

6

STANDING COMMITTEE
ON RAILWAYS
(2001)

THIRTEENTH LOK SABHA

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

RAILWAY ENGINEERS TERRITORIAL ARMY

*[Action Taken by the Government on Recommendations/Observations contained in
the 13th Report of the Standing Committee on Railways (1997-98)
(Eleventh Lok Sabha) on 'Railway Engineers Territorial Army']*

SIXTH REPORT



LOK SABHA SECRETARIAT
NEW DELHI

January, 2001/Magha, 1922 (Saka)

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Presented to Lok Sabha on.....

Laid in Rajya Sabha on.....

27 FEB 2001



सत्यमेव जयते

LOK SABHA SECRETARIAT
NEW DELHI

January, 2001/Magha, 1922 (Saka)

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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS
(2001)

Shri K. Yerrannaidu — *Chairman*

MEMBERS

Lok Sabha

2. Dr. (Smt.) Anita Arya
3. Shri Avtar Singh Bhadana
4. Shri M. Chinnasamy
5. Shrimati Santosh Choudhary
6. Shri Priya Ranjan Dasmunsi
7. Shri P.D. Elangovan
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11. Dr. Madan Prasad Jaiswal
12. Shrimati Abha Mahato
13. Shri Sadashivrao Dadoba Mandlik
14. Shri Subodh Mohite —
15. Shri Salkhan Murmu —
16. Shri Jaibhan Singh Pawaiya
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18. Shri Naval Kishore Rai
19. Shri Gunipati Ramaiah
20. Shri Prabhat Samantaray
21. Shrimati Sushila Saroj
22. Dr. Nitish Sengupta
23. Shri Bahadur Singh
24. Shri Brij Bhushan Sharan Singh
25. Capt. (Retd.) Inder Singh
26. Shri Jai Bhadra Singh
27. Shri Rajo Singh
28. Shri Bhupendra Sinh Solanki
29. Shri A.K.S. Vijayan
30. Shri Jagdambi Prasad Yadav

(iv)

Rajya Sabha

31. Maulana Obaidullah Khan Azmi
32. Shri Jhumuk Lal Bhendia
33. Shri Banarasi Das Gupta
34. Shri Bhagatram Manhar
35. Shri G.K. Moopnar
36. Shri S. Niraikulathan
37. Shrimati Chandrakala Pandey
38. Shri Raju Parmar
39. Shri Anil Sharma
40. Shri Gopalsinh G. Solanki
41. Dr. D. Venkateshwar Rao
42. Shri Abani Roy
43. Shri Ramchandraiah Rumandla
44. Vacant
45. Vacant

SECRETARIAT

1. Shri M. Rajagopalan Nair — *Joint Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri S.N. Dargan — *Under Secretary*
4. Shri U.C. Bharadwaj — *Senior Committee Assistant*

INTRODUCTION

I, the Chairman of Standing Committee on Railways (2001) having been authorised by the Committee to present the Report on their behalf, present this Sixth Report on Action Taken by the Government on the recommendations/observations contained in the Thirteenth Report of the Standing Committee on Railways (1997-98) on 'Railway Engineers Territorial Army'.

2. The Thirteenth Report was presented to Lok Sabha on the 2nd December, 1997. It contained 18 recommendations/observations. The Action Taken replies of the Government in respect of all the recommendations were received on 19th May, 1998; 8th January, 1999 and 13th May, 2000. The Ministry of Defence also furnished directly final action taken replies to the recommendations contained in paragraph Nos. 9, 13, 14 and 18 on 1st March, 2000.

3. The Report was considered and adopted by the Committee at their sitting held on 23rd January, 2001.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Thirteenth Report of the Standing Committee on Railways (1997-98) is given in Appendix-II.

NEW DELHI;
January 24, 2001
Magha 4, 1922 (Saka)

K. YERRANNAIDU,
Chairman,
Standing Committee on Railways.

REPORT

CHAPTER I

This report of the Standing Committee on Railways deals with the action taken by the Government on the recommendations and observations contained in the Thirteenth Report of the Standing Committee on Railways (1997-98) on 'Railway Engineers Territorial Army' (Eleventh Lok Sabha) which was presented to Lok Sabha on 2nd December, 1997.

2. Action Taken Notes have been received from the Government in respect of all the eighteen recommendations and observations contained in the Report and the same have been broadly categorised as under:—

(i) Recommendations/observations which have been accepted by the Government.

Para Nos. 1, 7, 14 and 16.

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

Para Nos. 4, 5, 8, 10, 11, 15 and 17.

(iii) Recommendations/observations in respect of which replies of the Government have not been accepted by the Committee.

Para Nos. 2, 3, 6 and 12.

(iv) Recommendations/observations in respect of which final replies of the Government are still awaited.

Para Nos. 9, 13 and 18.

3. The Committee desire that final action taken replies in respect of the recommendations/observations for which only interim replies have been submitted by the Government should be furnished to the Committee expeditiously.

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

Expenditure and Annual Report

(Recommendation No. 2)

5. The Committee in their report had observed that out of 11 Railway Engineers Regiments (TA) Groups, 6 were paid by the Ministry of Railways and the remaining 5 were paid by the Ministry of Defence. Payment in respect of 2 Bridge Construction Companies was also being made by the Ministry of Defence. However, no details of the expenditure incurred on these Railway Engineers Regiments (TA) Groups were furnished to the Committee. Expressing their dissatisfaction over the issue, the Committee had desired that the expenditure incurred on each of these Regiments duly vetted by Audit be furnished to them without any further delay. They had also desired that since Railway Engineers Regiments (TA) Groups were raised under an Act of Parliament, their Annual Reports be placed on the Table of the House.

6. The Ministry of Railways in their action taken reply, have stated as under:—

The year-wise expenditures on the 6 Railway paid Regiment (Regt.) for a period of 5 years are as under:—

(Rs. in thousands)

Regt. No.	Year				
	92-93	93-94	94-95	95-96	96-97
968	1215	506	1012	2019	4233
971	2012	425	1637	4026	8047
1101	1522	936	753	2290	13046
1031	1800	2921	2279	14133	2526
1103					
1105	4549	1206	5596	2050	12988

Explaining the position the Ministry of Defence have stated:—

“The details of expenditure for the Defence Paid Regiments are maintained by various Defence agencies, *viz.*, AOC, ASC, Corps. of Elect. & Mech. Engrs., Corprs. of Engrs., Corps of Signals, Records/Center, HQ. Commands and Army medical Corps, etc. Action has been initiated to collect the details of expenditure from various Defence agencies. Since the Annual Report of the Ministry of Defence which is placed in the Parliament also contains the details on the Territorial Army, it is considered that a separate report on Railway Engineers Regiments (TA) may not perhaps be necessary.”

7. The Committee are not satisfied with the action taken by the Government on their recommendation/observation. The Ministry of Railways being the nodal Ministry should have placed their considered views in this regard before the Committee. The Ministry of Railways have furnished only the details of expenditure incurred on the six Railway Engineers Regiments (TA) whereas the Ministry of Defence did not provide any details in respect of the Defence Paid Regiments. The Committee deprecate the casual approach of the Ministry of Defence in furnishing their action taken note. Since the Railway Engineers Regiments (TA) were raised under an Act of Parliament, the Annual Report should be placed on the Table of the House for the information of Members of Parliament. No doubt there is a small column for Territorial Army in the Annual Report of the Ministry of Defence under the Chapter 'Army', but there is no comprehensive mention of the performance of the Railway Engineers Regiments (TA) including the details of their budget sanctioned and expenditure incurred etc. The Ministry of Railways have also not mentioned in their annual Report about the performance and budget of the six Railway Engineers Regiments (TA) paid for by them. Keeping in view the pattern of sharing of expenditure on Railway Engineers Regiments (TA) by both the Ministry of Railways and the Ministry of Defence, the Committee are of the firm view that if a separate Annual Report for Railway Engineers Regiments (TA) is not feasible, the Ministry of Railways and the Ministry of Defence must have an exclusive Chapter in their respective Annual Reports giving performance of the Railway Engineers Regiments (TA) which are being paid from their respective budgets.

Facilities for Railway Engineers Regiments (TA)**(Recommendation No. 3)**

8. The Committee had noticed that a number of assets belonging to both Ministry of Railways and the Ministry of Defence were on the Railway land and none of these Ministries was interested in increasing any facilities for these Railway Engineers Regiments (TA) Groups. The Committee had desired that both the Ministries of Railways and Defence should coordinate and create facilities for these Groups as the assets created were to be used by the Railway Engineers Regiments (TA) Groups irrespective of the fact whether the Units were Defence paid or Railway paid.

9. The following reply has been furnished by the Government on the issue:—

Reply of the Ministry of Railways

“Two Defence paid Regts., are located on the Railway land and 3 Railway paid Regts. are located on the Defence land, which is causing some administrative difficulties for the Railways in raising super structures/assets on Defence land and *vice-versa*. In order to overcome the same, the question of exchanging the Railway paid Regts. located on Defence land with equal number of Defence paid Regts. located on Railway land or exchange of land between Defence and Railways, will be addressed in the first instance in consultation with the Ministry of Defence.”

Reply of the Ministry of Defence

“Territorial Army Directorate has been asked to initiate and follow up the proposal of exchange of lands between Defence and Railways. Since this involved consideration of long term requirements as well as the value etc., it is likely to take some time”.

10. The Committee are satisfied to note that both the Ministries of Railways and Defence have atleast recognised the need for creating facilities for the Railway Engineers Regiments (TA). From the replies furnished by the Government, the Committee find that two Defence paid Railway Engineers Regiments (TA) are located on Railway land and three Railway

paid Railway Engineers Regiments (TA) are located on Defence land, which have been causing administrative difficulties to both the Ministries to create assets/super structures. As the number of Regiments on Railway land and Defence land is not equal, it may not be feasible to exchange the Regiments. The Committee, therefore, recommend that both the Ministries should exchange their land expeditiously within a time-frame of six months. The Committee would like to be apprised of the outcome of their above proposal.

Problems of Railway Engineers Regiments (TA)

(Recommendation No. 6)

11. Expressing their concern over the problems faced by the Railway Engineers Regiments (TA), the Committee had observed that the present arrangements being exercised by the Ministries of Railways and Defence to deal with the problems and complaints of the personnel of Railway Engineers Regiments (TA) were not yielding the desired results. The Committee had, therefore, desired the Ministry of Railways to institutionalise these arrangements by designating the competent authority having financial, administrative and monitoring authority at various levels for resolving the problems of service personnel, service matter including policy matters which affected the moral of the service personnel in consultation with the appropriate levels of the service Organisations.

12. In this connection the Ministry of Railways have stated:—

“All the 11 Railway Engineers Regiments (TA) are under the direct control of the Ministry of Railways (Railway Board) for the purpose of financial, administrative and policy matters. The coordination/liaison between the Ministry of Railways (Railway Board) on the one hand and the Railway Regiment(S) raised for that Railway and the various heads of Departments on the Zonal Railways etc. on the other is done by the General Manager of the Zonal Railway for which the Sr. Dy. General Manager is nominated to assist the General Manager in the same way the other Heads of Deptts. do in the matter of other Railway functions. This arrangement is functioning satisfactorily.”

13. The Committee are not convinced with the action taken note of the Ministry of Railways. They are of the opinion that the present arrangements to deal with the problems and complaints of the personnel of the Railway Engineers Regiments (TA) are not adequate and upto-the-mark and there is lot of scope for improvement. Since all the 11 Railway Engineers Regiments (TA) function under the direct control of the Ministry of Railways, the overall responsibility of resolving the problems of personnel of Railway Engineers Regiments rests with the Ministry of Railways. The Committee, therefore, reiterate their earlier recommendation that the Ministry of Railways should initiate action and designate some competent authority having financial, administrative and monitoring authority at Zonal/Divisional levels for resolving the problems including service matters in consultation with the appropriate levels of Services Organisations. The Committee would like to be apprised of the action taken in this regard within three months.

Attendance in Annual Training Camps

(Recommendation No. 12)

14. Expressing their concern over the fact that 50% of the officers of Railway Engineers Regiments (TA) did not turn up in the Annual Training Camps (ATCs) and the Ministry of Railways had not taken any disciplinary action in a single case against such absentees, the Committee had desired to know the deficiencies in training camps so that effective steps could be taken by both the Ministries viz. Ministry of Railways & Ministry of Defence for increasing the attendance in ATCs.

15. The Government in their action taken reply have stated as under:—

Reply of the Ministry of Railways

"Any penal action against Railway TA officers will further compound the problem and will go against the very principle of service in TA being voluntary. Procedures have, however, been streamlined in the matter of nomination of officers for ATCs and General Managers of the Zonal Railways have since been instructed, *inter alia*, to ensure that officers nominated for ATCs attend the ATCs."

Reply of the Ministry of Defence

"Adequate number of training camps are arranged for Railway TA personnel. The Camps are also adequately equipped to provide appropriate training. There are, however, deficiencies in training."

16. The Committee note that though the Ministry of Defence have admitted that there are deficiencies in training, these deficiencies have not been highlighted by them. The Committee would therefore, like to know the deficiencies and how they plan to remove them. They also desire that both the Ministries of Railways and Defence should explore the possibility of providing more incentives to induce the participants to attend these Annual Training Camps.

CHAPTER II
RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN
ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 1)

The Committee find that the Territorial Army Act was passed by the Parliament in 1948 and a new force, namely the Territorial Army (TA) was set up under Territorial Army Act to reinforce a second line of defence in the country. The raising of Railway TA units commenced in 1949 and by 1950-51 five Railway Engineers Territorial Army Groups were raised. The main objectives of Railway Engineers Regiments (TA)/ Group are to maintain (i) rail communication in forward areas during active hostilities and (ii) essential rail communication in an emergency situation arising during peace time.

From the information supplied to them, the Committee note that after considering the performance and utility of 5 Railway Engineers Territorial Army Groups raised in 1950-51, 5 more groups were raised in 1951-52 and in 1961-62. Two Bridge Construction companies were also raised in 1962 during the national emergency. However, in December, 1972 after the emergence of Bangladesh, the Ministry of Defence reassessed the need for Railway Engineers Territorial Army Groups in the light of changed scenario in the eastern sector, the operational requirements and also the necessity of embodying the Railway Engineers Regiments (TA) Groups for the maintenance of essential services. The Ministry of Defence then decided to disband 5 out of the 10 Railway Engineers Regiments (TA) Groups. However, as demanded by the Ministry of Railways to retain all these groups in view of the part played by them during emergent situation, natural calamities and in aid of civil authorities, the Ministry of Defence agreed to the proposal subject to the condition that the Ministry of Railways will have to bear the entire cost of all the 5 Groups which were proposed for disbandment.

As the Railway Engineers Regiments (TA) Groups played effective part during the Railways' 1974 strike, orders were issued in 1975 for raising 5 more groups. The Committee are concerned to note that in pursuance of the Ministry of Defence order dated 23 October, 1975, 1 Regiment of the Railway Engineers Regiments (TA) Groups and

5 Bridge Repair Platoons were disbanded by 31 March, 1986. Two Railway Engineers Regiments raised in 1975 and 1 raised during national emergency were also disbanded by 1992. As these Railway Engineers Regiments (TA) Groups and Bridge Repair platoons were disbanded without any rationale study conducted in spite of the effective roles played by them, the Committee have come to a conclusion that these Groups were disbanded in a whimsical manner. This is a glaring example of adhocism prevailing in the Ministries of Railways and Defence. The Committee therefore, desire that Government should make periodical evaluation of operational/railway requirements of these Railway Engineers Regiments (TA) Groups every five years.

Reply of the Government

ATN of the Ministry of Railways

All the disbandments so far effected were in pursuance of the decision of the competent authority *viz.*, the Ministry of Defence after due consideration of the requirement to adequately meet the task assigned to the Rly. Engrs. Regts. (TA) and duly keeping in view the threat perceptions as also the need for better utilisation of the scarce resources of the Railways. Nevertheless, the Committee's recommendation has been noted.

ATN of the Ministry of Defence

Insofar as disbandment of Regiments by MOD is concerned, it is stated that the same was done on a reasonable assessment in the light of the changed scenario after liberation of Bangladesh. It was considered that five regiments and two Bridge Construction Companies out of the then existing 10 Units would meet the operational requirements and hence MOD recommended the disbandment of 5 regiments.

As regards the recommendation to have a periodical evaluation of operational/railway requirements of these Railway Engineers by (TA) Groups after every five years, the Government has agreed to the same in-principle and orders for such a review are likely to be issued shortly.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 7)

The Committee are happy to find that Railway Engineers Regts. (TA) have done commendable job during their embodiments in both war time and peace situation. They have been decorated with medals for the outstanding performances during war. The Committee have been informed that these TA Groups were embodied in (a) assembly elections in Assam in 1983; (b) indefinite port strike in 1984 & 1985, at the time of assassination of former Prime Minister in 1984 and at the time of cyclone relief measure. They would however like to know whether Railway Engineers Regiments (TA) were also deployed in 1987 and if so whether they were paid as per Rules for their embodiment at that time.

Reply of the Government

ATN of the Min. of Railways

No Railway Engineers Regiment (TA) has been embodied in the year 1987.

ATN of the Ministry of Defence

It has been informed by the TA Directorate that as per available record, Railway Engineer Regiments were not embodied during 1987.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 14)

The Committee also find that the modern equipments like computers, photocopiers, electronic typewriters, VCRs, TVs etc. which are very essential for giving the training to the personnel of the Railway Engineers Regiments (TA) have not been provided. The Committee desire that action should be taken immediately to provide the equipment mentioned above so that the personnel of these Regiments may have training in state of Art equipment so as to maintain uniformity with other segments of the organisation.

The Committee also desire to have the details for all the on-going externally aided projects indicating *inter-alia* the details, the total amount sanctioned, amount utilised/and the reasons for not utilising the amount in full etc.

Reply of the Government**ATN of the Ministry of Defence:**

The various equipments etc. being provided to the Rly Engrs. Regts. (TA) are as per the scale/norms laid down by the Ministry of Defence. Nevertheless, the necessity of providing the equipments recommended by the Committee will be decided in consultation with the Ministry of Defence.

As regards the latter part of the recommendation, the position is that there is no externally aided ongoing projects connected with the Railway Engineers Regiments (TA).

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Action taken Reply of the M/o Defence

1. The matter was examined in consultation with Railway Board, Ministry of Railways, for provisioning of modern equipment to Railway Engineers Regiments (TA) for the purpose of training and it has been decided to provide the following:—

- (a) Computer with printer and UPS.
- (b) Photocopier.

2. As regards ongoing projects, all Railway Engineers Regiments (TA) are allotted Rs. 4200/- every year as annual training grant for carrying out range classification firing and for purchase of stores related to training. This amount is utilised every year in full.

[M/o Defence OM No. 20 (2) 98/D(GSI) dated 1.3.2000]

Revised Reply of the Government

1. The matter was examined by Ministry of Defence in consultation with Railway Board, Ministry of Railways for provisioning of modern equipment to Railway Engineers Regts. (TA) for the purpose of training and it has been decided to provide the following:—

- (a) Computer with printer and UPS.
- (b) Photocopier.

2. As regards the externally aided ongoing projects, it is clarified that there is no such project concerning Rly. Engrs. Regt. (TA) on hand.

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 30.5.2000]

Recommendation (Para No. 16)

The Committee are of the view that there are many problems of Railway Engineer (TA) personnel which can be resolved with better co-ordination between Ministry of Defence and the Railway Board. They therefore desire that the co-ordination between Ministry of Defence and Railway Board should be improved so that the problems faced by Railway Engineers Regiments (TA) personnel should be examined in detail and effective steps taken to resolve them.

Reply of the Government

ATN of the Ministry of Railways

The level of co-ordination between the Ministry of Railways on the one hand and Ministry of Defence and the AHQ or/and the ADGTA on the other appears to be satisfactory/adequate and no issue or problem remained unresolved due to lack of co-ordination. Nevertheless, the recommendation has been taken note of.

ATN of the Ministry of Defence

The point raised by the Committee has been noted for guidance. A system of periodic meetings at Ministry level has since been introduced.

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

CHAPTER III

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

Recommendation (Para No. 4)

The Committee note that the role of Territorial Army is to provide a second line of defence for the country and its composition and functions are at par with regular Army. Keeping in view the difficulties faced by the Railway Engineers Regiments due to dual control, the Committee are of the firm view that the concept of Railway paid and Defence paid Regiments should be continued but the Territorial Army should be placed under a single line of Control namely the Ministry of Defence.

Reply of the Government

ATN of the Ministry of Defence

Ministry of Railways have been moved to institutionalise an arrangement by designating the competent authority having financial and administrative authority at various levels for resolving the problem of TA personnel as well as the regiments in consultation with ADGTA at Army HQs., the Gp. Cdr. at Command HQ and/or Commanding Officer/Admn. Officers in the regiments. This is expected to mitigate the problems of Rly. TA personnel to a large extent. The control of all the Units by MOD is not considered desirable merely on this ground.

ATN of the Ministry of Railways

All the 11 Railway Engineers Regiments (TA) are under the direct control of the Ministry of Railways (Railway Board) for the purpose of financial, administrative and policy matters. The co-ordination/liaison between the Ministry of Railways (Railway Board) on the one hand and the Railway Regiment(s) raised for that Railway and the various Heads of Departments on the Zonal Railways etc. on the other is done by the General Manager of the Zonal Railway for which the Sr. Dy. General Manager is nominated to assist the General Manager in the same way the other Heads of Deptts. do in the matter of other Railway functions. This arrangement is functioning satisfactorily.

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 5)

The Committee have found that whereas a number of incentives are given to the persons who join Railway Engineers Regiments (TA) Groups from Railways, no such consideration is shown to the Army personnel including TA personnel who are in the permanent staff. As it affects their morale, the Committee recommend that the regular army personnel including TA personnel who are in the permanent staff of the Railway Engineers Regiments (TA) should be given all those facilities which are provided to the Railway personnel, during embodiment.

Reply of the Government

ATN of the Ministry of Railways

The permanent staff are drawn from the regular army under the control of Ministry of Defence, whose ATN is as under:

ATN of the Ministry of Defence

Extension of incentives given by the Railways to their employees who are serving in Territorial Army to the Army personnel is not considered feasible as it has larger ramifications for the Army. These incentives have been given to Railway employees since adequate personnel from their department are not volunteering to join TA. In so far as the army is concerned, there is no option given to them to volunteer for jobs in TA. Job content of these Units certainly do not merit special incentives to personnel of Army. Similar considerations are applicable in case of TA personnel on permanent staff.

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 8)

However since 1991 there has been no occasion to embody the Railway Engineer Territorial Army Regiments. The Committee note that there are enabling provision in various Acts of Railways and Defence to embody the Railways Engineers even in an event of an undeclared war or undeclared emergency. The Committee therefore desire that the Defence authorities should consider the embodiment of Railway Engineers Regiments (TA) personnel in varied situations under these enabling provisions in the various Acts for serving the nation.

Reply of the Government**ATN of the Ministry of Railways**

The Ministry of Railways are in agreement with the ATN of the Ministry of Defence which is as under:

ATN of the Ministry of Defence

The objective behind raising of these regiments amply covers embodiments of Rly. Engrs. Regts. (TA) personnel in varied situations, that is, to maintain rail communications in the forward areas during active hostilities and in an emergency situation arising during peace time. TA Units are embodied whenever the situation so demands. This arrangement is considered appropriate.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 10)

The Committee find that the Commissioned Officers of Railway Engineer (TA) have to clear Departmental Promotion Examination (DPE) within a period of 7 years of commissioning without losing their seniority for grant of substantive promotion from Lieutenant to Captain. The Committee are concerned to note that about 80 per cent of the officers do not bother to appear in or to pass the Departmental Promotion Examination. The Committee take a very serious view in the matter and desire that action should be taken against the officers who do not appear in this examination.

Reply of the Government**ATN of the Ministry of Railways**

Any penal action against the officers who do not appear in the Departmental Promotion Examinations will further compound the problem and will go against the very principle of voluntary service in TA. However, in the Departmental Promotion Examination conducted in the year 1997, as many as 16 officers have cleared the DPE and only two have failed. By imparting suitable coaching/guidance to Railway personnel and by designing the syllabus suitable for Railway Engineers, as recommended by the Committee in their recommendation No. 11, the position is likely to improve further.

(The recommendation relates to Ministry of Railways hence no ATN from Ministry of Defence)

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 11)

The Committee also desire the Ministry of Defence to impart suitable coaching/guidance to Railway personnel and by designing the syllabus suitably for Railway engineers by the Additional Director General (TA) in consultation with Railway Board so as to improve the pass percentage of DPE of Railway Engineering Regiments (TA). The Railway personnel should be encouraged to pass Departmental Promotion Examination by giving advance increments in case they pass it in a single attempt.

Reply of the Government

ATN of the Ministry of Railways

The Ministry of Railways are in agreement with the ATN of the Ministry of Defence which is as under:

ATN of the Ministry of Defence

Following steps have already been taken by the MOD to ensure that more officers qualify in the DPE (Departmental Promotion Examination):—

- (a) Coaching/Guidance classes are run for the officers prior to their appearing for the DPE.
- (b) The syllabus for the DPE has been restructured.
- (c) Result of DPE during 1997-98 is as under:
 - (i) Officers attended capsule course and appeared for DPE 18
 - (ii) Officers qualified DPE 16

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 15)

The Committee are dismayed to find that Railways do not give any special promotional benefits to their employees both Officers and other personnel who serve in Territorial Army. As volunteering for serving in the TA is an additional responsibility, suitable mention should be made in the Annual Confidential Reports of such volunteers and benefit of it be given at the time of their promotion.

The Committee also find that the Army does not provide the volunteers serving Railway (TA) Units any particular benefits such as Canteen Store Department (CSD) facility in disembodied state, membership of Army club etc. The Committee desire that the above facilities should be provided to Railway Engineers (TA) personnel when in disembodied State.

Reply of the Government

ATN of the Ministry of Railways

Promotion to Jr. Administrative Grade and above on Railways is made by selection based on merit and performance. In the ACR formats of officers upto Selection Grade, there is a column in Part I-'Personal Data', pertaining to their rank in Territorial Army, if any. Input against this column is there before the Departmental Promotion Committee (DPC) when assessment is made. However, the main criteria for promotion is performance in the present post and potential for promotion to higher posts, as recorded in the Annual Confidential Reports.

ATN of the Ministry of Defence

Authorisation of CSD facilities to TA personnel has been examined. It has not been found feasible to extend the same to TA Units due to various constraints including resources. As regards membership of Army Clubs, the governing bodies of various Army Clubs have a fair degree of autonomy and as such decisions will have to be taken by the Governing bodies. As of now, these facilities are not available to even Infantry TA Officers.

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Recommendation (Para No. 17)

During the course of evidence of the representatives of the Ministry of Railways, the Committee came to know that no Unit of Territorial Army has been set up in the North Eastern States which are having borders with Myanmar, Bangladesh and China. The Ministry of Railways were candid in their admission to support the proposal of creating a base unit in one of these States. The Committee were informed that there is neither the dearth of funds nor shortage of land for establishment of Territorial Army base in that area. Keeping in view the external threat perceptions from across the border areas/ internal insurgency etc. and to keep the railway running in these areas, the Committee recommend that a Territorial Army Unit be established permanently at a strategical location in any part of the North Eastern region.

Reply of the Government

ATN of the Ministry of Railways

The present strength of 5 Defence paid units of Railway Engineers Regiments (TA), according to the Ministry of Defence, is itself considered sufficient to meet the operational requirements and also the necessity of embodying the Railway Engineers Regiments (TA) as per the assessment made by that Ministry. The six Railway Paid Regts. being maintained by Railways at their cost are over and above the requirement so assessed. Moreover, the Railway Engineers Regts. (TA) can be deployed in any part of the country irrespective of the Railway where it has been stationed and no impediment has been felt so far in this regard and also that one unit *viz.*, 972 Rly. Engrs. Regt. (TA) is already stationed in the north eastern region *i.e.* at Muzaffarpur on N.E. Railway.

ATN of the Ministry of Defence

In the absence of a wide scale Railways infrastructure in most of the North-Eastern States, raising of additional TA Units may not serve any useful purpose.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

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. 2)

The Committee find that there are at present 11 Railway Engineers Regiments (TA) Groups out of which 6 are paid by the Ministry of Railways and the remaining 5 are paid by the Ministry of Defence. Payment in respect of 2 Bridge Construction companies is also being made by the Ministry of Defence. As no satisfactory details of the expenditure incurred on these Railway Engineers Regiments (TA) Groups could be furnished to the Study Group, the Committee desire that the expenditure incurred on each of these Regiments duly vetted by Audit should be furnished to them without any further delay. Since Railway Engineers Regiments (TA) Groups were raised under an Act of Parliament, the Committee desire that their Annual Reports should also be placed on the Table of the House.

Reply of the Government

ATN of the Ministry of Railways:

The year-wise expenditures on the 6 Railway paid Regts. for a period of 5 years are as under:—

(Rs. in thousands)

Regt. No.	Year				
	92-93	93-94	94-95	95-96	96-97
968	1215	506	1012	2019	4233
971	2012	425	1637	4026	8047
1101	1522	936	753	2290	13046
1031	1800	2921	2279	14133	2526
1103					
1105	4549	1206	5596	2050	12988

ATN of the Ministry of Defence

The details of expenditure for the Defence Paid Regiments are maintained by various Defence agencies, viz., AOC, ASC, Corps of Elect. & Mech. Engr., Corps of Engrs., Corps of Signals, Records/Centre, HQ. Commands and Army medical Corps, etc. Action has been initiated to collect the details of expenditure from various Defence agencies. Since the Annual Report of the Ministry of Defence which is placed in the Parliament also contains the details on the Territorial Army, it is considered that a separate report on Railway Engineers Regiments (TA) may not perhaps be necessary.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Revised ATN of the Ministry of Railways

The year-wise expenditures on the 6 Railway Paid Regts, for a period of 5 years are as under:

(Rs. in thousands)

Regt. No.	Year				
	92-93	93-94	94-95	95-96	96-97
968	1215	506	1012	2019	4233
971	2012	425	1637	4026	8047
1101	1522	936	753	2290	13046
1031	1800	2921	2279	14133	2526
1103					
1105	4549	1206	5596	2050	12988

Revised ATN of the Ministry of Defence

An audited report cannot be furnished for the reason that the Regiments are not on Book Debit system. The cost has been worked out approximately, taking into account old issue vouchers for Rations, FOL, Pay & Allowances paid, warrants issued, issue vouchers of ordnance items, Army Ammunition received Cost of Transport and

Medical etc. The year-wise expenditure on the Defence Paid Regts. for a period of 5 years are as under:

	Regt. No.	Year				
		92-93	93-94	94-95	95-96	96-97
1.	969	64,42,233	69,34,324	77,67,984	89,34,005	1,14,93,889
2.	970	60,40,000	61,80,000	68,97,000	90,52,000	98,71,000
3.	972	66,82,677	70,43,361	79,91,346	89,58,400	98,18,686
4.	1032	69,13,561	79,14,869	80,03,979	85,83,765	89,21,903
5.	1034	91,59,250	92,34,500	92,58,000	91,77,700	95,01,045
Rly. Br. Con. Coy (TA)						
	1051	14,00,525	18,29,282	19,66,354	24,59,033	28,81,452
	1052*					

1. *Expenditure of 1052 Rly. Bridge Construction Company (TA) has been included in the expenditure details of 1032 Railway Engineers Regiments (TA).

2. In case of Serial 5, Expenditure is on higher side because the Regiment has been taking part in Op Oriented exercises on a regular basis in addition to normal training schedule of unit.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 8.1.1999]

Comments of the Committee

(Please see Paragraph 7 of Chapter-I of the Report)

Recommendation (Para No. 3)

The Committee have been informed by the Ministry of Defence that both the Railway paid and Defence paid Railway Engineers Regiments (TA) Groups have a common role and both Railway paid or Defence paid Regiments can be deployed on any task during peace as well as war. However, the Committee have found that a number of assets belonging both to the Ministries of Railway and Defence are on the railway land and none of these Ministries are interested in creating

any facilities for these Groups. The Committee, therefore, desire that both the Ministries of Railway and Defence should co-ordinate and create facilities for these Groups as the assets created are to be used by the Railway Engineers Regiments (TA) Groups irrespective of the fact whether the units are Defence paid or Railway paid.

Reply of the Government

ATN of the Ministry of Railways

Two Defence paid Regts. are located on the Railway land and 3 Railway paid Regts. are located on the defence land, which is causing some administrative difficulties for the Railways in raising superstructures/assets on Defence land and *vice-versa*. In order to overcome the same the question of exchanging the Rly. paid Regts. located on Defence land with equal number of Defence paid Regts. located on Rly. Land or exchange of land between Defence and Railways, will be addressed in the first instance in consultation with the Ministry of Defence.

ATN of the Ministry of Defence

TA Directorate has been asked to initiate and follow up the proposal for exchange of lands between Defence and Railways. Since this involved consideration of long term requirements as well as the value etc., it is likely to take some time.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Comments of the Committee

(Please see Paragraph 10 of Chapter-I of the Report)

Recommendation (Para No. 6)

The Committee find that neither the Railway authorities nor the Defence authorities have addressed themselves seriously to the problems being faced by the Railway Engineers Regiments (TA). Consequently, these units are in a neglected state with low morale. The Committee have been informed that a Sr. Deputy Railway Manager of the rank of Joint Secretary has been detailed to deal with the problems and complaints of the personnel of the Railway Engineers Regiments (TA). This arrangement has however not yielded the desired results as the various problems faced by the Railway Engineers Regiments (TA) still continue.

The Committee therefore, desire the Ministry of Railways to institutionalise this arrangement by designating the competent authority having financial, administrative and monitoring authority at various level for resolving the problems of Service personnel, service matters including policy matters which affect the morale of the Service personnel in consultation with the appropriate levels of the Services Organisation.

**Reply of the Government
ATN of the Ministry of Railways**

All the 11 Railway Engineers Regiments (TA) are under the direct control of the Ministry of Railways (Railway Board) for the purpose of financial, administrative and policy matters. The co-ordination/liaison between the Ministry of Railways (Railway Board) on the one hand and the Railway Regiment(s) raised for that Railway and the various heads of Departments on the Zonal Railways etc. on the other is done by the General Manager of the Zonal Railway for which the Sr. Dy. General Manager is nominated to assist the General Manager in the same way the other Heads of Depts. do in the matter of other Railway functions. This arrangement is functioning satisfactorily.

(The recommendation relates to Ministry of Railways hence no ATN from Ministry of Defence)

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Comments of the Committee

(Please see Paragraph 13 of Chapter-I of the Report)

Recommendation (Para No. 12)

From the information furnished by the Ministry of Railways and the evidence tendered before the Study Group, they find that more than 50% of the officers do not turn up in training camps. In spite of that this is a matter of concern that the Ministry of Railways have not taken disciplinary action in a single case. The Committee feel that ATCs are very crucial as the Regiments should be fit and prepared and not found wanting in case of their embodiment. The Committee therefore desire to know the deficiencies in the training camps so that the effective steps could be taken by both the Ministry of Defence and Railways for increasing the attendance in ATCs.

Reply of the Government

ATN of the Ministry of Railways

As indicated in regard to recommendation No. 10, any penal action against Railway TA officers will further compound the problem and will go against the very principle of service in TA being voluntary. Procedures have, however, been streamlined in the matter of nomination of officers for ATCs and General Managers of the Zonal Railways have since been instructed, *inter alia*, to ensure that officers nominated for ATCs attend the ATCs.

ATN of the Ministry of Defence

Adequate number of training camps are arranged for Railway TA personnel. The Camps are also adequately equipped to provide appropriate training. There are, however, deficiencies in training. The attendance chart for ATCs held during 1994-95, 1995-96 and 1996-97 is enclosed (Annexure).

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Comments of the Committee

(Please see Paragraph 16 of Chapter-I of the Report)

ANNEXURE

ATTENDANCE ON ANNUAL TRAINING CAMPS

Unit	1994-95						1995-96						1996-97					
	Officers		JCOs		OR		Officers		JCOs		OR		Officers		JCOs		OR	
	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<i>Defence Paid</i>																		
969 Rly. Engrs. Regt. (TA)	25	18	43	19	1281	915	25	6	39	8	1240	286	36	17	48	18	1576	805
970 Rly. Engrs. Regt. (TA)	21	14	16	15	1489	786	21	12	16	12	1582	788	18	9	19	13	1591	860
972 Rly. Engrs. Regt. (TA)	—	2	20	8	1073	714	10	2	15	7	1048	650	10	—	15	—	1084	—
1032 Rly. Engrs. Regt. (TA)	23	9	25	4	1619	550	23	12	28	7	1619	448	19	14	38	34	1595	1190
1034 Rly. Engrs. Regt. (TA)	25	10	34	20	1394	904	25	12	40	9	1276	507	22	16	37	17	1360	804
<i>Railway Paid</i>																		
968 Rly. Engrs. Regt. (TA)	12	11	12	9	922	478	12	9	11	10	920	616	16	10	15	11	1058	482
971 Rly. Engrs. Regt. (TA)	21	9	20	—	901	—	21	7	20	—	888	—	20	17	21	18	847	556
1031 Rly. Engrs. Regt. (TA)	9	8	39	21	1077	996	9	7	33	19	1110	553	8	5	27	11	1097	569

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1101 Rly. Engrs. Regt. (TA)	13	9	13	11	920	334	13	11	13	10	936	543	14	—	21	—	—	455
1103 Rly. Engrs. Regt. (TA)	12	9	29	29	1063	946	12	6	13	26	1061	639	9	9	—	30	836	772
1105 Rly. Engrs. Regt. (TA)	14	10	14	—	983	816	14	11	23	21	853	729	10	8	15	14	855	681

C: Called Strength
A: ATC Attended

1102 Rly. Engrs. Regt. (TA)	13	9	13	11	920	334	13	11	13	10	936	543	14	—	21	—	—	455
1104 Rly. Engrs. Regt. (TA)	12	9	29	29	1063	946	12	6	13	26	1061	639	9	9	—	30	836	772
1106 Rly. Engrs. Regt. (TA)	14	10	14	—	983	816	14	11	23	21	853	729	10	8	15	14	855	681

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
C	13	9	13	11	920	334	13	11	13	10	936	543	14	—	21	—	—	455
A	12	9	29	29	1063	946	12	6	13	26	1061	639	9	9	—	30	836	772

REGIMENTAL DATA SHEET

REGIMENTAL DATA SHEET

The deficiency at Commissioned Officers level is due to the officers not attending the training regularly and not qualifying in their promotional examination. The provision already made to promote officers commensurate with their respective civil status

CHAPTER V
RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF
WHICH FINAL REPLIES OF THE GOVERNMENT
ARE STILL AWAITED

Recommendation (Para No. 9)

The Committee find that there is large scale deficiency of personnel in Railway Engineers Regiments (TA) specially at Junior Commissioned Officers (JCO) level (57%) and at Commissioned Officers (CO) level (38%). So far as the deficiency at CO level is concerned, one of the main reason why the Railway Officers are not volunteering for the TA services is that they do not get the rank commensurate to their civil status and they are commissioned in the lowest rank of Second Lt. irrespective of their civil status. The Committee note that the rank structure is laid down in the Functional Establishment of Railway Regiments (TA) and is based on the ethos of two services. The Committee therefore feel that ethos of Army should be the same for all and uniformity should be maintained. It will not be proper to have different sets of rules for various services of similar functions. The Committee however desire that the criteria adopted in the initial commissioning of graduate doctors and engineers in the rank of Captain should also be extended to Railways for similarly qualified persons. Action should also be taken to fill up vacancies for Commissioned Officers as early as possible, by initiating corrective and appropriate steps.

Reply of the Government

ATN of the Ministry of Railways

Conducting recruitment drives for filling up of vacancies in the various ranks, including Commissioned Officers, is a continuous process undertaken by the Zonal Railways. nevertheless, the recommendation has been noted for guidance.

ATN of the Ministry of Defence

A case for granting rank of Captain on Commission to qualified technical officers in TA, as in case of graduate engineers and doctors in the Army is under examination of the Government.

The deficiency at Commissioned Officers' level is due to the officers not attending the training regularly and not qualifying in their promotional examinations in time. The provisions already exist to promote officers commensurate with their equivalent civil status.

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Action Taken Reply of the M/o Defence

1. There is no deficiency at CO level. However the deficiency of other officers is on account of non-volunteering of adequate number of Railway officers for TA. As regards deficiency of Junior Commissioned Officers, (JCOs) the provision already exist in TA rules for direct JCOs commission to those who have rendered two years service in supervisory capacity in technical trades. Hence, Railway Board, Ministry of Railways should take adequate measures to motivate young Railway Officers, preferably during their probationary period itself and JCOs to join TA. However, with the proposed disbandment of three Railway Engineers Regiments (TA), the deficiency in the existing strength will be made up considerably once manpower from disbanded units are transferred to remaining Railway Engineers Regiments (TA).

2. As regards case of grant of *ante* dated seniority, the criteria adopted in the initial commissioning of officers in Engineers is separate for non-tech. and graduate entry. The graduate engineers are commissioned as Lt. and not Capt., with two years of ante dated seniority. The Railway Board was apprised of the above criteria and they felt that it will be not possible to have two separate sets of criteria for non-technical and technical entry in respect of Railway personnel. The case has been dropped by Railway Board. However they have now suggested that a proposal independent of the suggestion contained in the 13th Report of the Standing Committee on Railways may be processed separately for giving initial commission to railway officers in the rank of Capt. without linking it with the ethos of Army.

[M/o Defence OM No. 20(2)/98/D (GSI) dated 1.3.2000]

Revised Reply of the Government

1. There is no deficiency at Commanding Officers' level. However, the deficiency of other officers is on account of non-volunteering of adequate number of Railway officers for TA. As regards deficiency of Jr. Commissioned Officers (JCOs), provision already exist in TA Rules for giving direct commissioning in the rank of JCOs to those who have rendered two years service in supervisory capacity in technical trades in Railways. Adequate measure are being taken to motivate young Railway officers, preferably during their probationary period itself and JCOs to join TA.

2. As regards grant of *ante* dated seniority, the criteria adopted in the initial commissioning of officers in Engrs. services in the Army are separate for non-technical and graduate entry inasmuch as the graduate engineers are commissioned as Lt. and not as Capt., with two years of ante-dated seniority. For Railway Engineers Regiments (TA), it will be not possible to have separate sets of criteria for non-technical and technical entry in respect of Railway personnel who join the Railway Engineers Regiments (TA) as volunteers, as such discrimination would demotivate officers from other services, such as those belonging to Traffic service etc., to volunteer to serve Railway Engineers Regiments (TA).

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 30.5.2000]

Recommendation (Para No. 13)

The Committee note that the Operating Company and Maintenance Company of Railway Engineers Regiments (TA) has to look after the maintenance and operation of a range of 160 Kms. of track. These organisations have not been modified/modernised/replaced since 1958. The Committee were informed that 4 Committees were appointed for upgradation of the equipment and updating the categories of the personnel who are to be inducted into the Railway Engineers Regiments (TA). The Committee desire to know (i) the composition of the Committees, (ii) the term of reference of these Committees, (iii) recommendations made and (iv) the action taken for implementing these recommendations.

Reply of the Government

ATN of the Ministry of Defence

Committee appointed for upgradation of the equipment corresponding with updating categories of the personnel during Conference of Commanding Officers and Admn. Officers in Jan. '95 were as under:—

(a) *Composition and terms of reference*

- (i) CO, 1034 Railway Engineers Regiment (TA)— Responsible to revise the Functional Establishment (F.E.) of Operating Company.
- (ii) CO, 971 Railway Engineers Regiment (TA)— Responsible to revise the Functional Establishment of E&M Company.
- (iii) Admn. Officer, 1032 Railway Engineers Regiment (TA)— Responsible to revise the Functional Establishment of C&M Company.
- (iv) CO, 968 Railway Engineers Regiments (TA)— Responsible to revise the Functional Establishment of Bridge Construction Company.

- (b) Recommendations made—Functional Establishment of Operating Coy. and Bridge Construction Coy., duly revised, have been forwarded to Ministry of Railways for their approval. Recommendations on Functional Establishment (F.E.) of E&M Coy. and C&M Coy. are awaited.

ATN of the Ministry of Railways

The draft F.E. for the Optg. and Br. Cons. Coy. are under examination

[M/o Rlys. OM No. 97/BC-II/SCR/XI/17 (T.A.) dated 19.5.98]

Action Taken Reply of the M/o Defence

1. The composition of appointed Committee, terms of reference, recommendation and action taken for upgradation of equipment and updating the categories of the personnel is as given in the succeeding paragraphs.

2. *Composition and terms of reference*

- (a) Commanding Officer, 1034 Railways Engineer Regiment (TA)
— to examine the Functional Establishment of Operating company.
- (b) Commanding Officer, 971 Railway Engineers Regiment (TA)
— to examine the Functional Establishment of Electrical and Mechanical Maintenance company. (E&M Coy)
- (c) Administrative Officer, 1032 Railway Engineer Regiment (TA)
— to examine the Functional Establishment of Construction and Maintenance company (C&M Coy)
- (d) Commanding Officer, 968 Railway Engineer Regiment (TA)
— to examine the Functional Establishment of Bridge Construction company.

3. *Recommendation made by the Committees:* All the Committees recommended upward revision of Functional Establishment due to progressive upgradation of railway appointments, modernisation of Railway equipment, computerisation, change in traction from Steam Locomotive to Diesel/Electrical Locomotive and also due to deletion/increase of certain trades.

4. *Action taken on the recommendation made by the Committee:* After having received the proposal for revision of existing functional establishments (FEs) of Railway Engineer Regiments (TA), the same was analytically examined and was forwarded to Railway Board, Ministry of Railways for obtaining their concurrence on the propose revision of FEs for the following:—

- (a) Regimental Headquarters and Administration company.
 - (b) Operating company.
 - (c) Electrical and Mechanical maintenance company.
 - (d) Construction and Maintenance company (with Defence paid units only)
 - (e) Bridge Construction company (with Defence paid units only)
-

5. The proposal entails the following increase/decrease in the existing manpower:—

(a) *Defence Paid Units*

	Existing	Proposed	Increase	Decrease
Officers	190	190	—	—
JCOs	367	687	320	—
OR	8930	8743	—	187

Total increase = 320 JCOs

Total decrease = 187 OR

Over all effect = increase of 133 personnel

(b) *Railway Paid Units*

	Existing	Proposed	Increase	Decrease
Officers	84	84	—	—
JCOs	156	336	180	—
OR	3417	3360	—	57

Total increase = 180 JCOs

Total decrease = 57 OR

Over all effect= increase 123 personnel

6. The concurrence of Railway Board to the proposed revision of FEs, have been obtained and the proposal is presently under examination of the Ministry of Defence in consultation with the Directorates concerned in the Army Headquarters. It may kindly be appreciated that the revision of FEs involves, in addition to increase of manpower, transport and equipment, huge financial implications. It, therefore, needs detailed examination at various branches in Army Headquarters as well as Ministry of Defence and Finance Division of the Ministry of Defence before the proposal is finally approved and orders for adoption of revised FEs of Railway Engineer Regiments (TA) are issued.

[M/o Defence OM No. 20(2)/98/DCGSI) dated 1.3.2000]

Revised Reply of the Government

1. The composition of appointed Committees, terms of reference, recommendations and action taken for upgradation of equipment and updating the categories of the personnel is as given in the succeeding paragraphs.

2. *Composition and terms of reference:*

- (a) Commanding Officer, 1034 Railway Engineer Regiment (TA)
—to examine the Functional Establishment of Operating Company.
- (b) Commanding Officer, 971 Railway Engrs. Regt. (TA)—to examine the Functional Establishment of Electrical and Mechanical Maintenance Company (E&M Coy).
- (c) Administrative Officer, 1032 Railway Engineer Regiment (TA)
—to examine the Functional Establishment of Construction and Maintenance Company (C&M Copy).
- (d) Commanding Officer, 968 Railway Engineers Regiment (TA)
—to examine the Functional Establishment of Bridge Construction Company.

3. *Recommendation made by the Committees:* All the Committees recommended upward revision of Functional Establishment due to progressive upgradation of Railway appointments, modernisation of Railway equipment, computerisation, change in traction from Steam Locomotive to Diesel/Electrical Locomotive and also due to deletion/increase of certain trades.

4. *Action taken on the recommendation made by the Committee:* After having received the proposal for revision of existing Functional Establishments (FEs) of Railway Engineer Regiments (TA), the same was analytically examined and the concurrence of Railway Board to the proposed revision of FEs, has been obtained and the proposals are presently under examination of the Ministry of Defence in consultation with the Directorates concerned in the Army Headquarters. It may kindly be appreciated that the revision of FEs involves, in addition to increase of manpower, provision of transport and equipment having huge financial implications. It, therefore, needs detailed examination at

various branches in Army headquarters as well as Ministry of Defence and Finance Division of the Ministry of Defence before the proposal is finally approved and orders for adoption of revised FEs of Railway Engineers Regiments (TA) are issued. Due priority is, however, being given to finalise the proposals so as to issue orders revising the FE at the earliest.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 30.5.2000]

Recommendation (Para No. 18)

In 1995, a High Level Committee under the Chairmanship of the then Hon'ble Minister Shri K.P. Singh Deo was set up to review the Territorial Army. This Committee submitted its Report to the Government on 6th August, 1996. The Committee are dismayed to find that no action has been taken by the Government on the recommendations made by that High Level Committee so far. During the evidence, the representative of the Ministry of Defence informed the Committee that Government has been examining this Report and the consultation process is still on. The Committee express their unhappiness over the lackadaisical manner in which the recommendations of this Committee are being dealt with by the Government. The Committee, therefore strongly recommend that the Government must come out with some concrete action to be taken on the recommendations made by the High level Committee. The Committee would like to be apprised of the action taken in this regard within three months.

Reply of the Government

ATN of the Ministry of Railways

The high level committee has been set up by the Ministry of Defence, whose ATN is as under:

ATN of the Ministry of Defence

Various recommendations of TA Review Committee 1995 are under examination in Ministry of Defence. The recommendations made by the TA Review Committee cover a wide area of activities and have necessitated wide ranging consultations with various agencies/organisations. The process of consultations which have been set in motion has revealed divergent views on various issues and it will require quite some time to reconcile the differences of opinion before a final decision, could be taken and implemented, on the relevant issues.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 19.5.98]

Action taken Reply of the M/o Defence

The recommendations made by the TA Review Committee cover the entire gamut of TA activities with far reaching implications and needed in-depth examination. After a series of meetings with the Service HQs and also a meeting taken by the Raksha Mantri, tentative conclusions in regard to the recommendations of the TA Review Committee have been reached and the case is posted for final decisions in early March 2000. As far as recommendations relating to Railway TA units are concerned, the position is as below:—

Points	View of Service HQ
1	2
1. Deficiency in Manpower in Railway TA units	The deficiency to a considerable extent will be made up once manpower from three disbanded units is transferred to the remaining units. However, Railway Board should motivate young officers to join the Railway units.
2. Officers of the rank of Capt. only should be Posted as Coy 2IC to Rly. Engr. Regts. (TA)	Cannot be a binding. However, accepted as guidelines and all efforts will be made to post officers of the rank of Capt as Coy 2IC if available.
3. To make service attractive for Rly. TA officers by providing weightage of TA service in Deptl promotions and protection of service seniority and pay of such officers when serving with TA units.	Railway Board to recommend.
4. Cadre Review	Not accepted.
5. Facilities of CSD	Not accepted.

1	2
6. Ante date seniority to technical graduates	The case has been dropped by Railway Board, Ministry of Railways.
7. DPE of Deptl. units should be under aegis of ADGTA and not under DGMT	Conduct of DPE has already been transferred and is being held under aegis of ADGTA.
8. Two more chances to clear DPE should be given to those officers without any effect on seniority who are yet to clear DPE	Two more chances were awarded to concerned officers and these have been availed of.

[M/o Defence OM No. 20(2)/98/D (GSI) dated 1.3.2000]

Revised Reply of the Government

As this recommendation is distinctly a separate issue pertaining not only to Railway TA but TA as a whole, the Committee are requested to consider the feasibility of delinking this para.

[M/o Rlys. OM No. 97/BC II/SCR/XI/17 (T.A.) dated 30.5.2000]

NEW DELHI;
January 24, 2001
Magha 4, 1922 (Saka)

K. YERRANNAIDU,
Chairman,
Standing Committee on Railways.

APPENDIX I

MINUTES OF THE FIRST SITTING OF STANDING COMMITTEE ON RAILWAYS (2001)

The Committee sat on Tuesday, the 23rd January, 2001 from 1100 hours to 1230 hours in Committee Room '139', First Floor, Parliament House Annexe, New Delhi. In absence of the Chairman, the Committee chose Shri Moinul Hassan, MP to act as Chairman for the sitting of the Committee under Rule 258(3) of the Rules of Procedure and Conduct of Business in Lok Sabha.

PRESENT

Shri Moinul Hassan — *In the Chair*

MEMBERS

Lok Sabha

2. Dr. (Smt.) Anita Arya
3. Shri M. Chinnasamy
4. Shrimati Santosh Choudhary
5. Shri Sadashivrao Mandlik
6. Shri Sohan Potai
7. Shri Prabhat Kumar Samantarary
8. Dr. Nitish Sengupta
9. Shri Bahadur Singh
10. Shri Brij Bhushan Sharan Singh
11. Capt. (Retd.) Inder Singh
12. Shri Rajo Singh
13. Shri A.K.S. Vijayan

Rajya Sabha

14. Shri Banarsi Das Gupta
15. Dr. (Smt.) Chandra Kala Pandey
16. Shri Raju Parmar
17. Shri Anil Sharma
18. Dr. D. Venkateshwar Rao
19. Shri Abani Roy

SECRETARIAT

1. Shri M. Rajagopalan Nair — *Joint Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri S.N. Dargan — *Under Secretary*
4. Shri O.P. Shokeen — *Committee Officer*

2. At the outset, the acting Chairman congratulated the Members on their nomination to the Standing Committee on Railways (2001) and welcomed to the First sitting of the Committee. Thereafter the Committee took up the following Draft Action Taken Reports for consideration:—

(i) [Draft Report on Action Taken by Government on Recommendations/Observations contained in the 13th Report of Standing Committee on Railways (1997-98) on 'Railway Engineers Territorial Army']

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| (ii) | ** | ** | ** | ** |
| (iii) | ** | ** | ** | ** |
| (iv) | ** | ** | ** | ** |

3. The Committee considered and adopted the aforesaid Action Taken Reports without any amendments/changes and authorised the Chairman to finalize the Reports after making consequential changes, if any, arising out of the factual verification by the Ministry of Railways or otherwise and to present the Reports to both the Houses of Parliament.

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| 4. | ** | ** | ** | ** |
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The Committee then adjourned.

APPENDIX II

ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE THIRTEENTH REPORT OF THE STANDING COMMITTEE ON RAILWAYS--1997-98 (ELEVENTH LOK SABHA) ON 'RAILWAY ENGINEERS TERRITORIAL ARMY'

Total number of Recommendations/Observations	18
(i) Recommendations/Observations which have been accepted by Government (Vide recommendations/observations Paras 1, 7, 14 and 16)	
Percentage of Total	22.2%
(ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies (Vide recommendations/observations Paras 4, 5, 8, 10, 11, 15 and 17)	
Percentage of Total	38.9%
(iii) Recommendations/Observations in respect of which the replies of Government have not been accepted by the Committee and which require reiteration (Vide recommendations/observations Paras 2, 3, 6 and 12)	
Percentage of Total	22.2%
(iv) Recommendations/Observations in respect of which final replies of Government are still awaited (Vide recommendations/Observations Paras 9, 13 and 18)	
Percentage of Total	16.7%