

**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 41st Report of the Standing
Committee on Railways (Fourteenth Lok Sabha)
on 'Review of Special Railway Safety Fund']**

THIRD REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2009/ Agrahayana, 1931 (Saka)

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observations contained in the 41st Report of the Standing
Committee on Railways (Fourteenth Lok Sabha)
on 'Review of Special Railway Safety Fund']**

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)

CONTENTS

	<u>PAGE</u>
COMPOSITION OF THE COMMITTEE.....	(iii)
INTRODUCTION	(v)
CHAPTER I Report.....	1
CHAPTER II Recommendations/Observations which have been accepted by the Government	7
CHAPTER III Recommendations/Observations which the Committee do not desire to pursue in view of the Government's reply.....	12
CHAPTER IV Recommendations/Observations in respect of which Replies of the Government have not been accepted by the Committee and which require reiteration	13
CHAPTER V Recommendations/Observations in respect of which final replies of the Government are still awaited	15

APPENDICES

APPENDIX-I Minutes of the sitting of the Standing Committee on Railways held on 19.11.2009	16
APPENDIX-II Analysis of Action Taken by Government on the Recommendations/observations contained in the 41 st Report (14 th Lok Sabha) on 'Review of Special Railway Safety Fund'	19

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. Vijayakrishnan | - | Joint Secretary |
| 2. | Shri Abhijeet Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Deputy Secretary |
| 4. | Shri R.S. Negi | - | Executive Officer |

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 Third Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Forty-first Report of the Standing Committee on Railways on 'Review of Special Railway Safety Fund'.

2. The Forty-first Report was presented to the Lok Sabha on 23.12.2008 and it contained 5 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 19.11.2009.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Forty-first 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 Committee deals with the Action Taken by the Government on the recommendations and observations contained in the Forty First Report of the Standing Committee on Railways (2008-09) on 'Review of Special Railway Safety Fund'. The Report was presented to Lok Sabha on 23.12.2008 and laid in Rajya Sabha simultaneously.

1.2 Action Taken Notes have been received from the Government in respect of all the 5 recommendations/observations contained in the Report. These have been broadly categorized as follows:-

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

Para Nos. 1, 3, 4 and 5.

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

Nil

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

Para No. 2

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

Nil

1.3 The Committee desire that replies to the observations/comments contained in Chapter I of the Report be furnished to them expeditiously.

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

A. Bridge works

Recommendation (Para No.2)

1.5 The Committee found shortfalls in the achievement of targets in bridge works sanctioned for rehabilitation/renewal under SRSF despite the fact that 84 bridges were dropped out of the sanctioned list of 2370 bridges. There was a shortfall of 95 bridges at the end of SRSF. The major shortfalls were: the Eastern Railway - 27, Northern and South Eastern Railways - 3 each, Western Railway - 36 and East Central Railway – 17 bridges. As per the Railways, even after the rehabilitation of 7 bridges in Eastern Railway and 13 bridges in Western Railway during the first 5 months of 2008-09, there is a likely spill over of about 10 bridges in East Central Railway, 3 to 4 bridges in Western Railway and 2 bridges in Eastern Railway to the next year. By 2009-10 except the Jubilee and Barakar bridges which will take more time, the rest of the bridges will be completely rehabilitated/replaced. The Committee were unhappy to note the tardy progress of work at the two major bridges to be completed under SRSF, namely the Jubilee and Barakar Bridges. In terms of financial achievement also, there was a shortfall in expenditure of Rs. 603.38 crore allocated for bridge works. Not convinced with the reasons advanced by the Railways, viz. the problem in finalisation of contracts and the problems of floods for non-achievement of the targets, the Committee observed that with meticulous planning and visualization, these bottlenecks could have been avoided and the shortfalls could have been easily met. The Committee hoped that in future Railways would not be found wanting in this regard. They also desired that Zone-wise details about the number of bridges renewed during 2008-09 out of the spill over bridges as well as those which could not be completed during this period be intimated to them.

1.6 In their action taken reply, the Ministry of Railways have, *inter alia*, stated as under:-

“Timely completion of Bridge works is given top most priority on Indian Railways. Progress of Bridge works on Indian Railways is monitored at various levels including at Railway Board level. Shortfalls in achievements of physical & financial targets under SRSF have got resulted due to various complexities involved in the execution of Bridge works. Bridge works get delayed due to various reasons like non-availability of traffic blocks, bad weather conditions, floods, non-availability of construction specific steel,

contractual problems & some times extraneous circumstances. Further, with growing traffic, the window between trains is coming down, putting another handicap for time available for traffic blocks. However, all steps are being taken to ensure expeditious completion of balance SRSF Bridge works including Jubilee & Barakar Bridges. The Zone-wise break up of balance SRSF Bridge works and achievements made upto December, 2008 are given as under:

S.No	Railway	Progress of balance SRSF Bridges (No. of Bridges)		
		Targeted for 2008-09	Progress upto December, 2008	Spillover during 2009-10
1.	Central	1	0	0
2.	Eastern	25	9	2
3.	East Central	17*	1	0
4.	East Coast	2	2	0
5.	Northern	3	1	0
6.	North Central	0	0	0
7.	North Eastern	0	0	0
8.	Northeast Frontier	0	0	0
9.	North Western	0	0	0
10.	Southern	2	0	0
11.	South Central	2	1	0
12.	South Eastern	3	0	0
13.	South East Central	0	0	0
14.	South Western	0	0	0
15.	Western	36	20	0
16.	West Central	2	1	0
	Total	93	35	2

** 6 no. of Bridges under SRSF proposed by ECR for deletion have been agreed by Railway Board."*

1.7 The Committee note with concern that out of a target of 93 bridge works under SRSF, only 35 works were completed till December, 2008. Though the Railways have cited various reasons for the delay such as the non-availability of traffic blocks, floods, non-availability of construction-

specific steel and contractual problems, and sometimes extraneous circumstances, the Committee feel that most of these factors can be anticipated at the planning stage itself, especially in the light of past experience in this regard, and corrective measures can be taken accordingly. They, therefore, desire the Railways to apprise the Committee of the measures taken in this regard. The Committee would also like to be updated about the latest position of bridge works under the SRSF.

B. Signalling & Telecommunication

Recommendation (Para No. 3)

1.8 The Committee found that at the termination of SRSF, there had been a shortfall of 133 complete renewal and 60 casual renewal SRSF works under Signalling and Telecommunication components. The reasons advanced by the Railways for the shortfall were sharp increase in price of metals leading to non supply, non finalisation of tenders and inadequate number of works contractors etc. During the evidence the Committee were informed that now the Railways are exploring the possibility of having Signalling Project Management Teams to take care of the implementation and inspection parts. The Committee had desired to be apprised of the final outcome in this regard. They felt that Signalling being the most important aspect of Safety should have been given due priority by the Ministry of Railways by taking adequate measures including filling up of vacancies in the Signalling and Telecommunication. They had desired that details about the spill over in the Signalling and Telecommunication works since completed during the current financial year be intimated to them.

The Committee had also noted that the Indian Railways still had an age-old Signalling system despite the fact that the efficient operation of trains depended on Signalling system. They had desired that this age-old signalling system should be replaced by uniform electronic system everywhere and steps taken in this regard be intimated to them.

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

"Railways are exploring the possibility of having Signal Projects Management Team to take care of the implementation and inspection part of the project. In this regard, the feedback from the Zonal Railways are being taken. Based on suggestions/observations from Zonal Railways, a complete view will be taken on the subject.

The concern of the Committee on the vacancies in Signal and Telecommunication (S&T) is appreciated. Railways are making all out efforts to fill up the vacancies in safety category. Railway Recruitment Boards (RRBs) have been issued directives to maintain/provide panel of extra candidates in case of non-joining/medical failure of empanelled candidates. Railways have also been instructed to place additional indents on RRBs to cover existing as well as anticipated vacancies. Regular selections are being conducted at Zonal and Divisional levels to fill up the vacancies against promotee quota.

Progress of spill over SRSF works are being closely monitored at apex level. All Zonal Railways have been impressed upon for expeditious completion of the balance quantum. Zone-wise details of S&T Works being undertaken during 2008-09 are listed in Annexure-I attached in reply to Recommendation -1.

A uniform policy decision for Indian Railways has been taken to replace all existing overaged/outdated Cabins Operated Signalling System with Centrally Operated All Electrical/ Electronic Interlocking Systems. These replacement works have been assigned top priority and are being executed progressively. During the year 2008-09 (upto Dec.'08) overaged signalling systems at 275 stations have been replaced with All Electrical/ Electronic Interlocking Signalling Systems."

1.10 The Committee are not satisfied with the reply of the Government. The Railways have merely repeated their earlier reply that they are exploring the possibility of having Signalling Project Management Teams to take care of the implementation of inspection part of the project. The Committee would like to be informed about the time bound programme, if any, prepared by the Railways in this regard. The Committee desire the Railways to complete the work within the targetted time-frame.

The Committee note that only four zones have been able to complete their S&T works during 2008-09. The Committee desire that the remaining twelve zones should give greater thrust to complete the balance S&T works within the specified time frame and the Committee be informed about the progress made in this regard so far.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 1)

The Committee find that as a sequel to the recommendations of Railway Safety Review Committee (Khanna Committee), the Ministry of Railways had created a non-lapsable Special Railway Safety Fund (SRSF) in October, 2001 with an objective to wipe out the arrears of replacement and renewals of over- aged assets such as track renewals, bridges, rolling stocks and signaling gear etc. within a time span of 6 years i.e. by the end of 2006-07. They further note that the Railways have extended the fund currency by one year i.e. upto 2007-08 taking the financial year as the base. The Committee appreciate the creation of the fund especially in view of the fact that the arrears in replacement, maintenance of assets had been accumulating over the years due to inadequate allotment from Depreciation Reserve Fund. The Committee feel satisfied to note that the Railways have done well in most of the areas in achieving the targets set under SRSF works due to which the line capacity has improved and the Railways is able to run more traffic with heavier axle loads. Nonetheless, the Committee opine that the periodic replacement/renewal of the overaged assets is essential to make the Railway system work with more safety. They, therefore, hope that Railways would continue to work with renewed vigour in timely pulling up the annual arisings of replacement/renewals of infrastructure assets within the same year without leaving any spill over of such replacement/renewals to the following years.

The Committee were also informed that the remaining incomplete SRSF works are being funded through Depreciation Reserve Fund and Development Fund. They hope that adequate steps will be taken by the Railways to allocate sufficient funds to the Depreciation Reserve Fund and Development Fund for this purpose. They would also like to be apprised of the Zone-wise SRSF works being undertaken by Railways during 2008-09 through DRF and the corresponding amount allocated and achievements made.

Reply of the Government

The Ministry of Railways express its gratitude to the Committee for appreciating the efforts put in by the Railways in timely completing SRSF works and achieving most of the targets set. The advice of the Committee to work with renewed vigour in timely pulling up the annual arisings of replacement/renewal of infrastructure assets within the same year without leaving any spill over to the following years has been noted with sincerity.

As regards the information regarding zone-wise SRSF works being undertaken by the Railways during 2008-09 through DRF/DF, the corresponding amount allocated and achievements made, it is informed that all such works have been included in the Budget document 'Works, Machinery & Rolling Stock Programme, Part-I (Summary)' giving work-wise details like anticipated cost, expenditure incurred to end of 2007-08, outlay proposed for 2008-09 and balance required to complete the work. Copies of this book have already been supplied to the Hon'ble Members alongwith Budget 2008-09 documents. However, three copies of the same are enclosed for ready reference. The Physical /Financial progress of works pertaining to Track Renewal, Bridge works and Signalling & Telecommunication works being undertaken by Railways during 2008-09, funded through DRF/DF has been shown in Annexure-I

[Ministry of Railways O.M. No. 2008/BC-II/XIV/300/6
dated 13.03.2009]

Recommendation (Para No. 3)

The Committee find that at the termination of SRSF, there has been a shortfall of 133 complete renewal and 60 casual renewal SRSF works under Signalling and Telecommunication components. The reasons advanced by the Railways for the shortfall is sharp increase in price of metals leading to non supply, non finalisation of tenders and inadequate number of works contractors etc. During the evidence the Committee were informed that now the Railways are exploring the possibility of having Signalling Project Management Teams to take care of the implementation and inspection parts. The Committee would like to be

apprised of the final outcome in this regard. They feel that Signalling being the most important aspect of Safety should have been given due priority by the Ministry of Railways by taking adequate measures including filling up of vacancies in the Signalling and Telecommunication. They desire that details about the spill over in the Signalling and Telecommunication works since completed during the current financial year be intimated to them.

The Committee also note that the Indian Railways still have an age-old Signalling system despite the fact that the efficient operation of trains depends on Signalling system. They desire that this age-old signalling system should be replaced by uniform electronic system everywhere and steps taken in this regard be intimated to them.

Reply of the Government

Railways are exploring the possibility of having Signal Projects Management Team to take care of the implementation and inspection part of the project. In this regard, the feedback from the Zonal Railways are being taken. Based on suggestions/observations from Zonal Railways, a complete view will be taken on the subject.

The concern of the committee on the vacancies in Signal and Telecommunication (S&T) is appreciated. Railways are making all out efforts to fill up the vacancies in safety category. Railway Recruitment Boards (RRBs) have been issued directives to maintain/provide panel of extra candidates in case of non-joining/medical failure of empanelled candidates. Railways have also been instructed to place additional indents on RRBs to cover existing as well as anticipated vacancies. Regular selections are being conducted at Zonal and Divisional levels to fill up the vacancies against promote quota.

Progress of spill over SRSF works are being closely monitored at apex level. All Zonal Railways have been impressed upon for expeditious completion of the balance quantum. Zone-wise details of S&T Works being undertaken during 2008-09 are listed in Annexure-I attached in reply to Recommendation -1.

A uniform policy decision for Indian Railways has been taken to replace all existing overaged/outdated Cabins Operated Signalling System with Centrally Operated All Electrical/ Electronic Interlocking Systems. These replacement works have been assigned top priority and are being executed progressively. During the year 2008-09 (upto Dec.'08) overaged signalling systems at 275 stations have been replaced with All Electrical/ Electronic Interlocking Signalling Systems.

[Ministry of Railways O.M. No. 2008/BC-II/XIV/300/6
dated 13.03.2009]

Recommendation (Para No. 4)

The Committee find that there has been a shortfall of 738 locations in Track Circuiting works at the expiry of SRSF as against the target of 5307 locations. The major shortfall has been in the Eastern Railway, Northern Railway, North Central Railway and the East Central Railway. The reasons cited by the Railways for this shortfall are cable shortage, modeling, technologies and availability of Contractors. However, during the evidence the Committee were informed that there are at present 276 track circuiting works now pending and to overcome problems, Railways have taken a number of steps such as relaxation in the financial and technical criterion for contractors, delinking of works from modelling, technology adoption etc. and with these steps Railways are hopeful to complete all the 276 track circuiting SRSF works during this year. The Committee hope that the Railways will accord due priority to these works as these relate to important safety aspects and take all appropriate steps to complete the remaining 276 works within this year itself. The Committee expect to be intimated about the achievements in the matter.

Reply of the Government

Due priority has been assigned by Railways to complete the Track Circuiting works under SRSF. It has been reemphasized to all Zonal Railways that the Track Circuiting works to be prioritized and be taken up independent of other signalling works. The progress is being regularly monitored at the highest level.

During current year, 923 track circuits have been commissioned vide SRSF and other works, till Dec.08.

[Ministry of Railways O.M. No. 2008/BC-II/XIV/300/6
dated 13.03.2009]

Recommendation (Para No. 5)

Six Diesel NG Locos were to be replaced/rehabilitated under SRSF. Out of these, two locomotives were proposed to be liquidated by regular funding mechanism after SRSF. The Committee find that upto 1.4.2008, only two NG Locos have been rehabilitated. Due to delayed supply of final drives and transmission system by the manufacturers and non-availability of parts due to outdated models, the work of rehabilitation of four NG locos has spilled over to 2008-09 to be funded under DRF. The Committee regret to note that these problems were not visualized by the Railways while fixing the targets. They however, expect that the remaining locos will be rehabilitated/replaced within this year itself through allocation from DRF. The Committee desire to be intimated of the achievements made in this regard.

Reply of the Government

The concern of the Committee for expeditious replacement of 4 nos. of NG locos is appreciated. The above work has been undertaken under Railway Board's RSP-2008-09. Out of these four NG locomotives manufactured by Central Railway, three locos are already dispatched to Northern Railway. The fourth loco will be dispatched during Feb.2009.

[Ministry of Railways O.M. No. 2008/BC-II/XIV/300/6
dated 13.03.2009]

CHAPTER III

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

-NIL-

CHAPTER IV

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

Recommendations (Para No. 2)

The Committee find shortfalls in the achievement of targets in bridge works sanctioned for rehabilitation/renewal under SRSF despite the fact that 84 bridges were dropped out of the sanctioned list of 2370 bridges. There was a shortfall of 95 bridges at the end of SRSF. The major shortfalls were : the Eastern Railway - 27, Northern and South Eastern Railways - 3 each, Western Railway - 36 and East Central Railway – 17 bridges. As per the Railways, even after the rehabilitation of 7 bridges in Eastern Railway and 13 bridges in Western Railway during the first 5 months of 2008-09, there is a likely spill over of about 10 bridges in East Central Railway, 3 to 4 bridges in Western Railway and 2 bridges in Eastern Railway to the next year. By 2009-10 except the Jubilee and Barakar bridges which will take more time, the rest of the bridges will be completely rehabilitated/replaced. The Committee are unhappy to note the slow progress of work at the two major bridges to be completed under SRSF namely the Jubilee and Barakar Bridges. In terms of financial achievement also, there is a shortfall in expenditure of Rs. 603.38 crore allocated for bridge works. Not convinced with the reasons advanced by the Railways viz. the problem in finalisation of contracts and the problems of floods for non-achievement of the targets, the Committee observe that with meticulous planning and visualization, these bottlenecks could have been avoided and the shortfalls could have been easily met. The Committee hope that in future Railways would not be found wanting in this regard. They also desire that Zone-wise details about the number of bridges renewed during 2008-09 out of the spill over bridges as well as those which could not be completed during this period be intimated to them.

Reply of the Government

Timely completion of Bridge works is given top most priority on Indian Railways. Progress of Bridge works on Indian Railways is monitored at various levels including at Railway Board level. Shortfalls in achievements of physical & financial targets under SRSF have got resulted due to various complexities involved in the execution of Bridge works. Bridge works get delayed due to various reasons like non-availability of traffic blocks, bad weather conditions, floods, non-availability of construction specific steel, contractual problems & some times extraneous circumstances. Further, with growing traffic, the window between trains is coming down, putting another handicap for time available for traffic blocks. However, all steps are being taken to ensure expeditious completion of balance SRSF Bridge works including Jubilee & Barakar Bridges. The Zone-wise break up of balance SRSF Bridge works and achievements made upto December, 2008 are given as under:

S.No	Railway	Progress of balance SRSF Bridges (No. of Bridges)		
		Targeted for 2008-09	Progress upto December, 2008	Spillover during 2009-10
1.	Central	1	0	0
2.	Eastern	25	9	2
3.	East Central	17*	1	0
4.	East Coast	2	2	0
5.	Northern	3	1	0
6.	North Central	0	0	0
7.	North Eastern	0	0	0
8.	Northeast Frontier	0	0	0
9.	North Western	0	0	0
10.	Southern	2	0	0
11.	South Central	2	1	0
12.	South Eastern	3	0	0
13.	South East Central	0	0	0
14.	South Western	0	0	0
15.	Western	36	20	0
16.	West Central	2	1	0
	Total	93	35	2

* 6 no. of Bridges under SRSF proposed by ECR for deletion have been agreed by Railway Board.

[Ministry of Railways O.M. No. 2008/BC-II/XIV/300/6 dated 13.03.2009]

CHAPTER V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLIES OF
THE GOVERNMENT IS STILL AWAITED

-NIL-

New Delhi;

02 December, 2009
11 Agrahayana, 1933 (Saka)

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

**MINUTES OF THE SEVENTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Thursday, the 19th November 2009, from 1500 Hrs. to 1610 Hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Shri Pralhad Joshi
5. Dr. Nirmal Khatri
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Shatabdi Roy
9. Smt. Yashodhara Raje Scindia
10. Shri Gopal Singh Shekhawat
11. Chaudhary Lal Singh
12. Shri Umashankar Singh

RAJYA SABHA

13. Shri Om Prakash Mathur
14. Shri Tarini Kanta Roy
15. Shri N. Balaganga

SECRETARIAT

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

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2. At the outset, the Chairman welcomed the Members and officials to the sitting of the Committee. Thereafter, the Committee considered the following draft Reports and adopted the same:

(i) XXXX XXXX XXXX XXXX

(ii) Draft Report on Action Taken by the Government on the recommendations/observations contained in the 41st Report of the Standing Committee on Railways on 'Review of Special Railway Safety Fund'.

3. The Committee authorized the Chairman to finalise the Reports and present the same to Parliament.

4. XXXX XXXX XXXX XXXX

5. XXXX XXXX XXXX XXXX

6. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

* XXXX XXXX XXXX XXXX

**ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE
RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 41st REPORT
(14TH LOK SABHA) ON 'REVIEW OF SPECIAL RAILWAY SAFETY FUND'**

Total number of Recommendations/Observations	05
(i) Recommendations/observations which have been accepted by the Government (<i>Vide</i> recommendations/observations) Para Nos. 1, 3, 4 and 5	04
Percentage of total	80%
(ii) Recommendations/observations which the Committee do not desire to pursue in view of the Government replies NIL	NIL
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. 2	01
Percentage of total	20%
(iv) Recommendations/observations in respect of which final replies of Government are still awaited NIL	NIL
Percentage of total	NIL