade and Signal Workshops.

Regarding filling up of vacancies for safety/operation category of posts including of signal engineers and staff, Ministry of Railways have taken up the issue with the Deptt. of Personnel and Training (DOP&T) and is actively pursuing the matter.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 5)

The Committee note that the outlay of Rs. 2,51,000 crore proposed by the Railways for the 11th Five Year Plan (2007-2012) has been advised by the Planning Commission at Rs. 2,55,909 crore considering current prices. According to the Railways, the physical targets for the Plan period in respect of New Line, Gauge Conversion, Doubling, Electrification and Signalling have been set but the detailed break-up plan-head wise of the final outlay has not yet been finalised by the Planning Commission. The Committee note with concern that even after the completion of the first year of the 11th Five Year Plan, the break-up of outlay Plan Head-wise is yet to be finalised. This reflects poorly on the Railways. They urge that the Ministry of Railways should take up the matter with the Planning Commission without any further delay and the Committee be apprised of the final break-up Plan-Head wise finalised by the Planning Commission.

Reply of the Government

A requirement of Rs. 2,51,000 Crores was projected to the Planning Commission to be mobilised as under:-

Gross Budgetary Support (GBS)	Rs. 86,000 Crores.
Internal Resources	Rs. 90,000 Crores.
Extra Budgetary Resources	Rs. 75,000 Crores
Total	Rs. 2,51,000 Crores.

Planning Commission, however, had advised a plan size of Rs. 2,33,289 Crores at current prices with a GBS of Rs. 63,635 Crores at current prices (including National Projects) and excluding private investment.

Based on the revised Plan size of Rs. 2,33,289 Crores including GBS of Rs. 63,635 Crores, the Planhead-wise outlay for the XI Plan has been communicated to the Planning Commission. The revised Planhead-wise outlay for XI Plan for Railways is as under:-

(Rs. In Crores)

Plan Head	Total Projected requirement as per Working Group Report on Railway Programmes	Total Revised Allocation
New Lines	16000	21188
Gauge Conversion	18700	17300
Doubling	19000	16000
Traffic Facilities	8000	6630
Computerisation	5200	3940
Railway Research	425	425
Rolling Stock	59475	58500
Road Safety Works-Level Crossings	1000	700
Road Safety Works-Road Over Bridges	11000	3540
Track Renewals	21565	21405
Bridge Works	2895	3400
Signalling & Telecommunication Works	12500	9900
Electrification Projects	3500	3000
Other Electrical Works	3460	2160
Machinery & Plant	2200	2000
Workshop-including Production Units	10700	8700

Staff Quarters	1085	788
Staff Amenities	1455	1455
Passenger Amenities	3500	7208
Investment in Public Undertakings	41000	37500
Other Specified Works	1000	900
Inventories	2590	2200
Metropolitan Transport Projects	4750	4450
Grand Total	251000	233289

The resource mobilisation for the outlay of Rs. 2,33,289 Crores will be as under:-

Gross Budgetary Support (GBS)	Rs., 50,063 Crores.
National Projects	Rs. 13,572 Crores.
Internal Generation and Extra Budgetary Resources	Rs. 1,69,654 Crores
Total	Rs. 2,33,289 Crores

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 6)

The Committee note that there will be 11% increase in Passenger Earnings in 2007-08. However, they are disappointed to note that for 2008-09, the proposed earnings are projected at around 8% only. The Committee are not convinced of the reasons advanced by the Railways in this regard viz. the same lines have to carry passengers and freight traffic, resulting in constrain to introduce more trains, increasing the frequency of trains, lines getting more congested, non-punctuality etc. The Committee feel that there are some lines which have almost reached the saturation point; whereas there are certain lines where the frequency of trains plying on those routes is relatively very low but have the potential of carrying more traffic. They, therefore, feel that Railways should work on augmenting the capacity of saturated routes and introduce new trains on non-saturated routes having passenger traffic potential. This will not only reduce the congestion on saturated routes but also fetch more revenue to the Railways.

Reply of the Government

Railway Board has undertaken a detailed study of the routes on which capacity is saturated and has identified works required to augment capacity on these routes. A Blue Print on High Density Network (as identified by the study) has been prepared and works as

identified to augment capacity are being undertaken by the Railway. The suggestion of introducing new services on non-saturated routes having demand potential is noted.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 9)

The Committee find that Public Private Partnership options are being explored by Railways in areas like port connectivity and production units with the aim of looking after needs of the Railways and bringing in better technology. The Committee apprehend that this is a major policy deviation on part of the Railways, which uptill now has been maintaining itself as an exclusive public domain. The Committee are of the view that the Railways are entering into PPP without a well thought out policy and without assessing as to how much public-private partnership will bring resources and technology. They desire that before entering into the PPP, the Railways should formulate a cogent policy defining all terms and parameters clearly. Further, they also desire that the interest of the Railways be safeguarded and core sectors should not be brought under PPP. The Committee also recommend that Railways should explore the possibility of augmenting the capacity of their own production units before entering into Public Private Partnership.

Reply of the Government

Due to the massive investment requirement of the Railways and the decline in gross budgetary support in future, Railways would have to depend on its own resources, borrowings and private investments for growth, expansion and modernisation. It is confirmed that as a conscious strategy, Ministry of Railways has been encouraging private participation only in projects in non-core areas. At this stage, a beginning has only been made. Adequate care has been and is being taken to safeguard the interest of Railways.

As recommended by the Committee, Ministry of Railways would carefully assess the costs and benefits of Public-Private Partnership (PPP) initiatives after adequate experience is available. A policy on PPP can be formulated after such an exercise is completed.

It is clarified that Ministry of Railways have initiated action to augment the capacity of existing Production Units before setting up new Units in Joint Venture with the participation of Private Sector.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 11)

The Committee note with regret that at many places railway staff quarters are presently in dilapidated condition. Most of the staff quarters are very old and poorly maintained. Money provided for their renovation/maintenance remained unutilized over the years. The Committee therefore, recommend that proper and timely maintenance of these quarters should be done by the Railways.

Reply of the Government

Corporate Welfare Plan (2006-15) has been prepared to pay special attention towards maintenance and improvement of staff quarters with particular emphasis on substandard quarters lacking basic amenities. The total requirement of funds for works planned to be taken up over a 10-year period under CWP has been estimated to be in the range of approximately Rs 5000 cr.

General Managers of Zonal Railways and Production Units have been directed to make sure that funds allotted under Plan Heads '51(Staff Quarter)' and '52 (Amenities for Staff)' are utilized fully and are not surrendered.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 12)

The Medical Department of the Indian Railways fulfills the medical needs of working and retired Railway employees. The Committee take serious note of the shortage of doctors and lack of adequate health facilities, particularly at smaller Railway hospitals in rural areas. They, therefore, feel that there is an urgent need to address this problem. The Committee recommend that rural posting of doctors should either be made more lucrative or a mandatory roster system for postings be worked out. They further desire that Railway Hospital should also have full time doctors in Indian System of medicines such as Ayurvedic, Homeopathic etc.

Reply of the Government

To make the rural posting lucrative, this is agreed in principle. However, this involves the Class-I Group 'A' Officers, therefore, the modalities will be worked out in consultation with the other Ministries.

Though, there is a unified cadre in Railways but large number of doctors are involved in Specialists and Super-Specialists services as well as administrative jobs of Hospitals.

However, rural postings are done on need basis and at most of times, it is ensured that Health Units are manned either by regular or contract doctors.

The issue of regularization of the services of Homeopathic/Ayurvedic Practitioners in the Indian Railways Medical services has been dealt with in detail in the past and not found feasible. However, it will be examined afresh.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 13)

The Committee find that henceforth Railways propose to run only high capacity coaches which are being manufactured by them. In this connection, the capacity of old coaches is also proposed to be enhanced through retro fitment, compromising with certain amenities being provided to the passengers. They strongly recommend that while doing the retro fitment in old coaches, the amenities should not be compromised with.

Reply of the Government

The design and fitment details for retrofitment additional berths in existing sleeper class and AC Three Tier coaches have been finalized with due consideration to passenger comfort and safety. All passenger amenities shall be provided/retained as in the original design of coaches.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 14)

The Committee observe that there is shortage of personnel in various category of posts in RPF, Signalling, loco running staff, etc. They feel that shortage of staff in such categories has resulted in long and strenuous working hours for the existing staff forcing them to do multiple tasks particularly the loco running staff. The Committee apprehend that this may seriously affect railway's safety and increase the chances of Rail accidents. The Committee strongly feel that there is an urgent need to fill all existing vacancies in different categories. They, therefore, stress that the recruitment

procedure be reviewed and simplified and Railways must ensure that recruitment is done within stipulated time frame.

The Committee also recommend that the Agreement which was signed between Ministry of Railways and All India Loco Running Staff Association in 1973 with regard to 10 hours duty norm between signing on and signing off should be strictly adhered to.

Reply of the Government

Occurrence and filling up of vacancies is a continuous process. While a few vacancies are likely to exist in this continuous process at any point of time, the policy of the Government is to fill up the vacancies promptly as per procedure which is reviewed from time to time. Filling up of vacancies in safety categories and in Railway Protection Force (RPF) have been kept out of the purview of rightsizing. General Managers are empowered to assess the requirement and get the same filled up from time to time by placing indents on Railway Recruitment Boards (RRBs) in case of Group 'C' categories. For Group 'D' requirement the recruitment is done by Railways themselves. The vacancies in Railway Protection Force are filled up by Security Directorate of Ministry of Railways. There are detailed guidelines for recruiting staff so that any arbitrariness is avoided. The vacancies to be filled up are given wide publicity in conformity with the Constitutional provisions and guidelines issued by the Department of Personnel & Training pursuant to directive of Hon'ble Supreme Court of India. Vide D.O. No. E (NG)-II/2007/RR-1/10/Pt. dated 30.4.2008, Railway Establishments have already been directed to expedite filling up of vacancies by taking pro-active action for reviewing the staff requirement and placing indents with Chief Personnel Officers to enable publication of notification in the Employment News by first week of June, 2008.

Railways have further been instructed to fill up the vacancies immediately which exist due to non-joining/medical failure of empanelled candidates by approaching concerned Railway Recruitment Board to provide list of extra candidates. A meeting of Chairmen, Railway Recruitment Boards was also held on 21.5.2008 in Board's office to expedite the recruitment process.

Railway staff working hours are limited by Factory Act or Hours of Employment Regulations framed and approved by Ministry of Labour. Extra hours of work are in exceptional circumstances and staff is financially or otherwise compensated for that.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 16)

The Committee find that the Railways are planning to close down printing presses being run by them. They note that there are around 7000 'E' and 'F' category stations where printed tickets are still required for sale. Further a large number of Forms and other official material are also required to be printed. The Committee, therefore, desire that Railways should not outsource these works and review their decision. Efforts should be made to modernize the existing printing presses.

Reply of the Government

Railway Board in its meeting held on 29/30th Nov.2007, have approved the action plan for evolving alternative printing solutions and phased closure of in-house printing presses. Board's decision has been communicated vide letter No.2006/E&R/2800/Imp/Rlys dated 6.12.2007 to all the General Managers, all Indian Railways.

The views/recommendations of the Standing Committee on the Railways, various MPs and Railway Federations were considered by Ministry of Railways (Railway Board) and it has been decided to constitute a Review Committee to examine the various issues related to phased closure of in-house Printing Presses of Indian Railways and submit its report at the earliest.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

CHAPTER - III

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

Recommendation (Para No. 7)

The Committee note that there are four categories of platforms viz. high, medium, low and rail level platforms at the Railway Stations and whenever track renewal works are taken up, the track level becomes higher than the platforms at certain stations. The Committee further note that Railways propose to upgrade 135 'B' category stations and 203 'D' category stations to high level platforms. Similarly, 281 low level platforms at 'D' category stations are proposed to be upgraded to medium level platforms and their up gradation to high level platform would be taken up subsequently. The Committee desire that these 281 low level platforms at 'D' category stations selected for upgradation to medium level platforms should instead be upgraded to high level platforms as eventually Railways have to upgrade these platforms to a high level platforms . This will avoid incurring of double expenditure on upgradation of these platforms. The Committee further desires that there should be only two category of platforms viz high level and low level platforms.

Reply of the Government

On Indian Railways there are three types of platform levels, viz. high, medium and Rail level.

Through the Budget 2008-09 it has been proposed to raise the level of all existing Rail level and medium level platforms to high level at 'B' Category Stations involving about 135 stations. Similarly, all existing medium level platforms at 'D' category Stations involving about 203 stations are also proposed to be raised to high level platforms.

All existing Rail level platforms on the 'D' Category stations (involving about 281 stations) are ,however, planned to be raised to medium level in the first phase at an approx cost of Rs.108 Cr., which will be considered for raising to high level subsequently depending upon requirement and priorities.

Raising of all Rail level platforms at 'D' category stations to high level directly at this stage will not only increase the cost but also the time span requirement to execute the work. Moreover, as per the policy stated in the Budget 2008-09, FOBs will need to be provided at platforms raised to high level. Hence if all Rail level platforms at 'D' category stations are raised to High Level, there will be requirement of foot over bridges at about additional 115 stations costing another about Rs.80 cr. to 100 Cr.

Considering the fact that with above proposals High Level platform facility will be available to about 85% of the total passengers on Indian Railways including suburban traffic, it has been decided to go ahead with the work of raising of platforms as proposed in the Railway Budget 2008-09 in phases.

The suggestion of the Committee to keep only two levels, viz Rail level and high level platforms is noted for consideration by the Government.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 8)

The Committee are disappointed to note that out of the target of 95 ROBs/RUBs for completion during 2007-08, the Railways have been able to complete only 43 ROBs/RUBs. The reasons for this shortfall in achievement is stated to be non-cooperation by the State Governments in making adequate provision in their annual budget for the work on cost sharing basis, delay in finalizing the profile sketch and the location of the proposed bridges, etc. The Committee are not convinced with the reasons advanced in this regard and find that it is a perennial problem. They note that the present criterion of sharing the cost of construction of ROBs/RUBs with the State Governments at 50:50 ratio is not working satisfactorily. They, therefore, reiterate their earlier recommendation made in their 8th Report on 'Demands for Grants 2005-06' that the Railways should work out the feasibility of bearing the expenditure on ROBs/RUBs at 75:25 ratio with the State Governments. Further, only those ROBs/RUBs should be taken up for execution where necessary provision of funds has been ensured by the State Government.

Reply of the Government

Committee have extended two remedies for expeditious completion of ROB/RUBs.

- i. Their earlier recommendation given in 8th Report that cost pattern be changed from existing 50:50 ratio to 75:25 ratio as the existing one is not working satisfactorily.
- ii. Only those ROB/RUBs be taken up for execution where necessary provision of funds is ensured by the State Govt.

In regard to remedy No.1, i.e. implementation of Committee's earlier recommendation (8th Report of 2005-06) regarding change in pattern of cost sharing from 50:50 to 75:25 between Railways and State Govt. it is stated that without enhancement of Railway's allocation for the purpose it will be not possible for the Railways to accede to the suggestion (recommendation).

This Ministry had raised the issue before the Govt (Cabinet) requesting to increase allocation from CRF. Cabinet had advised to re-examine the issue in consultation with the State Govts. as State Govts. were to part with a little allocation and to spare for construction of ROB/RUBs from CRF they are receiving for Road development. But in spite of best efforts this Ministry have been able to get response from only 6 State Govts. who too have not agreed to part with their share. Hence, nothing could be done in this direction as without increase in Railway's share of allocation it will not be possible to change the present cost sharing pattern. Railways are already having heavy liability viz. 587 works already sanctioned upto 2007-08, during 2008-09, 88 more works have been added. This implies that taking approximate cost of complete work as Rs. 15 cr. (Railway's share as Rs. 6 Cr.) each these will cost Rs. 10125 cr. for complete work (Railway portion cost as Rs. 4050 cr.) Railways are having a throw-forward of Rs. 2489.84cr. exclusive of works costing below Rs. 2.5cr. Inclusive of that the throw-forward goes beyond Rs. 2600 cr. during 2008-09. In addition 1010 LCs, on date have already crossed the traffic density of one lakh TVUs i.e. having become due for

replacement by ROBs/RUBs. Taking an average cost of an ROB as Rs. 15 cr. Railways need Rs. 15150 cr. for 1010 LCs, in addition to the funds needed to complete the sanctioned works mentioned above ($587+88=675$ less 30 completed = 645). In addition recently, Railways have started replacement of unmanned and manned LCs where feasible, by limited height subways costing upto Rs.1.5cr. as single line and Rs.2.50 cr. on double line sections. Nearly 572 such LCs have already been identified for the purpose. Taking an average cost of Rs. 1.00 cr. these will cost Railways Rs. 572 cr. on date setting aside escalation in coming years. Since, Januray 2003, Railways have further relaxed the norms of cost sharing from 2 lane width to 4 lane in case of busy level crossings which has resulted in substantial increase in Railway's liability. Hence, with the present allocation of Rs.450-500 cr. to Railways from CRF for the safety works - Construction of ROBs/RUBs. it is not possible even to complete the on-going works before 5-6 years what to say of taking up other new works and shouldering the additional liability of bearing larger share of cost when 1010 LCs, 572 LH subways are also in pipeline for taking up. Burden of 4 lanning of existing 2 lane ROBs remains extra. Change in cost sharing pattern from existing 50:50 to 75:25 will further aggravate Railway's position. Hence, the recommendation can not be agreed to at this stage till Railways get enhanced allocation through any other channel, if not from CRF. However to ease the situation this Ministry is actively considering to introduce a modified concept of BOT under PPP which will not only lessen the financial burden on State Govts & Railways but also enable completion of larger number of ROBs/RUBs in clusters. Under this scheme Private Entrepreneurs/developers will arrange funds, 20-40% Viable Gap Fund will be provided by Railways and State Govts and investors will get reimbursed their investment by collecting toll.

For 2nd recommendation, Railways are already following this system. Physical execution of work for construction is taken generally when State Govt. starts construction of approaches. Even before sanctioning the work on cost sharing basis State Govts have to furnish

undertakings like undertaking for cost sharing, acquisition of land & closure of LC etc.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 10)

IRCTC is managing all static catering services at 'A', 'B' and 'C' category stations including Food Plaza and all Mobile Catering Units in Rajdhani/Shatabdi/other Mail Express Trains. The Committee find that the awarding of license through tender system has encouraged speculative and excess bidding with a view to grab the tender. With the result the quality of food has deteriorated over the years whereas there has been an increase in the prices. They therefore recommend that the quality of food must be improved and the prices should be rationalized. The Committee desire that catering system, a passenger amenity should not be made a purely commercial venture. They further desire that when new contractors are engaged, Railways should ensure that the interests of workers are safeguarded, the workers who are engaged by the old contractors are not removed and minimum wages are paid. They also desire that as they have recommended in their earlier reports, the Catering Policy – 2005 may be reviewed by the Railways at the earliest and the Committee be apprised of the same. The Committee further note that there are large number of unauthorized hawkers selling tea, snacks etc. in trains. The Committee desire that they should also be provided a licence for hawking in trains and also formulate a policy in this regard.

Reply of the Government

Catering services at 'A', 'B' and 'C' category stations and in trains are presently being managed by Indian Railway Catering and Tourism Corporation (IRCTC). Contracts for providing catering services under IRCTC – management are awarded through two-packet tender system. Packet –A contains the technical offer and the Packet – 'B' contains the financial bid. Financial bids of the applicant are opened only after they qualify in the technical bid. This system of awarding contract is transparent and ensures that only the reputed and qualified caterers are allowed to take part in the financial bids for getting the contracts. However, sometimes it is seen that, in order to get the contract, bidders have quoted excess licence fee, which has resulted in poor quality of services in some cases.

Improvement in catering services as an ongoing process, receives constant attention of the Railways and Indian Railway Catering and Tourism Corporation (IRCTC). IRCTC, a wholly owned company of Indian Railways has been formed to upgrade and professionalize the catering and hospitality services of Indian Railways. IRCTC has taken various steps to ensure improvement in quality of foods served to the passengers, like setting up multi-cuisine state - of - the - art Food Plazas, Automatic Vending Machines to dispense hot and cold beverages, and modernization of existing railways base kitchens. Regular monitoring of catering services is done by Railway and IRCTC officials. IRCTC has engaged independent food audit agencies to ensure quality of food being supplied to the passengers of Indian railways. Good practices like, progressive ISO (International Organization for Standardization) and HACCP (Hazard Analysis and Critical Control Points) certification of catering units are being followed. IRCTC has set up control offices at New Delhi, Mumbai, Howrah, Chennai and Secunderabad for receipt and redressal of complaints. Any passenger can make a telephone call to any of these control rooms and immediate action is taken on these complaints/suggestion.

Further special drives are conducted on premium trains including Rajdhani, Shatabdi and other Mail/Express trains through Quality Control Professional (QCPs) so as to improve quality of catering services. Also introduction of Colored Menu Cards depicting a-la-carte items along with their rates etc., have been done.

Since catering services in Railways are considered as a passenger amenity, it has been ensured in successive catering policies that the tariff of tea/coffee, breakfast and standard meals remains reasonable and is kept outside the purview of market forces. Ministry of Railways accordingly, fixes tariff of these items. Revision of tariff for Rajdhani/Shatabdi Express trains was undertaken in 1999 and the last revision of tariff for other Mail/Express trains was done in 2003. Tariff for catering services for Rajdhani/Shatabdi Express trains and standard food and beverages has not been increased thereafter.

Market driven tariff have been allowed only in the segment where the customers have the capacity to pay the market-determined prices, and the licensees can get reasonable profits. A Committee was set up to review menu and calculating the tariff of catering services of Railways and the recommendations of this Committee are under examination. Catering services have not been commercialized. These being treated as a passenger amenity; and the prices of essential catering items are being regulated by Railway .

With regard to engagement of the same workers by a new contractor, it is stated that as per the terms and conditions of licence, workers are engaged by the licensees on their own terms and conditions. IRCTC does not exercise control over engagement of workers by a particular licensee.

Some amendments in earlier Catering Policy issued on 16.3.2005 have been undertaken and revised instructions have been issued in December 2005 in respect of tenure of licence, renewal of licence, etc. The amendments in the policy have been done keeping in view the recommendations of the Parliamentary Standing Committee on Railways & representations received from various quarters. The position has been advised to the committee in the Action Taken Note submitted thereon. There is no further need to change the existing policy.

As regard the question of giving licence to unauthorised hawkers, the same is not possible under the extent guidelines. Unauthorised hawking is not permitted in Railway premises as per Indian Railways Act, 1989 and as amended from time to time. Unauthorised vending and hawking in trains and in passenger area is prohibited and constitutes an offence under section 144 of Railway Act 1989 and Railways Act 2003 (Second Amendment). Further Hon'ble High Court, Kolkata has directed to ensure that there is no violation of the said section.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 17)

The Committee note that after expiry of the period of Special Railway Safety Fund (SRSF), 'Safety Surcharge' subsumed in the actual fare as "Development Fund" is still being charged from the passengers. The Committee recall their earlier report on 'Demand for Grants - 2007-08' where they had disapproved this policy and had strongly recommended that the Railways should refrain from adopting such deceptive practices. The Committee reiterate their earlier recommendation and desire that the practice should be discontinued forthwith.

Reply of the Government

Corridor (DFC). The receipts on this account are now part of passenger earnings w.e.f. 1.4.2007.

It is again clarified that imposition of Development Surcharge on passenger fares has not resulted in any change in the chargeable passenger fares of any class. It may be noted that despite increase in input costs and WPI, there has been no increase in the passenger fares since 2002-03. In fact, Second Class fares had been reduced thrice in recent past. AC Ist Class and AC 2-Tier fares have also been reduced by 29% and 17% respectively. Fares for High Capacity New Design Coaches have also been reduced by upto 10% in AC Chair Car and AC 3-Tier and by 6% in Sleeper Class.

It is reiterated that the massive expansion necessary in rail infrastructure to match the requirement of the growing economy and the increasing burden on Railways to fund investment out of internal generation or market borrowing would make it difficult for Railways to consider withdrawal of Development Surcharge.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 18)

The Committee find that in Public Sector domain under Ministry of Heavy Industries and Public Enterprises there are five factories manufacturing Wagons. The Minister of Railways has announced in his Budget Speech that the Wagon manufacturing factories at Mokama and Muzaffarpur, subsidiaries of Bharat Bhari Udyog Nigam Limited (BBUNL) will be transferred to the Railways so

that their production capacities are fully utilized physical and financial health are turned around. While appreciating the announcement made by the Minister, the Committee desire that other two units of BBUNL namely, Burn Standard and Braithwaite should also be transferred to Railways.

Reply of the Government

Ministry of Railways has been giving full support to M/S Burn Standard Company Ltd. and M/S Braithwaite Co Ltd. by giving them adequate orders for production of wagons, supply of inputs which are required for wagon manufacture, sanction of advances etc.

Public Sector undertakings like Braithwaite & Co. Ltd. have already been sanctioned plan and non-plan support by Deptt. of Heavy industries for liquidating outstanding wages, statutory dues, technological upgradation and revamping of plant and machinery. Railways would continue to support these units with wagon orders.

It is not practically possible for Ministry of Railways to take over all the sick or loss making units, which are dealing with the Railway sector, under its fold.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

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. 1)

The Committee appreciate the performance of Railways with an estimated net revenue of Rs.18, 416 crore and improvement of operating ratio to 76.3 percent in comparison to 78.7 percent during 2006-07. Railways have registered in December, 2007 a growth of 8.2 percent in freight earnings and 14 percent in passenger earnings. The return on capital invested in Railways is likely to reach a level of 21 percent. However, during the year 2008-09, the surplus after dividend is likely to go down by nearly 13% and the total working expenditure is expected to go up by 17 percent. As a result, the operating ratio of the Railways is likely to go up to 81.4 percent during 2008-09 from 76.3 percent in 2007-08. The Committee are of the view that Railways should make concerted efforts to accelerate the pace of completion of throughput enhancement works by removing bottlenecks on the system and speeding up modernization of its network so that the growth momentum achieved in 2007-08 is maintained in 2008-09 also.

The Committee further note that Railways are invariably scaling down their budgeted physical targets under various Plan Heads such as New Lines, Gauge Conversions, Doublings, Signalling, Electrification, etc. at Revised Estimates stage. While expressing their displeasure, the Committee strongly recommend that such practice should be avoided and realistic targets be set at the Budget Estimate stage itself.

Reply of the Government

Speedy completion of throughput enhancement works to eradicate traffic bottlenecks, improvement of terminal and other traffic facilities have been the thrust areas of the Railways' Annual Plans over the years. To maintain the growth momentum achieved during the last few years the Railways have been providing higher allotment for works relating to throughput enhancement under the planheads Gauge Conversion, Doubling, Traffic Facilities and Signalling & Telecommunication Works, as can be seen from the following table. Keeping the same objective in view the Capital Fund has been revived since 2005-06 (Revised Estimates) to provide sufficient funds from the internally generated

resources to finance such works so as to ensure their expeditious completion.

(Rs in cr)

		Gauge Conversion	Doubling	Traffic Facilities	Signalling & Telecom Works
2005-06	BE	690.00	509.39	487.59	1195.10
	RE	1282.67	678.62	415.51	1172.28
2006-07	BE	1450.88	1056.80	616.60	1528.50
	RE	2045.71	1178.31	597.60	1354.68
2007-08	BE	2714.31	2002.00	804.50	1607.90
	RE	3011.85	1744.80	917.34	1557.29
2008-09	BE	2744.10	2524.00	988.50	1530.40

The physical targets of construction of projects are fixed in the beginning of the year depending upon the availability of funds and taking the physical progress of the ongoing projects into consideration. The targets are reviewed during the course of the year based on the actual progress being achieved at the field levels and various other factors coming up during the execution of a project which affect the progress of the project. The problems relating to law and order conditions, failure of contracts, steep hike in prices of steel and cement and other materials etc. used in the construction are the factors which cannot be foreseen and are beyond the control of the Railways, which compel to revise the targets after a review at Revised Estimate stage.

In case of Doubling, the work has to be executed in the vicinity of running track and a number of precautionary measures have to be taken which also include speed restrictions on the bridges to avoid any mishap. Doubling work also involves modification in the existing yards and changes in signalling installations. The existing assets are required to be relocated. All these often hamper the smooth execution of work and the progress therefore is slow.

For signalling works the reasons for shortfall in achievement of targets include inadequate number of works contractors and personnel for design and execution of works.

Measures are being contemplated to address the problem of contractors on account of steep hike in prices of steel and cement. The progress of projects is monitored at regular intervals at the appropriate levels. The necessary empowerment of field units and changes in various rules and practices related to contract management will surely bear better results. As regards throughput enhancement works relating to signalling, the Railways have been permitted to float composite tenders for S&T works requiring construction and electrification of service buildings/structures to accelerate the pace of works. Inputs like sleepers, glued joints, liners etc will be made available on priority.

The concern of the Committee regarding slippage in targets has been noted and efforts will be made to expedite the works to complete them in the targeted time. Although the Railways endeavour to fix optimistic targets initially so as to gear up the entire system, men and machinery to achieve the same, efforts remain to project as realistic targets as are within reach to accomplish.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

Recommendation (Para No. 15)

The Committee are happy to note that at the instance of Supreme Court, Railways have successfully conducted the Secret Ballot in September 2007 to recognize Unions. They however, find that these elections were not allowed in Railway Production Units and Kolkata Metro. The Committee in this regard reiterate their earlier recommendation in 33rd Report on 'Industrial Relations and Staff Welfare in Railways' that the Unions/Associations of the Production Units as well as the Metro Railway, Kolkata should also be allowed to participate in the Secret ballot.

Reply of the Government

The existing grievances redressal machinery in the productions units and MTP Railway is working satisfactorily. All General Managers and Chief Personnel Officers of the Production Units in the meetings held with Board on 10.8.98 had reached consensus to

continue with the existing system of Staff Councils and meetings of the Board with Staff Councils. The full Board in their meeting held on 11.10.96 had also decided not to change the existing system of Staff Councils in Production Units.

The present system of Staff council is a well established system and any change may lead to disturbance in industrial relations. The subject of Staff Council has found acceptance, both with the management and the workers. At present, the institution of Staff Council is maintaining harmonious industrial relations in Production Units.

(Ministry of Railways O.M. No. 2007/BC-II/XIV/300/8 dated 31.12.2007)

CHAPTER – V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL
REPLIES ARE STILL AWAITED

-NIL-

NEW DELHI;
02 December, 2009
11 Agrahayana, 1931 Saka

(T.R. BAALU)
Chairman,
Standing Committee on Railways

APPENDIX-I**MINUTES OF THE FOURTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Thursday, the 29th October, 2009 from 1100 hours to 1235 hrs. in Committee Room No. 53, Parliament House, New Delhi.

PRESENT

SHRI T. R. BAALU - CHAIRMAN

MEMBERS**LOK SABHA**

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Smt. Maneka Gandhi
5. Shri Pralhad Joshi
6. Dr. Nirmal Khatri
7. Shri Anand Prakash Paranjpe
8. Shri Somabhai G. Koli Patel
9. Shri Rudramadhab Ray
10. Smt. Sushila Saroj
11. Shri Umashankar Singh

RAJYA SABHA

12. Ms. Sushila Tiriya
13. Shri Nandi Yellaiah
14. Shri Ishwar Singh
15. Shri Lalit Kishore Chaturvedi
16. Shri Om Prakash Mathur
17. Shri Tarini Kanta Roy
18. Shri N. Balaganga
19. Shri K.E. Ismail
20. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|-----------------------|---|------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijit Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Deputy Secretary |

2. At the outset, the Chairman welcomed the Members and the officers who had come to attend the meeting. Thereafter, the Chairman mentioned about the collision of Goa Express train and Mewar Express train on 21st October, 2009 in which at least 22 persons were killed and about 26 persons were injured. The Committee expressed their profound sorrow on the unfortunate incident and observed silence for a while as a mark of respect to the departed souls.

3. Thereafter, the Committee considered draft Reports on Action Taken by Government on the recommendations contained in 36th Report of the Standing Committee on Railways (14th Lok Sabha) on 'Demands for Grants – 2008-09 of the Ministry of Railways' and adopted the same with some modifications as given in Annexure - I. The Committee authorized the Chairman to finalize the Report and present the same to the House.

4. xxxx xxxx xxxx xxxx xxxx

The Committee then adjourned.

ANNEXURE-I

AMENDMENTS/MODIFICATIONS MADE IN DRAFT REPORT OF THE STANDING COMMITTEE ON RAILWAYS (15TH LOK SABHA) ON ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS CONTAINED IN 36TH REPORT OF THE STANDING COMMITTEE RAILWAYS (14TH LOK SABHA) ON DEMAND FOR GRANTS 2008-09 OF THE MINISTRY OF RAILWAYS

Sl. No.	Page No.	Para No.	Line No.	Additions/Modifications
1	2	3	4	5

1.	5	1.11	5	<p><i>Add the following sentence in the end:</i></p> <p>“The Committee would also like to be apprised of the complete list of full time doctors posted in rural areas against the vacancies, the details of existing vacancies and whether the roster system was properly followed in respect of these postings including backlog in reservation, if any.”</p>
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ANNEXURE-II

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APPENDIX-II

**ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE
RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 36th REPORT
(14TH LOK SABHA) ON 'DEMANDS FOR GRANTS (2008-09) OF THE
MINISTRY OF RAILWAYS'**

Total number of Recommendations/Observations	18
(i) Recommendations/observations which have been accepted by the Government (<i>Vide</i> recommendations/observations) Para Nos. 2, 3, 4, 5, 6, 9, 11, 12, 13, 14 and 16	11
Percentage of total	80%
(ii) Recommendations/observations which the Committee do not desire to pursue in view of the Government replies 7, 8, 10, 17 and 18	05
Percentage of total	NIL
(iii) Recommendations/observations in respect of which replies of the Government have not been accepted by the Committee which require reiteration Para No. 1 and 15	02
Percentage of total	10%
(iv) Recommendations/observations in respect of which final replies of Government are still awaited NIL	NIL
Percentage of total	NIL