

**RAILWAY CONVENTION
COMMITTEE
(1980)**

(SEVENTH LOK SABHA)

SIXTH REPORT

On

Action taken by Government on the recommendations contained in the Third Report of the Railway Convention Committee (1980) on Review of the Existing Rules of Allocation of Railway Expenditure to Capital and Revenue Account, Depreciation Reserve Fund, Development Fund and Accident Compensation, Safety and Passenger Amenities Fund.



Presented in Lok Sabha

Laid in Rajya Sabha

} on

**LOK SABHA SECRETARIAT
NEW DELHI**

August, 1982/Sravana 1904 (Saka)

Price : Rs. 1.00

Corrigenda to the Sixth Report of Railway
Convention Committee(1980).

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RAILWAY CONVENTION COMMITTEE
(1980)

CHAIRMAN

Shri D. L. Baitha

MEMBERS

Lok Sabha

- *2. Shri Satyasadhan Chakraborty
3. Shri K. B. Choudhari
4. Shri K. Mayathevar
5. Shri Arun Kumar Nehru
6. Dr. Vasant Kumar Pandit
7. Shri Chintamani Panigrahi
8. Prof. Narain Chand Parashar
- **9. Shri Janardhana Poojary
- †10. Shri P. C. Sethi
11. Shri Tayab Hussain
12. Shri Raghunath Singh Verma

Rajya Sabha

13. Shri Sadashiv Bagaitkar
14. Shri V. Gopaldasamy
15. Shri Ram Lakhan Prasad Gupta
- @16. Shri Pranab Mukherjee
- \$17. Shri (Molana) Asrarul Haq
18. Shri J. K. P. N. Singh

SECRETARIAT

1. Shri T. R. Krishnamachari—*Joint Secretary*
2. Shri K. C. Rastogi—*Chief Financial Committee Officer.*
3. Shri Ram Kishore—*Senior Financial Committee Officer.*

*Nominated w.e.f. 19-2-1982 *Vice* Shri Jyotirmoy Bostu died.

**Nominated w.e.f. 19-2-1982 *Vice* Shri R. Venkataramanan resigned from the Committee.

†Nominated w.e.f. 19-2-1982 *Vice* Shri Kedar Pandey resigned from the Committee.

@Nominated w.e.f. 9-8-1981 *Vice* Shri Mahendra Mohan Mishra resigned from the Committee.

\$Nominated w.e.f. 29-5-1982 *Vice* Sarvaswari F.M. Khan and Santosh Kumar Sahu ceased to be members of Committee consequent on their retirement from Rajya Sabha w.e.f. 2-4-1982.

INTRODUCTION

1. The Chairman of Railway Convention Committee (1980) having been authorised by the Committee to submit the Report on their behalf present this **Sixth Report on Action taken by Government on the recommendations contained in the Third Report of the Railway Convention Committee (1980) on 'Review of the Existing Rules of Allocation of Railway Expenditure to Capital and Revenue Account, Depreciation Reserve Fund, Development Fund and Accident Compensation, safety and Passenger Amenities Fund'**. The Third Report of the Railway Convention Committee (1980) was presented to both the Houses of Parliament on 11th September, 1981.

2. In paragraph 52 of the Third Report, the Committee had desired the Ministry of Railways to work out an insurance scheme and explore, in consultation with the Ministry of Finance, the possibility of its being entrusted to the General Insurance Corporation so as to make the payment of compensation to individual victims or their heirs far more simple, quicker and non-discriminatory. In the Action taken note to the Committee, the Ministry stated that the procedure for payment of compensation to the Railway accident victims or their heirs was under review by the Railway Reforms Committee, set up by Government to review the entire gamut of the functioning of Railways and changes in the existing procedure would be considered on receipt of the recommendation of that Committee. The Committee are of the view that a decision on the specific question of an Insurance Scheme for railway passengers need not be linked with the wider question of overall improvement in the functioning of the Railway system or its financial viability. The Committee have therefore desired that the matter should be examined and finalised at an early date in consultation with the Ministry of Finance and General Insurance Corporation of India.

3. This Report was considered and adopted by the Railway Convention Committee at their sitting held on the 3rd August, 1982. Minutes of the sitting form Part II of the Report.

4. For reference, facility and convenience the recommendations and conclusions of the Committee have been printed in thick type in the body of the Report.

NEW DELHI;

Dated: August 4, 1982

Shravana 13, 1904(S)

D. L. BAITHA,

Chairman,

Railway Convention Committee.

CHAPTER I

REPORT

1.1 This Report of the Committee deals with the action taken by Government on the Committee's conclusions and recommendations contained in their Third Report (Seventh Lok Sabha) on "Review of the Existing Rules of Allocation of Railway Expenditure to Capital and Revenue Account, Depreciation Reserve Fund, Development Fund and Accident Compensation, Safety and Passenger Amenities Fund".

1.2 Action Taken Notes on all the conclusions and recommendations contained in the Report have been received from Government.

1.3 Replies to the conclusions and recommendations of the Committee contained in the Report have been categorised under the following heads:

(i) Conclusions and recommendations that have been accepted by Government:

Sl. Nos. 1 to 6 and 8 to 10.

(ii) Conclusions and Recommendations which the Committee do not like to pursue in view of the replies of Government:

Nil.

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

Nil.

(iv) Conclusions and Recommendations in respect of which Government have given interim replies:

Sl. No. 7.

1.4 The Committee expect that final reply to the recommendation in respect of which only interim reply has been furnished, will be submitted expeditiously.

1.5 The Committee will now deal with the action taken by Government on two of the original recommendations in the succeeding paragraphs.

Replacement of traditional materials (Sl. No. 2—Para 38)

1.6 The Railway Convention Committee in paragraph 38 had stressed the need for research efforts by the concerned organisation of the railway to find out equally efficient and viable alternative materials which could be substituted for the traditional materials currently in short supply or that have become far too costly e.g. cement, steel etc.

1.7 As regards search for alternative material used in Civil Works, the Ministry of Railways have in their reply *inter alia* stated that the Railway Staff College, Baroda has been directed to bring out a periodical bulletin containing the latest know-how in respect of building materials, construction techniques and specifications. This building digest will be of particular use to all Railway Officers and supervisors in the field to bring their knowledge on the subject up-to-date. The Research Designs and Standards Organisation (RDSO) at Lucknow has also been asked to increase its efforts to find out alternative materials and design techniques with a view to achieve economy in co-ordination with sister research organisations in the country.

1.8 The Ministry have also stated that the substitution of Steel is not possible with any cheaper material at present. However, all efforts are made to improve the design like integral design of coaches, design of special wagons etc. and reduce the steel consumption as much as possible. The search for new materials is stated to be constantly on not only to replace those in short supply such as steel and timber but also with a view to adopting a low cost material not subject to theft and vandalism. In this respect substitution of aluminium and stainless Steel by Fibre reinforced plastic (FRP) has made good progress in railway coaches.

1.9 The Committee are glad to note that the Government have instructed the Railway Staff College, Baroda, to bring out a periodical bulletin containing the latest know-how on building materials, construction techniques and specifications which could be useful to Railway officials and supervisors in the field to bring their knowledge on the subject up-to-date. The Ministry have also asked the Research, Designs and Standards Organisation (RDSO) at Lucknow to speed up its effort to find out alternative materials and design techniques so as to effect economy. The Committee desire that the Ministry of Railways should keep a close watch on the technological developments taking place in the Country and abroad and ensure their assimilation and adoption in the specifications of works with the object of reducing costs and relieving pressure on scarce materials.

INSURANCE OF RAILWAY PASSENGERS

(Sl. No. 7—Para 52)

1.10. In paragraph 52 of their Third Report, the Committee had pointed out that the existing procedure of payment of compensation to railway accident victims or their heirs was very dilatory and discriminatory. While finding some merit in the suggestion that railway passenger services could be insured on the lines of Third Party Risk insurance applicable to automobiles, the Committee had desired the Ministry of Railways to work out an insurance scheme and explore, in consultation with the Ministry of Finance, the possibility of its being entrusted to the General Insurance Corporation so as to make the payment of compensation to the individual victims or their heirs far more simple, quicker and non-discriminatory.

1.11. In their reply, the Ministry of Railways have stated that the entire procedure for payment of compensation to the railway accident victims or their heirs is at present under review by the Railway Reforms Committee. Changes in the existing procedure would be considered on receipt of the recommendations of that Committee.

1.12 The Committee find from the Government of India Resolution No. ERBI-81/21/41 dated 15th May, 1981 as amended on 27th April, 1982 setting up the Railway Reforms Committee (Appendix), that the tenure of the Reforms Committee is initially for two years and its terms of reference are quite comprehensive and cover practically the entire gamut of functioning of Railways. The Committee are of the view that a decision on the specific question of introducing an insurance scheme for railway passengers need not be linked with the wider question of overall improvement in the functioning of the Railway system or its financial viability. The Committee, therefore, desire that the matter should be examined and finalised in consultation with the Ministry of Finance and General Insurance Corporation of India at an early date.

Implementation of Recommendations

1.13. The Committee would like to emphasise that they attach greatest importance to the implementation of the recommendations accepted by Government. They would, therefore urge that Government should ensure expeditious implementation of recommendations accepted by them. In case, where it is not possible to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee in time with reasons for non-implementation.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Sl. No. 1, Para No. 37)

"The Railway Convention Committee (1949) had, in paragraph 6 of their Report, recommended that the financial limit of charging to revenue the cost of minor additions and improvements should be raised to Rs. 25,000 on each individual item and that the expenditure on unremunerative projects for improving operational efficiency costing not more than Rs. 3 lakhs should be charged to revenue, excesses over Rs. 2 lakhs on such projects being charged to the Development Fund. In view of the considerable escalation in the prices of material and labour since 1949 which has made these monetary limits completely unrealistic, the Committee have no objection to the proposal of the Ministry of Railways, agreed to by the C.&A.G. of India and the Ministry of Finance, that these limits of expenditure chargeable to Revenue (OLWR) be enhanced from Rs. 25,000 to Rs. one lakh in the case of minor works and from Rs. 3 lakhs to Rs. 10 lakhs in the case of expenditure on unremunerative projects for improving operational efficiency.

Recommendation (Sl. No. 5, Para No. 44)

As a corollary to the recommendation made in paragraph 37, the Committee further recommend that the cost of replacement of an asset, the original cost of which is charged to revenue (OLWR), should also be charged to revenue (OLWR) if it is Rs. 10 lakhs or less. If the cost of replacement of such asset is more than Rs. 10 lakhs, it should be charged to Depreciation Reserve Fund.

Reply of Government

The above recommendations have been accepted and necessary instructions issued to the Railways giving effect to the instructions from the financial year beginning on 1-4-1982.

[Ministry of Railways (Rly. Board) No. 81-B(Rec.)4220, dated 12-5-1982]

Recommendation (Sl. No. 2, Para No. 38)

In this context, however, the Committee would strongly emphasise the need for a more concerted research effort by the concerned organisation of the Railways in coordination with sister research institutions to find out equally efficient and viable alternative materials which could be substituted for the traditional materials currently in short supply or those that have become far too costly e.g. cement, steel etc.

Recommendation (Sl. No. 3, Para No. 39)

Organising Seminars for exchange of ideas devoted to the problem of cost reduction and finding of alternative materials and active participation in such seminars organised by other institutions would be of immense value to the Railways.

Recommendation (Sl. No. 4, Para No. 40)

The system of collection of information on research and developments in India and abroad should be further improved so as to ensure a continuous inflow of information and a contemporaneous assessment of its utility for the Railways. Technological development made, or brought to notice, should be assimilated, adopted and incorporated in the specifications for works in use in all the Zonal Railways with the object of reducing cost of material inputs and at the same time, relieving pressure on scarce materials in dire demand elsewhere.

Reply of Government

Civil Engineering

Recommendations of the Railway Convention Committee, 1980 made in paras 38, 39 and 40 of the 3rd report have been accepted. Extracts of these recommendations have been forwarded to the RDSO and the Railways for necessary action. The Railways have been asked to hold periodically seminars on building techniques at local levels. Some seminars would also be held on all India level and the Eastern Railway have already been asked to hold seminar in the next few months. Two seminars on economy in building construction have previously been held at the Railway Staff College, Baroda in the previous 2-1/2 years.

In addition the Railway Staff College has been directed to bring out a periodical bulletin containing the latest know how in respect of building materials, construction techniques and specification. This building digest will be of particular use to all Railway Officers and supervisors on the field to bring their knowledge on the subject up-to-date.

RDSO has also been asked to increase its efforts to find out alternative materials and design techniques with a view to achieve economy in coordination with sister research organisations in the country.

Mechanical :

I. Substitution of Steel is not possible with any cheaper material at present. However, all efforts are made to improve the design like integral design of coaches, design of special wagons etc. and reduce the steel consumption as much as possible.

The search for new materials is constantly on, not only to replace those in short supply such as steel and Timber but also with a view to adopting low cost material not subject to theft and vandalism. In this respect substitution of aluminium and stainless steel by *FRP has made good progress in coaches.

All the same, optimisation of designs with a view to reducing consumption of materials has been pursued. The results has been that there have been useful gains in payload to tare ratios in goods stock.

II. As already mentioned, the Indian Railways apart from organising seminars also participate in seminars organised by other institutions for exchange of ideas devoted to the problems of interest to the Railways, cost reduction and finding of alternative materials.

III. As already explained, the Indian Railways have a Central Research Organisation viz. **Research, Designs and Standards Organisation (RDSO)** located at Lucknow, which is charged with the responsibility of undertaking research, tests, trials and design development work for the Railways. This Organisation collects information on research and developments in India and abroad and incorporates the technological developments in the designs and specifications for Rolling stock and Railway Works. The technical specifications for all items of Rolling stock are constantly under review to incorporate technological advancements taking place from time to time and reduce the cost of material inputs and usage of scarce materials to the extent possible. A specific example is the switch over to SGCI bearings in large scale for wagons, thereby avoiding Bronze bearings, needing import of virgin metals, for manufacture of these bearings.

RDSO also interacts with various premier R&D institutions all over the country on specific problems of interest to the Railways, to exploit their specialisation for developing specifications and designs to reduce costs and conserve scarce materials. This interaction takes place through the Central

*Fibre reinforced plastic

Board of Railway Research on which these R&D institutions are represented. In additional Railways have a team of Inspecting Officers headquartered at London, Paris, Bonn and Tokyo who besides inspection duties remain in touch with R&D abroad and keep the Indian Railways advised of developments which are taken note of and assimilated wherever it is feasible and advantageous.

[Ministry of Railways (Rly. Board) O.M. No. 81-B (Rec.)—4220 dated 12-5-1981]

Recommendation (Sl. No. 6, Para No. 51)

The Committee note that the Accident Compensation, Safety and Passenger Amenities Fund (ACSPF) was created in 1974 and that at present there is no provision in regard to the allocation of cost of replacement of assets, the original cost of which was charged to this fund with a view to provide for future eventualities. The Committee recommend that the cost of replacement of such assets should be charged to Depreciation Reserve Fund as is being done in the case of assets created out of Capital and Development Fund.

Reply of Government

The above recommendation has been accepted by the Government and necessary instructions issued to the Railways to give effect to the instructions from the financial year beginning on 1-4-1982.

[Ministry of Railways (Rly. Board) O.M. No. 81-B (Rec.)—4220 dated 12-5-1982]

Recommendation (Sl. No. 8, Para No. 59)

The Committee note that the new concept of "National Investment" with special financial provision in regard to payment of dividend on the capital invested, was evolved and agreed to by the Union Cabinet for Kathua-Jammu and Trivandrum-Nagerkoil-Tirunelveli Railway Lines, way back in early 70s. The Committee feel that there is no reason to continue with this concept and the special financial provisions for these lines any more and they agree with the proposal of the Ministry of Railways that these Railway Lines should be brought in the extant category of "New Lines constructed on or after 1-4-1955 on other than financial consideration." This arrangement should be given effect to from the commencement of the Sixth Five Year Plan period.

Reply of Government

Accepted.

[Ministry of Railways (Rly. Board) O.M. No. 81-B (Rec.)—4220 dated 12-5-1982]

Recommendation (Sl. No. 9, Para No. 65)

The Committee take note of the decisions, taken, with the concurrence of the Comptroller and Auditor General of India, by the Ministry of Railways in 1978 in pursuance of the policy of decentralisation of powers recommended by the Railway Convention Committee, 1977 in their Fourth Report which have the effect of changing the allocation of a few items of expenditure (enumerated in paragraph 60) from Open Line Works Revenue to Ordinary Revenue upto a limit of Rs. 20,000 in each case.

Reply of Government

The decisions taken have been implemented.

[Ministry of Railways (Rly. Board) O.M. No. 81-B (Rcc.)—4220, dated 12-5-1982]

Recommendation (Sl. No. 10, Para No. 72)

The Committee observe that according to the existing rules of allocation of expenditure, the cost of fans and other amenities in Types I and II Railway Quarters constructed before 1-4-1974, amounting to about Rs. 14 crores, is chargeable to Development Fund. They also note that the Development Fund, being heavily indebted to General Revenues, is unable to bear an expenditure of this magnitude. Since the RCCs 1973 and 1977 have already agreed to cost of construction of staff quarters being charged to Capital from the Fifth Plan period (1-4-1974) onwards, the Committee has no objection to the proposal of the Railways, concurred in by the Comptroller and Auditor General of India, to charge the expenditure on the provision of fans and other amenities in Types I and II Railway Quarters constructed before 1-4-1974 amounting to about Rs. 14 crores, to Capital treating it as a new scheme.

Reply of Government

Accepted, and instructions issued to the Railways to be effective from 1-4-1982.

[Ministry of Railways (Rly. Board) O.M. No. 81-B (Rcc.)—4220, dated 12-5-1982]

CHAPTER III

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

NIL

CHAPTER IV
RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH
REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED
BY THE COMMITTEE

NIL

CHAPTER V

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

Recommendation (Sl. No. 7, Para No. 52)

During the course of evidence in regard to the Rules of Allocation of Expenditure on replacement of assets created out of Accident Compensation, Safety and Passenger Amenities Fund, it was pointed out that the existing procedure of payment of compensation to railway accident victims of their heirs was very dilatory and also discriminatory. It was proposed that as automobiles were already being insured (against *inter alia* Third Party Risks) by the public sector General Insurance Corporation, so also railway passengers services could be insured. This would, it was pointed out, make the payment of compensation to individual victims of their heirs far more simple, quicker and non-discriminatory, at the same time relieving the Railways of much of their financial and administrative burden on this account. The Committee find some merit in the proposal and they would like the Ministry of Railways to work out an insurance scheme and explore, in consultation with the Ministry of Finance, the possibility of its being entrusted to the General Insurance Corporation.

Reply of the Government

The entire procedure for payment of compensation to Railway accident victims of their heirs is at present under review by the Railway Reforms Committee. Changes in the existing procedure will be considered on receipt of the recommendations of that Committee, keeping also in view the recommendations of the Railway Convention Committee, 1980.

[Ministry of Railways (Rly. Board) O.M. No. 81-B (Rcc.)—4220, dated
12-5-1982]

NEW DELHI;

August 4, 1982

Sravana 13 (1904) 68

D. L. BAITHA,
CHAIRMAN, RAILWAY
CONVENTION COMMITTEE

PART II

**Minutes of the sitting of the Railway Convention Committee (1980)
held on 3 August, 1982.**

PART II
RAILWAY CONVENTION COMMITTEE
(1980)

33RD SITTING

3-8-1982

The Railway Convention Committee (1980) sat on 3rd August, 1982 from 15.00 hrs. to 16.00 hrs. in Committee Room No. 53, Parliament House, New Delhi. The following were present:—

Shri D. L. Bai'tha—*Chairman*

MEMBERS

2. Shri Satyasadhan Chakraborty
3. Dr. Vasant Kumar Pandit
4. Shri Chintamani Panigrahi
5. Prof. Narain Chand Parashar
6. Shri Sadashiv Bagaikar
7. Shri Ram Lakhan Prasad Gupta
8. Shri (Molana) Asrarul Haq
9. Shri J. K. P. N. Singh

SECRETARIAT

Shri K. C. Rastogi—*Chief Financial Committee Officer.*

Shri Ram Kishore—*Senior Financial Committee Officer.*

2. The Committee considered and adopted the Draft Sixth Report Action taken by the Government on the recommendations contained in the Third Report of Railway Convention Committee on 'Review of the Existing Rules of Allocation of Railway Expenditure to Capital and Revenue Account, Depreciation Reserve Fund, Development Fund and Accident Compensation, Safety and Passenger Amenities Fund.'

* * * * *

The Committee then adjourned.

APPENDIX

APPENDIX

Copy of Government of India's Resolution No. ERBI/81/21/41, dated 12-5-81 as amended on 27-4-82 regarding setting up the Railway Reforms Committee.

In the Budget speech of the Minister of Railways introducing the Budget for 1981-82 in the Lok Sabha on 19-2-81, it was indicated that a High Power Expert Committee would be set up to examine and report on various aspects of railway working with a view to gearing up the capability of the Organisation to handle the traffic anticipated in the coming decades. A comprehensive review of the working of the Railways was made by the Indian Railway Enquiry Committee initially set up in 1947 under the Chairmanship of late Shri K. C. Neogy, later on reconstituted with late Pandit H. N. Kunzru as Chairman. Since then a comprehensive review of that nature has not been undertaken. In view of the multifold challenges that the Railways would be facing in the coming decades, as brought out by the National Transport Policy Committee and the Rail Tariff Enquiry Committee, the Government of India have decided to set up a High Power Committee to review the working of the Railways in a comprehensive manner.

2. The Committee will be termed as *Railway Reforms Committee*,

3. The composition of the Committee will be as under:—

Chairman

Shri H. C. Sarin

Members

1. Shri Ravi Mathai,
Indian Institute of Management, Ahmedabad.
2. Shri Russi Mody,
Vice Chairman & Managing Director, TISCO.
3. Shri Justice H. C. Tripathi,
Retd. Judge, Allahabad High Court.
4. Dr. Manmohan Singh,
Member Secretary, Planning Commission.

5. Shri V. P. Sawhney,
Ex-member, Railway Board.

Secretary: Dr. S. K. Ray, an IRTS Officer of Indian Railways.

The Committee may coopt one or two Members, if necessary, in any area of speciality with the approval of the Government.

4. The terms of reference of the Committee will be as under:—

- (i) To examine the existing methods of finding resources for investments on Railways and to suggest improvements in them or alternative methods for raising the required financial resources of a massive order for investments in new lines, strengthening, upgrading and modernising the existing facilities and creating additional facilities;
- (ii) To examine the organisational structure of the management at various levels, including the apex body of the Railway Board, and to suggest changes as necessary;
- (iii) To examine the comparative advantages of the Indian Railways being continued as a departmental undertaking or being converted as a Corporation and to recommend the best system suitable for the genius of the country;
- (iv) To examine and suggest broad changes that may be necessary in the Acts governing the functioning of the Indian Railways;
- (v) To examine the need for re-organisation of the Zonal Railways, creation of additional Zones or Divisions, keeping in view the various demands therefor and on the basis of an acceptable methodology of assessing the workload of various management units;
- (vi) To examine the principles and procedures relating to security on Railways, including the functioning of the Railway Protection Force and Railway Protection Special Force, and sharing of costs in respect of Government Railway Police, keeping in view the relevant provisions in the Constitution of India;
- (vii) To examine and suggest improvements to and modernisation in handling and hauling operations, operating techniques, planning and monitoring processes and technological inputs necessary for safe and smooth running of trains;
- (viii) To examine the working of the Railways and to make suggestions for achieving improved productivity and financial viability;

- (ix) To examine the working of the Railway Medical Service and to make suggestions for improving its work;
- (x) To recommend any other measures which the Committee consider relevant to the working of the Railways.

5. The Committee may frame its own rules of procedure, may get research projects and studies on various specialised aspects done by expert bodies, and set up working groups as necessary.

6. The Headquarters of the Committee will be at New Delhi. The Committee may visit such places as considered necessary for its work.

7. The tenure of the Committee will be initially for 2 years and it may submit Interim Reports as and when its work relating to specific aspects is completed.

8. The Chairman of the Committee will have the status of Secretary of a Minister of State of the Union Council of Ministers and other non-official members to have the status of Secretary to the Government of India.

9. The Chairman and Secretary will function on a full-time basis and the other Members will function on a part-time basis.

Sd/-

(HIMMAT SINGH)

*Secretary, Railway Board &
ex-officio Jt. Secretary
to the Govt. of India.*