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**RAILWAY CONVENTION COMMITTEE
(2014)**

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

[Action Taken by the Government on the
Observations/Recommendations of the
Committee contained in their Tenth Report
(Sixteenth Lok Sabha) on 'Scrap Disposal
System in Indian Railways']

(SIXTEENTH LOK SABHA)



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2017/Agrahayana, 1939 (Saka)

NINETEENTH REPORT
RAILWAY CONVENTION COMMITTEE
(2014)

(SIXTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

**[Action Taken by the Government on the Observations/Recommendations of
the Committee contained in their Tenth Report (Sixteenth Lok Sabha) on
'Scrap Disposal System in Indian Railways']**

Presented to Lok Sabha on 20.12.2017
Laid in Rajya Sabha on 20.12.2017



LOK SABHA SECRETARIAT
NEW DELHI

December, 2017/Agrahayana, 1939 (Saka)

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**COMPOSITION OF THE RAILWAY CONVENTION COMMITTEE
(2014)**

Shri Bhartruhari Mahtab, MP — *Chairperson*

MEMBERS

Lok Sabha

2. Shri Abhishek Banerjee
3. Shri Sanganna Amarappa Karadi
4. Shri K. Ashok Kumar
5. Shri Kamalbhan Singh Marabi
6. Vacant*
7. Vacant**
8. Shri Janak Ram
9. Shri Rahul Ramesh Shewale
10. Shri Bharat Singh
11. Shri Liladharbhai Khodaji Vaghela
12. Shri K.C. Venugopal

Rajya Sabha

13. Vacant***
14. Shri T.K. Rangarajan
15. Shri Prem Chand Gupta
16. Shri Abdul Wahab
17. Smt. Vandana Chavan
18. Shri Ranvijay Singh Judev

SECRETARIAT

- | | | |
|--------------------------|---|---------------------|
| 1. Smt. Kavita Prasad | — | Joint Secretary |
| 2. Shri M.K. Madhusudhan | — | Director |
| 3. Shri D.R. Mohanty | — | Additional Director |

* Vacancy occurred w.e.f. 5th July, 2016 vice Smt. Anupriya Patel was appointed MOS.
** Vacancy occurred w.e.f. 14th December, 2017 vice Shri Nana Patole resigned from Lok Sabha.
*** Vacancy occurred w.e.f. 18th August, 2017 vice Shri Derek 'O' Brien retired from Rajya Sabha.

INTRODUCTION

1. the Chairperson, Railway Convention Committee (2014) having been authorized by the Committee, present this Nineteenth Report on Action Taken by the Government on the Observations/Recommendations of the Committee contained in their Tenth Report (Sixteenth Lok Sabha) on 'Scrap Disposal System in Indian Railways'.

2. The Tenth Report was presented to Lok Sabha and also laid in Rajya Sabha on 15th December, 2016. The Ministry of Railways (Railway Board) furnished their replies on 06 June, 2017 indicating Action Taken on the Observations/Recommendations contained in the Tenth Report. The Committee at their sitting held on 07 December, 2017 considered and adopted this Report.

3. An analysis of the action taken by the Government on the Observations/Recommendations contained in the Tenth Report (Sixteenth Lok Sabha) of the Railway Convention Committee (2014) is given at Appendix-II.

4. For ease of reference, the Observations/Recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;
15 December, 2017

24 Agrahayana, 1939 (Saka)

BHARTRUHARI MAHTAB,
Chairperson,
Railway Convention Committee.

CHAPTER I

REPORT

This Report deals with action taken by Government on the Observations/Recommendations of the Committee contained in their Tenth Report (Sixteenth Lok Sabha) on 'Scrap Disposal System in Indian Railways'.

2. The Tenth Report was presented to Lok Sabha on 15 December, 2016 and also laid in Rajya Sabha the same day. It contained 11 Observations/Recommendations. Replies of Government in respect of all the Observations/Recommendations have been received and are categorized as under:—

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

Rec. Para Nos. 1,3,4,6,7,8,9 and 10.

Total: 08

Percentage: 72.73

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

Rec. Para No. Nil

Total: Nil

Percentage: Nil

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

Rec. Para Nos. 2, 5 and 11.

Total: 03

Percentage: 27.27

- (iv) Observations/Recommendations in respect of which replies of the Government are interim in nature:

Rec. Para No. Nil

Total: Nil

Percentage: Nil

3. The Committee desire that Action Taken Note in respect of the Observations/Recommendations contained in Chapter-I of this Report be furnished to them at the earliest.

4. The Committee will now deal with some of their earlier Recommendations which either require reiteration or merit further comments based on the replies received from the Government.

I. Stock Verification of Scrap

Recommendation (Para No. 1)

5. In their Tenth Report, the Committee had opined that scrap disposal which generated revenue of more than Rs. 3000 crore annually was one of the important functions of the Stores Department of the Indian Railways. Though the Committee were given to understand that scrap generated on the Indian Railways was dealt with in a systematic and planned manner wherein a detailed system of accounting and disposal were in place with inbuilt checks and balances, sporadic instances of non-verification of stocks due to relative inadequacy of stock verifiers and voluminous nature of material were brought to the notice of the Committee which accordingly urged the Railway Board to impress upon the Zonal/Divisional Railways to strictly adhere to the stock verification schedule for appropriate disposal of scrap.

6. The Ministry, in their Action Taken Note, have submitted as under:—

“Instructions have been issued to all Zonal Railways/PUs to strictly follow the laid provision for Stock verification of stores and to launch a drive to identify the areas where voluminous nature of stock have not been verified and depute special staff to pull up the arrears in stock verification.”

7. The Committee appreciate that instructions have already been issued to the Zonal Railways/PSUs to strictly follow the laid provision for stock verification of Stores and depute special staff to attend to the arrears in stock verification. The Committee desire the Railway Board to strengthen their monitoring mechanism to ensure that the instructions issued for timely stock verification and consequential scrap disposal are scrupulously adhered to by the Zonal Railways.

II. Timely Disposal of Scrap

Recommendation (Para Nos. 2 & 5)

8. In their earlier Report, the Committee had desired that more concerted efforts should be made by the Railways to dispose scrap at the earliest since delay in scrap disposal would cause environmental hazards besides leading to corrupt activities and leakage of revenue. The Committee had also recommended that the Railways should strengthen their monitoring mechanism to ensure compliance of the Guidelines/norms by all the Zonal /Divisional Railways for disposal of non-recyclable scrap without causing any environmental hazard/menace.

9. In response to both the above recommendations of the Committee, the Ministry, in their Action Taken Note, have simply stated "Noted".

10. The Committee are disappointed with the vague reply of the Ministry as they are required to spell out the concrete action taken on the Committee's considered Observations/Recommendations. On earlier occasions too, the Committee had cautioned the Ministry to desist from giving vague reply. Moreover, whenever the Committee's Recommendations are forwarded to the Ministry seeking Action Taken Notes, it is clearly and invariably mentioned in

the forwarding letter that the Ministry's reply should not be couched in vague terms like "Noted" and "Accepted". While asking the Ministry once and for all not to give such vague reply in future, the Committee would like to know the specific action taken by the Ministry to dispose non-recyclable scrap without causing any environmental hazard as well as to ward off corrupt activities and leakage of revenue by timely disposing of all types of scrap.

III. Revenue Generation from Scrap Disposal

Recommendation (Para No. 11)

11. In their earlier Report, the Committee had observed that from the financial year 2012-13 to 2015-16, revenue generation from scrap disposal had shown a declining trend reportedly due to decrease in the quantum of scrap and prevailing market prices. Taking note of the decline in revenue generation coinciding with the introduction of e-auction, the Committee had desired that the precise contribution of e-auction to improved price realisation be determined to the extent possible.

12. In their Action Taken Note, the Ministry have submitted as follows:—

“Noted. Sale value for the last 3 years is as follows:—

2013-14 Rs. 3494

2014-15 Rs. 3247

2015-16 Rs. 2801

It is worth noting that price received in auction depends on various factors at the time of auction. Though there has been positive contribution of e-auction towards greater transparency, access and reach, however precise contribution of e-auction towards price cannot be quantified.”

13. The Committee are not satisfied with the reply of the Ministry that precise contribution of e-auction towards price realisation cannot be quantified, though they have submitted that there has been positive contribution of e-auction towards greater transparency, access and reach. Since greater transparency and wider competition create an ideal condition for realisation of the best prices and in view of the fact that the declining trend of revenue generation from scrap disposal coincided with the introduction of e-auction, the Committee find no plausible reason for the inability of the Ministry to determine the contribution of e-auction towards improved price realisation. They, therefore, exhort the Railway Board to make a comparative study of the revenue generation from scrap disposal before and after e-auction so that requisite corrective measures can be taken, wherever warranted.

CHAPTER II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Sl. No.1, Para 1)

The Committee note that the Indian Railways is a massive generator of scrap which falls in the categories of Cast Iron, Turnings and Boring, Rolling scrap, Non-ferrous scrap, Condemned Wagons, Coaches and Locos etc. Scrap Disposal is one of the important functions of Indian Railways' Stores Department which generates revenue of more than Rs. 3000 crore annually. The Committee have been informed that scrap generated on the Indian railways is dealt in a systematic and planned manner wherein a detailed system of accounting and disposal is in place with inbuilt checks and balances. In this context, the Committee find that there is a Survey committee consisting of officers of the Stores, Technical and Finance Departments which physically examines the materials and the recommendations of the survey committee is approved by the Competent Authority before the materials are classified as scrap for the further disposal. Despite such well laid down system of sorting out and disposal of scrap, the Ministry have candidly admitted that there have been sporadic instances of non-verification of stock due to relative inadequacy of stock verifiers and voluminous nature of material. As stock verification as per the prescribed schedule is a fundamental and critical component in the whole process of scrap disposal, the 22 Committee urge the Railway Board to impress upon the Zonal/Divisional Railways to strictly adhere to the schedule of stock verification for appropriate disposal of scrap.

Reply of the Government

Instructions have been issued to all Zonal Railways/PUs to strictly follow the laid provision for Stock verification of Stores and to launch a drive to identify the areas where voluminous nature of stock have not been verified and depute special staff to pull up the arrears in stock verification.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06 .06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance (E)

Comments of the Committee

Please see Para No. 7 in Chapter I.

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

The Committee's attention has been drawn especially to delay in disposal of accidental rolling stocks. The Chairman, Railway Board has clarified that the accidental rolling stocks keep lying till the time the Commissioner of Railway Safety completes the inquiry. The Committee recommend that a reasonable time frame should be prescribed for the Commissioner, Railway Safety to complete his inquiry within the given time line so as to enable the Railways to initiate the process of condemning the accidental rolling stocks and offer them to the Stores Department concerned for early disposal.

Reply of the Government

The Matter was referred to Commission of Railway Safety under Ministry of Civil Aviation by Ministry of Railways. The Commission has advised that "In all cases the inquiry is completed within 6 months. On most occasions, clearance also can be given by the concerned Commissioners of Railway Safety for disposal for accident damaged Rolling Stock on completion of measurements etc. Railway may make specific reference and obtain clearance." Accordingly, instructions have been issued to Zonal Railways for compliance.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

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

The Committee appreciate that scrap like serviceable rails and sleepers are being reutilized within the Railways in house by the manufacturing units as a result of which around 80,000 MT scrap, valuing approximately Rs. 200 crore has been reutilized. In view of the massive scrap generated by the Railways it is a judicious move on the part of the Railways and the Committee desire that efforts should be made to reutilize more serviceable scrap generated so as to effect economy.

Reply of the Government

Noted.

[Ministry of Railways, Railway Board O.M. No.2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

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

As regards provision of weighing facilities at the scrap sender's locations, the Ministry have submitted that scrap is generated across the length and breadth of the country and as such it is not practically feasible to have weighing facilities at all the locations of scrap generation. The Committee are not convinced with the reasoning advanced by the Ministry though the fact remains that scrap is generated in a massive way in the Indian Railways. The Committee are of the firm view that the weighable scrap, if sold without weighing at the sender's location, will definitely lead to revenue loss from the Railways. They, therefore, desire the Railway Board to look into the matter and ensure provision of weighing facilities in maximum possible scrap generation locations.

Reply of the Government

To prevent pilferage of scrap/loss of revenue, utmost care is being taken at every level. It is relevant to mention that approx. 45 to 50% of scrap sold comes from Rail and P. ways. These are sold on sectional weight or number basis except certain fittings & broken rail. These scrap do not require weighment facility. Further, approx. 30 to 35% of scrap comes from major Workshops. The scrap depots are invariably attached within these Workshops and such scrap depots are already having Electronic Weighing facility. Further around 15 to 20% of scrap comes from Rolling Stock which is sold on number basis and do not require weighment facility.

As may be seen, majority of scrap fall in the category where either weighment is not required or is covered under weighment facility. Further, detailed instructions regarding weighment facility have already been issued to zonal Railways.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

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

The Committee note that pursuant to the Railway Minister's Budget speech to review the scrap disposal policy a Committee of four officers was constituted by the Railway Board for the purpose on 11 March, 2015. That Committee submitted its report on 7 May, 2015 and its recommendations have been accepted and instructions issued to the Zonal Railways/PSUs in January, 2016 to comply. The Committee believe that the Railway Board would periodically monitor the compliance of the recommendations of the Review Committee by the Zonal Railways/PSUs for transparent and speedier disposal of scrap. The Committee would also like to be apprised of the salient features of the recommendations made by the Review Committee for disposal of scrap.

Reply of the Government

The Compliance of the recommendations of the Review Committee by the Zonal Railways/PSUs is closely monitored by conducting meetings in Railway Board's Office. The salient features of the recommendations as accepted by the Board are as under:—

1. Free Time allowed for Balance Sale Value from the date of acceptance of Bid has been reduced from 20 days to 15 days.
2. Free Delivery Time for delivery from the date of acceptance of Bid has been reduced from 50 days to 40 days for Depot Scrap.
3. All J.A. Grade/Divisional Officers have been authorized to conduct auction.
4. ADRMS have been delegated powers to grant extension in payment time with full interest charges and delivery time with full ground rent in case where Sr. DMM/JAG Stores Officer is posted.
5. E-auction portal to be modified for payment of Balance Sale Value (BSV) through payment gateway. Till then, all payment of Balance Sale Value should be done through RTGS.
6. Rate contracts to be finalized through e-auction.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-
(Tanveer Ahmed)
Executive Director Finance(E)

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

The Committee note that Indian Railways have completely switched over to e-auction of scrap *w.e.f.* 1 June, 2013 and adopted e-auction as normal mode of scrap disposal except for certain low value miscellaneous items. Such auction has succeeded in eliminating direct 25 human interface between the bidders as well as the seller, thereby avoiding the possibility of cartel formation and bringing in greater transparency. While taking note of the efforts made by the Railways to foster greater transparency in the disposal of scrap, the Committee would like the Railway Board to guard against connivance, interference and cyber crimes in the e-auction process so as to encourage greater participation of bidders and earning best prices for the Railways. The Committee would also like the Railway Board to look into one reported case of the Karnataka Government's bid being blocked to facilitate the finalisation of bid in favour of some other entity.

Reply of the Government

Railway system is robust and with adequate security features. No breaching of site/hacking of site has been reported since the start of IREPS. Railways have completely switched over to e-auction from 1st June, 2013 and so far Railways have conducted 7992 No. of e-auctions. Nearly 99,000 lots of scrap have been sold and no such case of bid blocking has come to notice. This Ministry is not aware of the Karnataka Government's bid being blocked to facilitate the finalization of bid in favour of some other entity.

However, adequate precautions are taken to avoid interference in the IREPS system and the following are the Security Features in e-auction (IREPS): —

Application Level security:—

1. Digital signature is used for non-repudiation and also for accessibility to application.
2. Encryption certificate is used to ensure the confidentiality of reserve price.
3. Decision is taken by System after predetermined time lapses. Manual decision is not allowed in this process.
4. Audit trail is maintained at Data base level.
5. SSL is implemented to ensure security of data during transit.
6. Bank details (like net banking account / debit-credit card etc.) are not stored at IREPS end.

Infrastructure level Security:—

1. Firewall IPS, IDS, VLANs implemented at perimeter level security.
2. SIEM ensure real time information in case of DoS or DDoS attacks.
3. HIPS ensure server Host level security.
4. Application security is tested every year by STQC for OWASP compliance to avoid SQL injection, cross site scripting, information leakage etc.
5. SOD (segregation of duties) implemented for accessibility to IREPS system at Data centre level so that only authorized users have access to data.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

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

The Committee are deeply concerned to observe that there have been reported instances of irregularities in scrap disposal during the years 2012, 2013 and 2014 involving an amount of Rs. 3.37 crore, Rs. 90 lakh and Rs. 1.02 crore respectively. The Railway official found responsible for such irregularities have been taken to

task. The Committee impress upon the Railway Board to exhibit zero tolerance towards irregularities in scrap disposal, especially after adoption of e-auction mode, and take all precautionary and preventive measures to stop leakage of revenue for scrap disposal.

Reply of the Government

The observation and the concern of the Committee regarding the reported instances of irregularity in scrap disposal during the years 2012, 2013 and 2014 has been noted.

The irregularities in scrap disposal, especially after adoption of e-auction mode, are taken seriously. With the objectives of serving as a preventive/precautionary/deterrent measure to stop leakage of railway revenue, Railway Board/Vig. has also identified "Accountal and Disposal of Scrap and release materials of all Departments" as one of the thrust areas of the Vig. organization for conducting routine checks. Vig. Dept. of all the zonal Railways are also required to conduct survey/inspection to identify the unoffered/unaccounted scrap lying in the Railway System and ensure speedy disposal of such items. During this exercise, if any official is found guilty, suitable disciplinary action as per the relevant disciplinary rules is also taken. Monitoring of the working of the Railways is also done on regular basis by the Railway Board.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

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

The Committee note that the reserve price for e-auction is based on a lot of information like taking into account the price trend during the immediate preceding years, consulting various journals newspapers etc. Further, according to the Railway Board, the reserve price is kept absolutely confidential. As fair auction/tendering fetches the best market price, the Committee desire that the Railways should take all requisite measures to continue to maintain the confidentiality of the reserve price with a view to stop manipulation of a well laid procedure/system.

Reply of the Government

Noted.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

CHAPTER III

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

—NIL—

CHAPTER IV

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

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

The Committee have been informed that there is a prescribed time schedule for identification, collection, disposal and payment and delivery of scrap. In this context, the Committee find that the earlier time line of 50 days for delivery of scrap and 20 days for making payments by the successful bidders has been reduced to 40 days and 15 days respectively. As delay in disposal of scrap causes environmental hazards besides leading to corrupt activities and leakage of revenue, the Committee desire that more concerted efforts should be made to dispose the scrap at the earliest.

Reply of the Government

Noted.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-

(Tanveer Ahmed)

Executive Director Finance(E)

Comments of the Committee

Please see Para No. 10 in Chapter I.

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

The Committee are pleased to note that nonrecyclable scrap materials such as battery, waste lube oil, hazardous and electronic waste are disposed of as per the guidelines issued by the Ministry of Environment and Forests and complying with the State Pollution Control Board norms. Further, sale of such scrap has been restricted to only Authorized/Certified Persons/Agencies. The Committee are of the considered opinion that these are steps in right direction and the Railways should strengthen its monitoring mechanism to ensure compliance of the Guidelines/norms by all the Zonal/ Divisional Railways so that non-recyclable scrap materials are disposed of without causing any environmental hazard/menace.

Reply of the Government

Noted.

(Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017)

Sd/-
(Tanveer Ahmed)
Executive Director Finance(E)

Comments of the Committee

Please see Para No. 10 in Chapter I.

Recommendation (Sl. No. 11, Para No. 11)

11. The Committee note that from 2012-13 to 2015-16, the revenue generation from scrap disposal has shown a declining trend. For example, in 2012-13 Rs. 3535 crore was earned through scrap disposal whereas in 2015-16, it has come down to Rs. 2801 crore. Such declining trend has been attributed to decrease in the quantum of scrap being generated, as well as the prevailing market prices. Ironically, the decline in revenue generation has coincided with the introduction of e-auction. The Committee, therefore, desire that the precise contribution of e-auction to improved price realization be determined to the extent possible as it is expected that transparency and wider competition would create an ideal condition for realization of the best prices.

Reply of the Government

Noted. Sale value for the last 3 years is as follows:—

| | |
|---------|----------|
| 2013-14 | Rs. 3494 |
| 2014-15 | Rs. 3247 |
| 2015-16 | Rs. 2801 |

It is worth noting that price received in auction depends on various factors at the time of auction. Though there has been positive contribution of e-auction towards greater transparency, access and reach, however precise contribution of e-auction towards price cannot be quantified.

[Ministry of Railways, Railway Board O.M. No. 2015/RCC(2014)/204/4
dated 06.06.2017]

Sd/-
(Tanveer Ahmed)
Executive Director Finance(E)

Comments of the Committee

Please see Para No. 13 in Chapter I.

CHAPTER V

OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH REPLIES
OF THE GOVERNMENT ARE INTERIM IN NATURE

—NIL—

NEW DELHI;
15 December, 2017

24 Agrahayana, 1939 (Saka)

BHARTRUHARI MAHTAB,
Chairperson,
Railway Convention Committee.

APPENDIX I

RAILWAY CONVENTION COMMITTEE (2014)

MINUTES OF THE FORTY-SECOND SITTING OF THE COMMITTEE

The Committee sat on Thursday, the 07th December, 2017, from 1500 hrs. to 1700 hrs. in Committee Room No. 139, Parliament House Annexe, New Delhi.

PRESENT

Shri Bhartruhari Mahtab — *Chairperson*

MEMBERS

Lok Sabha

2. Shri K. Ashok Kumar
3. Shri Nana Patole
4. Shri Janak Ram
5. Shri Rahul Ramesh Shewale
6. Shri Bharat Singh

Rajya Sabha

7. Shri T.K. Rangarajan
8. Shri Prem Chand Gupta
9. Shri Abdul Wahab
10. Shri Ranvijay Singh Judev

SECRETARIAT

1. Smt. Kavita Prasad — *Joint Secretary*
2. Shri M. K. Madhusudhan — *Director*
3. Shri D. R. Mohanty — *Additional Director*

WITNESSES

Representatives of the Ministry of Railways (Railway Board)

1. Shri Ashwani Lohani — **Chairman, Railway Board**
2. Mohd. Jamshed — **Member (Traffic)**
3. Shri Rajiv Dutt Sharma — **Addl. Member (Commercial)**
4. Shri M.P. Mall — **CMD/IRCTC**

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee which was convened to consider and adopt three Draft Reports on the

subjects (i) Facilities given by the Indian Railways to Differently Abled Persons (Divyangjan), (ii) Action Taken by Government on the Ninth Report (Sixteenth Lok Sabha) on 'Consultancy, Engineering and Project Management Services by RITES' and (iii) Action Taken by Government on the Tenth Report (Sixteenth Lok Sabha) on 'Scrap Disposal System in Indian Railways'. The Committee was also to have a briefing by the Railway Board on the subject 'Customer Interface of Indian Railways'. Giving an overview of the important Recommendations contained in the Draft Reports, the Chairperson solicited the views/suggestions of the Members.

3. The Committee then took up for consideration of the said Draft Reports and adopted them after some discussions.

4. The Chairperson thanked the Members for their valuable suggestions and active participation in the deliberations of the Committee.

5. The Committee, then, authorized the Chairperson to finalize the Original Report in the light of consequential changes that might arise out of factual verification of the Draft Report and present the same alongwith the Action Taken Reports to both the Houses.

The Committee then adjourned for tea.

| | | | | |
|--------|-----|-----|-----|-----|
| 6. *** | *** | *** | *** | *** |
| 7. *** | *** | *** | *** | *** |
| 8. *** | *** | *** | *** | *** |

The witnesses then withdrew.

A verbatim copy of the proceedings has been kept on record.

The Committee then adjourned.

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