

**COMMITTEE
ON
GOVERNMENT ASSURANCES
(1993-94)**

TENTH LOK SABHA

**TWENTY-FIFTH REPORT
ON
REVIEW OF PENDING ASSURANCES PERTAIN-
ING TO THE MINISTRY OF RAILWAYS**

(Presented on 7 December, 1994)



**LOK SABHA SECRETARIAT
NEW DELHI**

November 16, 1994/Kartika 25, 1916 (Saka)

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LOK SABHA

CORRIGENDA

To the Twenty Fifth Report of the
Committee on Government Assurances
(Tenth Lok Sabha)

Page No.	Para No.	Line No.	Correction
4	11	11	For given <u>read</u> given
16		4	For <u>contracts</u> read <u>contracts</u>
28	Col.5	1	For <u>6.7.93</u> read <u>6.12.93</u>
29	Col.1	182	For <u>USQ</u> dated <u>29.4.93</u>
			read <u>USQ No. 6074</u> dated <u>20.4.93</u>
32	Col.2	10	For sleepers <u>read</u> <u>sleeppers</u>

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**@COMPOSITION OF THE COMMITTEE ON GOVERNMENT
ASSURANCES**

(1993-94)

CHAIRMAN

Shri Basudeb Acharia

MEMBERS

2. Shri Vishveshwar Bhagat
3. Shri Gurcharan Singh Dadhahoor
4. Prof. K. Venkatagiri Gowda
5. Shri P.P. Kaliaperumal
- *6. Major D.D. Khanoria
7. Shri Harpal Pahwar
8. Shri Surendra Pal Pathak
9. Shrimati Suryakanta Patil
10. Shri V. Sreenivasa Prasad
11. Shri Nawal Kishore Rai
12. Shri G. Ganga Reddy
13. Shri Yoganand Saraswati
14. Shri Shibu Soren
15. Shri V.S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal	— <i>Joint Secretary</i>
Shri Joginder Singh	— <i>Director</i>
Shri Madan Lal	— <i>Assistant Director</i>

@The Committee was nominated by the Speaker w.e.f. 20 December, 1993 vide para 2609 of Lok Sabha Bulletin Part-I, dated 20.12.1993.

*Nominated to the Committee on 23 December, 1993 vide para 2628 of Lok Sabha Bulletin Part-II dated 23.12.1993.

INTRODUCTION

1. The Chairman of the Committee on Government Assurances, having been authorised by the Committee to submit the Report on their behalf, present this Twenty-fifth Report of the Committee on Government Assurances.

2. The Committee (1993-94) were constituted on December 20, 1993.

3. The Committee at their Sitting held on May 26, 1994 took the oral evidence of the Ministry of Railways on the 23 pending assurances (Annexure I).

4. At their sitting held on November 10, 1994 the Committee considered and adopted the Twenty-Fifth Report.

5. The Minutes of the aforesaid sitting of the Committee form part of the Report.

6. The conclusions/observations of the Committee are contained in the succeeding paragraphs of the Report.

NEW DELHI;
November 16, 1994

Kartika 25, 1916 (Saka)

BASUDEB ACHARIA,
Chairman,
Committee on Government
Assurances.

REPORT

The Committee took notice that twenty-three assurances pertaining to the Eighth, Ninth and Tenth Lok Sabhas were pending for implementation by the Ministry of Railways. The details of these assurances are given in the *Appendix-I*.

2. The Committee, therefore, decided to take oral evidence of the Officials of the Ministry of Railways to know the reasons for delay in furnishing the implementation report to the Committee.

3. On May 26, 1994 the Committee took oral evidence of the representatives of the Ministry of Railways in connection with the following pending assurances given on:—

1. July 30, 1987 in reply to USQ No. 841 regarding Import of Diesel Locomotives.
2. May 15, 1990 in reply to USQ No. 8807 regarding Alleged Fraud in Purchase of Electrical Equipment in Eastern Railways.
3. July 25, 1991 in reply to General Discussion regarding Railway Budget on a point regarding re-deployment of contract casual workers dealing in coal and ash.
4. August 13, 1991 in reply to USQ No. 2966 regarding New Railway Zone for Karnataka
5. September 10, 1991 in reply to USQ No. 6453 regarding Railway Contract System.
6. March 3, 1992 in reply to USQ No. 1007 regarding Additional Lines on Howrah-Kharagpur Section.
7. Supplementary by Smt. Basava Rajeswari on March 10, 1992 in reply to SQ No. 184 regarding Uneconomic Railway Lines.
8. December 8, 1992 in reply to USQ No. 2361 regarding Additional Line between Howrah and Kharagpur.
9. March 31, 1993 during General Discussion by Shri Chhatrapal Singh and other regarding Appropriation Railway Bill.
10. March 9, 1993 in reply to USQ No. 1831 regarding Additional Tracks on Howrah Kharagpur Section.
11. April 6, 1993 in reply to USQ No. 5051 regarding Introduction of High Horse Power Locomotives
12. April 20, 1993 in reply to USQ No. 6079 regarding Book Stall Agreements.

13. April 20, 1993 in reply to USQ No. 6137 regarding Book Stall Agreements.
14. May 7, 1993 during General Discussion by Shri Basudeb Acharia and other regarding Railways Protection Force. (Amendment Bill)
15. Supplementary by Shri Ram Prasad Singh on May 11, 1993 in reply to SQ No. 946 regarding Railway Sleepers.
16. May 11, 1993 in reply to USQ No. 8244 regarding Catering Services.
17. August 3, 1993 in reply to USQ No. 1313 regarding Management of Surplus Railway Land.
18. August 3, 1993 in reply to USQ No. 1354 regarding Daily Wages Workers.
19. August 10, 1993 in reply to USQ No. 2388 regarding Railway Project in Bangladesh.
20. Supplementary by Shri Basudeb Acharia on August 17, 1993 in reply to SQ No. 283 regarding Railway Network in West Bengal.
21. August 17, 1993 in reply to USQ No. 3185 regarding representation of Minorities in Railway Recruitment Board.
22. August 24, 1993 in reply to USQ No. 4171 regarding Casual Labour in Central Organisation of Workshops (COFMOW).
23. August 24, 1993 in reply to USQ No. 4205 regarding RDSO Employees.

4. At the outset, the Chairman drew the attention of the Witnesses to direction 58 of the Directions by the Speaker and explained to them that their evidence was likely to be treated as public and liable to be published unless the witnesses specifically desired that all or any part of the evidence given by them was to be treated confidential. It was also explained to the witnesses that even though the evidence was desired to be confidential, such evidence was liable to be made available to the members of Parliament.

5. The Committee enquired about the reasons for not implementing the Assurances given on the floor of the House within the prescribed time limit of three months. Shri G.K. Khare, Member, Staff, Railway Board and Ex-officio Secretary to the Government of India gave the following clarifications:—

“We are aware that we have to fulfil the assurance within the prescribed time of three months. But I would like to state that there are some cases where we have not been able to implement the assurances within the prescribed time. The reason is that the Railways is a very vast organisation. We collect data from the Zonal Railways. It takes some time to collect the data. There are cases

about which we have to get clearance from the Vigilance Commission or we have to get the clearance of the Planning Commission or Ministry of Finance. All these lead to delay. We always make an endeavour to complete the work as quickly as possible so as to be able to fulfil the assurances as quickly as possible. Here, I would like to point out that our performance in fulfilling the assurances is perhaps, the best among all the Ministries. For the year 1992, the Railways Ministry has implemented 95.52 per cent of the assurances as against the 76 per cent overall average for all the Ministries. For the year 1993, we have fulfilled 80.5 per cent of the assurances as against the 39.8 per cent average for all the Ministries. So, we are doing very well. But we are aware that in some cases we are not upto the mark. Some delays are taking place. I would like to assure that this August Committee that the Ministry will spare no efforts in fulfilling the remaining assurances as quickly as possible."

6. Thereafter the Committee drew the attention of the Ministry of Railways that one Assurance had been pending for the last more than six years. The assurance was given on July 30, 1987 in reply to USQ No. 841 regarding import of Diesel Locomotives. Admitting the delay, the representative of the Ministry explained the following reasons for the delay:

"At that point of time, there were very few locomotives of that range. Secondly, the team had to visit some countries in which such locomotives are operating and it has to short-list the manufacturers etc. That took some time. after that the Ministry made the recommendation for the purchase of locomotives. Then, the Planning Commission, in the mean time, set up an expert group to review the need for high horse power locomotives electric traction etc. In the mean time, the revised offer came. In may 1991 we went to the Ministry of Finance for release of foreign exchange. At that time, there was acute paucity of funds and so they could not make the exchange available in time. Again, the offer lapsed. The prices have now gone up. In the mean time, the scenario has changed in the sense that we are having fairly rapid electrification and large-scale gauge conversion due to which the pattern of traffic is going to change. It was considered necessary to go in for some review. The review is going on. We are likely to complete the review soon. So, this has got delayed due to various reasons. We are trying to complete the review and take a decision soon."

7. The Committee again solicited information relating to the Import of the Technology. The representative replied in positive and further submitted as follows:—

"We are not going to manufacture the locomotives of thyristor technology as that is an out-dated one. Alongwith the transfer of technology from M/s A B B, it will enable us to manufacture three phase locomotives at CLW and the first batch of it will be coming in 1996-97. We do not have the capability to manufacture the diesel

locomotives of 4000 horse power. Two firms which were short-listed earlier continue to be the leaders in the world. Therefore, technology-wise, whatever they give us will be the best."

8. the representative added that all the eighteen diesel locomotives had since been imported.

9. The Committee pointed out that the locomotives had been imported about seven years after the decision to import them was taken prior to 1987. During this period, the technology must have advanced considerably. The Committee, therefore, desired to know whether these locomotives were of the latest technology.

10. In reply, the representative submitted as follows:—

"The technology that was offered at that time was for supply of 4150-4250 horse power locomotives. The latest proven technology available in the world is also with 4100-4400 horse power. There has not been a very major drastic change in the technology as such. There have been changes in the technology of the locomotives to the extent that when we had earlier decided about the latest proven technology it was alternator and DC Motors. Today, the best proven technology is alternator with AC traction motor. Of course, there has been some improvement in contracts also. Both the manufacturers that we had short-listed, have got this latest technology and as and when we decide to buy the technology, these suppliers will be able to give us the latest. The Indian Railways shall not miss anything by way of upgradation in technology during the interim period. As far as the prices are concerned, the validity of the offer has expired and they would be free to quote their latest prices. There is plenty of competition in the international market. Our feeling is that the difference in prices will be only marginal and that much would be compensated by the superior technology offered."

11. The Committee desired to know about the decision taken to import Diesel Locomotives. The representative submitted that a decision was taken much earlier and the tenders were called in 1986. The representative further submitted as follows:—

"This assurance given in the year 1987 would have been fulfilled in 1988 itself if we had the money. The decision was taken three times. We could not import locomotives when the first decision was taken because the country was passing through, a difficult financial constraint and the foreign exchange could not be tied up for procuring these locomotives. The file was called back in 1990. The then Railway Minister, had given the approval to import these locomotives. The file went back to the Finance Ministry but it could not tie up the finances. In the mean-time, the validity has expired. The next Railway Minister, again, approved the import of these locomotives, but again we did not

have the funds and so it could not be tied up. Again, the validity had expired. So, we had to call back the file from the Finance Ministry."

12. The Committee further enquired whether it would be appropriate to import Diesel Locomotives after 8 years. The representative of the Ministry submitted as follows:—

"In fact when the decision was taken to import high HP diesel locomotives, the reasons which were found to substantiate the decision still hold good because these locomotives will be more fuel efficient, they will consume less energy, they will require less maintenance and they will be available for a longer time and they are more reliable. The situation is valid even today. So the state of the art technology which is available today will lead to saving in energy, less maintenance expenditure and better availability. Such loco can replace, in many cases, two existing locomotives. We had examined the overall justification at that point of time and that justification still holds good. The idea was to import only a small number. I think initially we planned to import 50, but now the number has been brought down to 20."

13. The Committee wanted to know whether there was any cell to look after the speedy implementation of the assurance given by their Ministers on the floor of the House. The Committee also desired to know the system that was being followed in the Ministry to monitor all the assurances. To both these points, the witness submitted that they have a Parliamentary cell which, apart from doing the other parliamentary Works, monitors the implementation of all the assurances given on the floor of the House. He stated that there might be a need to strengthen the monitoring cell and the Ministry would go into this question regarding the setting up of a separate cell for the implementation of the assurances. The Witness further stated as under:—

"...We agree that because we have a large number of items, therefore, there may be a need to have a separate cell. We shall look into that and if found justifiable, we will have a separate cell just to monitor the implementation of the assurances given on the floor of the House..."

14. The Committee, thereafter, took up the following assurances one by one to know their status and the representative of the Ministry stated the position as given against each assurance:—

**General Discussion
on 25.7.1991
on Railway Budget
re: re-deployment
of contract worker
in steam locomotives
who handle coal & ash**

The witness expressed his/her inability to absorb the contractor's labour dealing in coal and ash as Railways had to look-after/consider their own casual labourers.

The witness once again requested not to treat the reply as an assurance. The Committee decided not to change/reconsider their recommendation and desired to know the pro-

USQ No. 2966
Dt.: 13.8.1991
re.: New Railway
Zone for Karnataka

gress made in this behalf immediately and directed them to seek extension of time to implement the assurance.

Due to resource constraint it could not be considered.

The Railway Ministry have not decided to go into the question of creating new Railway Zone for Karnataka at that time.

A Sub-Committee has been appointed to go into the question of creating new zones. Within three months their report is likely to be submitted.

A request for extension of time was, however agreed to by the Committee for their consideration.

USQ No. 6453
Dt.: 10.9.91
re.: Railway
Contract System

Implementation Report sent to Ministry of Parliamentary Affairs.

The witness submitted that a booklet has been made available which contains the updated subjects with uniform policies regarding contract system.

The witness promised to submit a copy of the Report to the Committee.

USQ No. 1007
Dt.: 3.3.92
Re.: Additional
Lines on Howrah-
Kharagpur Section

Extension sought upto 7.7.1994.

USQ No. 2361
Dt.: 8.12.92
Line between
Howrah and Kharagpur

These assurances would be implemented by this time.

General Discussion
Dt.: 31.3.1993
by Shri Chhatrapal Singh
and others
re.: Provision of Rail
Link between Bulandshahar
and Lucknow.

Implementation Report has been submitted to Ministry of Parliamentary Affairs.

USQ No. 1831
Dt.: 9.3.1993
re.: Additional
Tracks on Howrah
Kharagpur Section

USQ. No. 5051
Dt. 6.4.1993
re.: Introduction
of High Horse
Power Locomotives

General Discussion
on 7.5.1993
Re.: Railway Protection
Force (Amendment)

SQ. No. 283
Dt. 17.8.1993
re.: Railway Network
in West Bengal

Implementation Report has been submitted to Ministry of Parliamentary Affairs.

The witness submitted that they had imported eighteen number of this 6000 H.P. Thyristor type electric locomotives.

The witness also submitted that all these high power locomotives were being utilised fully by deploying them on routes where there was heavy load of goods and traffic. These locomotives were being utilised for high speed.

The witness stated that their Minister had already discussed it with the Home Minister but the discussion remained inconclusive.

Thereafter, the Minister discussed it with the Minister of Parliamentary Affairs and in turn it would be discussed between their Minister and Home Minister of the Union of India.

The witness sought extension of time beyond June 30, 1994 to implement the assurance.

The Planning Commission is taking a long time in giving a decision on this point.

15. Out of these twenty three pending assurances which were decided to be pursued by the Committee, thirteen assurances (Serial Nos. 2, 5, 6, 8, 9, 10, 12, 13, 15, 16, 18, 21 and 23 of Annexure-I) have been implemented and these statements were laid on the Table of the House by the Minister of Parliamentary Affairs on various dates *vis-a-vis* serial Nos. 5, 9, 12, 13, 15, 16 and 23 on July 25, 1994 Serial Nos. 3, 8, 10 & 18 August 3, 1994 and Serial Nos. 2 and 21 on August 25, 1994. The details of each of these thirteen assurances are given in Annexure-II.

16. The remaining 10 assurances are still to be implemented by the Ministry of Railways for which the Ministry has sought extension of time. The latest position of these pending assurances is indicated against each as under:—

Sl. No.	Question No. and date	Latest position/ Extension sought upto	Remarks
1	2	3	4
1.	USQ. No. 841 dated 30.7.1987 Re: Import of Diesel Locomotives.	31.12.1994	Pending
2.	General Discussion on 25.7.91 by Shri Basudeb Acharia	31.3.1995	The Committee examined the officials of the Eastern Railway and South Eastern Railway on October 4, 1994 at Calcutta to know the progress made regarding redeployment of contract workers engaged in coal and ash handling in the respective zones. The officials showed their reservations to fulfil the assurance. They again requested to drop the assurance but the Committee did not agree to the proposal and decided to examine the other Railway zones in this regard during the next study tour before taking a final decision thereon.
3.	USQ No. 2966 dated 13.8.1991 Re: New Railway Zone for Karnataka.	31.12.1994	Pending
4.	SQ. 184 dated 10.3.1992 Suppl. by Smt. Basava Rajeswari. Re: Uneconomic Railway Lines.		Advance Implementation report received on 24.10.94

1	2	3	4
5.	USQ. 5051 dated 6.4.1993 Re: Introduction of High Horse Power Locomotive.		Advance implementation report received on 25.7.1994
6.	General Discussion dated 7.5.1993 by Basudeb Acharia and other. Re: Railways Protection Force Association	31.12.1994	Pending
7.	USQ. 1313 dated 3.8.1993 Re: Mangement of surplus Railway Land.	2.11.1994	The Committee examined the representatives from the Ministry of Railways and Southern Railway on October 11, 1994 at Mad- ras to know the status of the assurance. The Com- mittee was informed that the necessary data had been collected and the as- surance would be im- plemented within the ex- tended time i.e. by November 2, 1994. A copy of an advance implementa- tion report has been re- ceived on November 2, 1994.
8.	USQ. 2388 dated 10.8.1993 Re: Railway Project in Bangladesh	30.4.1995	Pending
9.	SQ. 283 dated 17.8.1993 suppl. by Shri Basudeb Acharia. Re: Electrification of Adra-Midnapore sec- tion.	16.11.1994	Pending
10.	USQ. 4171 dated 24.8.1993 Re: Central Organisation for Modernisation of workshops (C.O.F.M.O.W.)		Advance implementation report received on 23.8.1994

General Recommendations

17. The Committee take notice that the Ministry of Railways became more active only from the date they appeared before this august Committee on May 26, 1994, and launched a vigorous drive to liquidate the maximum number of assurances by way of sending implementation reports to the Ministry of Parliamentary Affairs under intimation to this Committee. Resultantly, as many as thirteen assurances have since been fulfilled by laying implementation reports on the Table of the House on July 25, August 3 and August 25, 1994. The Committee have also received advance implementation reports in respect of 4 more assurances contained in replies to (i) Starred Question No. 184 dated 10.3.1993 regarding uneconomic railway lines; (ii) Unstarred Question No. 5051 dated 6.4.1993 regarding introduction of High Horse Power Locomotives; (iii) Unstarred Question 1313 dated 3.8.1993 regarding management of Surplus Railway land; and (iv) Unstarred question 4171 dated 24.8.1993 regarding Casual Labour in Central Organisation for Modernisation of Workshop (COFMOW). Thus out of 23 assurances 6 assurances are yet to be implemented.

18. The Committee deprecate the long time being taken for furnishing implementation report in respect of the six assurances to the Ministry of Parliamentary Affairs. The Ministry of Railways sought further extension of time for two-three months for fulfilling the assurances, but the Ministry have not kept its promise. The Committee feel that the delay in furnishing the required information to the House defeats the very purpose of raising the matter on the Floor of the House.

19. The Committee, however, recommend that the Ministry of Railways should gear up its machinery to fulfil the remaining 6 pending assurances (at Sl. Nos. 1,3,4,14, 19 and 20) within the extended period and furnish the latest position of each of these pending assurances immediately.

20. The Committee also recommend that the Ministry of Railways should examine the possibility of creating a separate cell in the Ministry and assign the responsibility to see and ensure the expeditious implementation of the assurances.

ASSURANCES GIVEN ON MAY 7, 1993 IN REPLY TO A POINT RAISED DURING GENERAL DISCUSSION REGARDING FORMATION OF UNIONS/ASSOCIATIONS BY RAILWAY PROTECTION FORCE.

21. The Committee take notice that on May 7, 1993 during the course of General discussion on the Railway Protection Force (Amendment) Bill, 1991 an assurance was given to the House by the Minister of Railways about formation of Unions/Association and the Minister categorically promised that—"once the House is adjourned, I will sit with the Home Minister and if necessary, I will take the Chief Ministers into confidence. I will work out some modalities and see how we can redress their grievances and this an effective instrument either by giving some recognition to an Association or

by not giving recognition to it. We will see which is the other method to do it.." The Committee also notice that the Ministry have sought extension of time upto December 31, 1994 on the ground that the meeting of the Minister for Railways with Home Minister could not materialise.

22. The Committee are unhappy to note that a meeting between the Home Minister and the Railway Minister has not been held during the past year and a half as a result of which the final decision on the issue remains pending.

23. The Committee shall appreciate if a meeting between the Minister of Home Affairs and Railways is fixed up early and the issue is resolved once for all so that the long pending assurance is fulfilled at the earliest possible and not later than the extended period of December 31, 1994 in any case.

ASSURANCE GIVEN ON AUGUST 17, 1993 IN REPLY TO SUPPLEMENTARY POINT RAISED ON STARRED QUESTION NO. 283 REGARDING ELECTRIFICATION OF ADRA-MIDNAPORE SECTION.

24. The Committee take notice that the Minister of Railways during the course of supplementary points raised by a Member whereby the Ministry of Railways had categorically informed the House that "he would ascertain facts regarding electrification of Adra-Midnapore section and inform the Member." Now after a long span of time, the Ministry have informed that the project has not so far been cleared by the Ministry of Planning.

25. The Committee are not convinced with the argument put forward by the Ministry of Railways that the project has been pending with the Ministry of Planning, as it has not furnished the details ever since the project is pending with the Ministry of Planning. This simple information was supposed to have been furnished to the House within the stipulated period of three months.

26. While deprecating the delay, the Committee desire that the Ministry of Railways should pursue the matter with the Planning Commission and get the project cleared without any further loss of time and if there are any impediments the Ministry of Railways as well as the Ministry of Planning should evolve effective measure to overcome the hurdles so as to implement an assurance.

NEW DELHI;
November 16, 1994

BASUDEB ACHARIA,
Chairman,
Committee on Government Assurances.

Kartika 25, 1916(Saka)

APPENDIX I

MINUTES

Seventh Sitting

MINUTES OF THE SITTING OF THE COMMITTEE ON GOVERNMENT ASSURANCES HELD ON MAY 26, 1994 IN COMMITTEE ROOM 'C', PARLIAMENT HOUSE ANNEXE, NEW DELHI

The Committee met on Thursday, May 26, 1994 from 14.30 hours to 17.00 hours.

PRESENT

Shri Basudeb Acharia — *Chairman*

MEMBERS

2. Shri Gurcharan Singh Dadhahoor
3. Shri P.P. Kaliaperumal
4. Shri Harpal Panwar
5. Shri Surendra Pal Pathak
6. Smt. Suryakanta Patil
7. Shri Yoganand Saraswati
8. Shri V.S. Vijayaraghavan

SECRETARIAT

Shri Murari Lal	— <i>Joint Secretary</i>
Shri Joginder Singh	— <i>Director</i>
Shri Ram Autar Ram	— <i>Under Secretary</i>

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS

1. Shri G.K. Khare, Member Staff, Railway Board, Ex-officio Secretary to Government of India.
2. Shri V. Viswanathan, Adviser (Staff)
3. Shri S.N. Pandey, Adviser (Stores)
4. Shri V.K. Agarwal, Adviser (Vigilance)
5. Shri Rajendra Pal, Adviser (Works)
6. Shri N.L. Prabhu, Adviser (Elect.)
7. Shri R.P. Jain, Adviser (Civil Engg.)
8. Shri Rajendra Nath, IG/RPSF
9. Shri O.P. Gupta, EDE (IR)
10. Shri A.K. Gupta, ED (E&R)
11. Shri I.P.S Anand, EDTC (G)
12. Dr. P.K. Saha, DG/RPF
13. Shri D.K. Singh, DME (Fuel)

2. The Committee took oral evidence of the representatives of the Ministry of Railways in connection with the following pending assurances given on:—

1. July 30, 1987 in reply to USQ No. 841 regarding Import of Diesel Locomotives.
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22. August 24, 1993 in reply to USQ No. 4171 regarding Casual Labour in Central Organisation of Workshops (COFMOW)
23. August 24, 1993 in reply to USQ No. 4205 regarding RDSO Employees.

3. At the outset, the Chairman drew the attention of the witnesses to direction 58 of the Directions by the Speaker and explained to them that their evidence was likely to be treated as public and liable to be published unless the witnesses specifically desired that all or any part of the evidence given by them was to be treated confidential. It was also explained to the witness that even though the evidence was desired to be confidential, such evidence was liable to be made available to the Members of Parliament.

4. The Committee enquired about the reasons for not implementing the assurance given on the floor of the House within the prescribed time limit of three months. Shri G.K. Khare, Member Staff, Railway Board and Ex-Officio Secretary to the Government of India gave the following clarifications:—

“We are aware that we have to fulfil the assurance within the prescribed time of three months. But I would also like to state that there are some cases where we have not been able to implement the assurances within the prescribed time. The reason is that the Railways is a very vast organisation. We collect data from the Zonal Railways. It takes some time to collect the data. There are cases about which we have to get clearance from the Vigilance Commission or we have to get the clearance of the Planning Commission or Ministry of Finance. All these lead to delay. We always make an endeavour to complete the work as quickly as possible so as to be able to fulfil the assurances as quickly as possible. Here, I would like to point out that our performance in fulfilling the assurances is perhaps, the best among all the Ministries. For the year 1992, the Railway Ministry has implemented 95.52 per cent of the assurances as against the 76 per cent overall average for all the Ministries. For the year 1993, we have fulfilled 80.5 per cent of the assurances as against the 39.8 per cent average for all the Ministries. So, we are doing very well. But we are aware that in some cases we are not up to the mark. Some delays are taking place. I would like to assure this August Committee that the Ministry will spare no efforts in fulfilling the remaining assurances as quickly as possible.”

5. Thereafter the Committee drew the attention of the Ministry of Railways that one assurance had been pending for the last more than six years. The assurance was given on July 30, 1987 in reply to USQ No. 841

regarding Import of Diesel Locomotives. Admitting the delay, the representative of the Ministry explained the following reasons for the delay:—

“At that point of time, there were very few locomotives of that range. Secondly, the team had to visit some countries in which such locomotives are operating and it has to shortlist the manufacturers etc. That took some time. After that, the Ministry made the recommendation for the purchase of locomotives. Then, the Planning Commission, in the mean time, set up an expert group to review the need for high horse power locomotives electric traction etc. In the mean time, the revised offers came. In May 1991 we went to the Ministry of Finance for release of foreign exchange. At that time, there was acute paucity of funds and so they could not make the exchange available in time. Again, the offers lapsed. The prices have now gone up. In the mean time, the scenario has changed in the sense that we are having fairly rapid electrification and large-scale gauge conversion due to which the pattern of traffic is going to change. It was considered necessary to go in for some review. The review is going on. We are likely to complete the review soon. So, this has got delayed due to various reasons. We are trying to complete the review and take a decision soon.”

6. The Committee again solicited information relating to the Import of the Technology. The representative replied in positive and further submitted as follows:—

“We are not going to manufacture the locomotives of thyristor technology as that is an out dated one. Alongwith the transfer of technology from M/S A B B it will enable us to manufacture three phase locomotives at CLW and the first batch of it will be coming in 1996-97. We do not have the capability to manufacture the diesel locomotives of 4000 horse power. Two firms which were short-listed earlier continue to be the leaders in the world. Therefore, technology-wise, whatever they give us will be the best.”

7. The representative added that all the eighteen diesel locomotives had since been imported.

8. The Committee pointed out that the locomotives had been imported about seven years after the decision to import them was taken prior to 1987. During this period, the technology must have advanced considerably. The Committee, therefore, desired to know whether these locomotives were of the latest technology.

9. In reply, the representative submitted as follows:—

“The technology that was offered at that time was for supply of 4150-4250 horse power locomotives. The latest proven technology available in the world is also with 4100-4400 horse power. There has not been a very major, drastic change in the technology as such. There have been changes in the technology of the locomotives to

the extent that when we had earlier decided about the latest proven technology it was alternator and DC Motors. Today, the best proven technology is alternator with AC traction motor. Of course, there has been some improvement in contrads also. Both the manufacturers that we had short-listed, have got this latest technology and as and when we decide to buy the technology, these suppliers will be able to give us the latest. The Indian Railways shall not loses anything by way of upgradation in technology during the interim period. As far as the prices are concerned, the validity of the offer has expired and they would be free to quote their latest prices. There is plenty of competition in the international market. Our feeling is that the difference in prices will be only marginal and that much would be compensated by the superior technology offered."

10. The Committee desired to know about the decision taken to import Diesel Locomotives. The representatives submitted that a decision was taken much earlier and the tenders were called in 1986. The representative further submitted as follows:—

"This assurance given in the year 1987 would have been fulfilled in 1988 itself if we had the money. The decision was taken three times. We could not import locomotives when the first decision was taken because the country was passing through a difficult financial constraint and the foreign exchange could not be tied up for procuring these locomotives. The file was called back in 1990. The then Railway Minister, had given the approval to import these locomotives. The file went back to the Finance Ministry, but it could not tie up the finances. In the mean time, the validity has expired. The next Railway Minister, again, approved the import of these locomotives, but again we did not have the funds and so it could not be tied up. Again, the validity had expired. So, we had to call back the file from the Finance Ministry."

11. The Committee further enquired whether it would be appropriate to import Diesel Locomotives after 8 years. The representative of the Ministry submitted as follows:—

"In fact when the decision was taken to import high HP diesel locomotives, the reasons which were found to substantiate the decision still hold good because these locomotives will be more fuel efficient, they will consume less energy, they will require less maintenance and they will be available for a longer time and they are more reliable. This situation is valid even today. So the state of the art technology which is available today will lead to saving in energy, less maintenance expenditure and better availability. One such loco can replace, in many cases, two existing locomotives. We had examined the overall justification at that point of time and that justification still holds good. The idea was to import only a small

number. I think initially we planned to import 50, but now the number has been brought down to 20."

12. The Committee wanted to know whether there was any cell to look after the speedy implementation of the assurances given by their Ministers on the floor of the House. The Committee also desired to know the system that was being followed in the Ministry to monitor all the assurances. To both these points, the witness submitted that they have a Parliamentary cell which, apart from doing the other Parliamentary works, monitors the implementation of all the assurances given on the floor of the House. He stated that there might be a need to strengthen the monitoring cell and the Ministry would go into this question regarding the setting up of a separate cell for the implementation of the assurances. The witness further stated as under:—

"...We agree that because we have a large number of items, therefore, there may be a need to have a separate cell. We shall look into that and if found justifiable, we will have a separate cell just to monitor the implementation of the assurances given on the floor of the House..."

13. The Committee desired to know the reaction of the Minister of Railways regarding the pending assurances when these were put up after each session to him for perusal. The witness informed that a copy was used to be given to the Railway Minister Cell and his Private Secretary informed the Minister about the status of assurances at the end of each session. Regarding the reaction of the Minister, the representative stated that he would not like to comment as he had joined the Railways recently.

14. The Committee enquired about the time bound programme that had been chalked out by the Ministry to clear the backlog of pending assurances. The representative submitted that the Ministry would be able to fulfil and implement the assurance within the extended time which they had asked for. The Committee emphasised that the Ministry should fulfil all the assurances within the period of three months and there should be a time bound programme to implement these assurances. The Committee also desired that the feeling of this committee should be conveyed to their Minister that Committee should be apprised of his reaction in the matter. The committee also wanted that a Senior Officer in the Ministry should be deputed to execute the job of liquidating the pending assurances and there should be a separate wing or cell in the Ministry of Railways to look after and oversee the implementation of assurances. The representative of the Ministry, however, assured that all the assurances would be implemented by July or August 1994; only in some cases extra time would be required for which they would come to this August Committee for extension. The representative further submitted that out of 23 pending assurances 7 have been implemented and 16 are pending.

15. The Committee, thereafter, took up the following assurances one by one to know their status and the representative of the Ministry stated the position as given against each assurance:—

**General Discussion
on 25.7.1991
on Railway Budget
re: re-deployment
of contract worker
in steam locomotives
who handle coal and ash.**

The witness expressed their inability to absorb the contractors labour dealing in coal and ash as Railways had to look-after/consider their own casual labourers.

The witness once again requested not to treat the reply as an assurance.

The Committee decided not to change/reconsider their recommendation and desired to know the progress made in this behalf immediately and directed them to seek extension of time to implement the assurance.

**USQ No. 2966
Dt: 13.8.1991
re: New Railway
Zone for Karnataka**

Due to resource constraint it could not be considered.

The Railway Minister have not decided to go into the question of creating new Railway Zone for Karnataka at that time.

A Sub-Committee has been appointed to go into the question of creating new zones. Within three months their report is likely to be submitted.

A request for extension of time was, however agreed to by the Committee for their consideration.

**USQ No. 6453
Dt: 10.9.91
re: New Railway
Contract
System.**

Implementation Report sent to Ministry of Parliamentary Affairs.

The witness submitted that a booklet has been made available which contains the updated subjects with uniform policies regarding contract system.

The witness promised to submit a copy of the Report to the Committee.

USQ 4007
Dt: 3.3.92
re: Additional
Lines on Howrah-
Kharagpur Section

USQ 2361
Dt: 8.12.92
Line between
Howrah and Kharagpur

General Discussion
Dt: 31.3.1993
by Shri Chhatrapal Singh
and others
re: Provision of Rail
Link Between Bulandshahar
and Lucknow

USQ No. 1831
Dt: 9.3.1993
re: Additional
Tracks on Howrah
Kharagpur Section

USQ No. 5051
Dt: 6.4.1993
re: Introduction
of High Horse
Power Locomotives

General Discussion
on 7.5.1993
re: Railway Protection
Force (Amendment)

Extension sought upto 7.7.1994.

These assurances would be implemented by this time.

Implementation Reports have been submitted to Ministry of Parliamentary Affairs.

The witness submitted that they had imported eighteen number of this 6000 H.P. Thyristor type electric locomotives.

The witness also submitted that all these high power locomotives were being utilised fully by deploying them on routes where there was heavy load of goods and traffic. These locomotives were being utilised for high speed.

The witness stated that their Minister had already discussed it with the Home Minister but the discussion remained inconclusive.

Thereafter, the Minister discussed it with the Minister of Parliamentary Affairs and in turn it would be discussed between their Minister and Home Minister of the Union of India.

The witness sought extension of time beyond June 30, 1994 to implement the assurance.

SQ No. 283
Dt: 17.8.1993
re: Railway Network
in West Bengal

The Planning Commission is taking a long time in giving a decision on this point.

The Committee then adjourned.

EIGHTH LOK SABHA
MINISTRY OF RAILWAYS

Question No. and Date	Subject	Promise made	Extension		Sought		Remarks
			From	4	Upto	5	
1	2	3	4	5	6		
1. USQ 841	Import of Diesel Locomotives.						
Dr: 30-7-87 by Sh. Y.S. Mahajan	(a) whether Government have decided to import high power (400hp) diesel locomotives for freight haulage, if so, the details thereof; (b) from which country these high horse power locos are to be imported and at what cost and the amount of foreign exchange involved and how it is to be met, and the terms and conditions of the deal; and (c) the arrangements proposed to be made for the import of technology of such high horse power locos and its subsequent adoption and assimilation in existing diesel locomotives manufacturing units at Varanasi and/or Chittaranjan?	It was <i>inter-alia</i> stated against import of 4000 horse power diesel locomotives are under consideration."	17-11-87 5-5-88 16-9-88 20-3-89 28-11-88 9-2-90 22-5-90 7-12-90 31-3-91 5-4-91 2-7-91 11-9-91 9-12-91 19-2-93 29-6-93 31-12-93	30-4-88 31-10-88 30-4-89 31-10-89 31-3-90 30-6-90 30-9-90 31-3-91 30-6-91 30-9-91 31-12-91 30-6-92 30-6-93 31-12-93 30-6-94	Finalisation of the case may take some more time.		

1	2	3	4	5	6
2. USQ 8807 Dt:15-5-90	Alleged Fraud in Purchase of Electrical Equipment in Eastern Railway.		7-7-93 14-2-94	14-2-94 14-8-94	Partly Imp. on 26-2-93 vide SS No. XIX/12 Out of five cases one case has again been referred to the Central Vigilance Commission for reconsideration.
by Sh. Madan Lal Khurana and others	(a) whether the Central Bureau of Investigation has unearthed a massive fraud in the purchase of electrical equipment by the Eastern Railway in Bihar involving heavy excess payments to some private parties;				
	(b) if so, the details thereof; and				
	(c) the outcome of the inquiry and the further action taken in the matter?	(c) The outcome will be known after the completion of investigation by the CBI and the receipt of investigation report from them. Further action can be taken only thereafter.			

The Committee treated the reply of the Minister as an assurance *vide* their Eighteenth Report of Tenth Lok Sabha.

3. **General Discussion on Railway Budget**
 On July 25, 1991, during the course of
 25-7-91 by General Discussion on Railway Budget in
 Shri Basudeb Acharia-stressed
 the point regarding the re-deployment of
 contract workers in steam locomotives
 who handle coal and ash.
- "...I can assure you, there is
 no question of throwing
 them out of employment.
 We are not going to throw
 the workers on the street.
 We will get them redeployed
 somewhere by giving them
 necessary training."...
- "...Well, we have already
 said about the workers from
 steam locomotive. We will
 not send them out. We will
 use them somewhere by giving
 them necessary training."

1	2	3	4	5	6
4. USQ 2966 Dt: 13-8-91 by Sh. V. Sreenivasa Prasad and others	New Railway Zone for Karnataka (a) whether the South West Railway Employees Congress has demanded the creation of a new railway zone for Karnataka; and	(a) No. Sir. However, a representation in this regard from the South Central Railway Employees' Congress has been received;	25-11-93 18-2-94	31-1-94 31-7-94	The Proposal regarding creation of the new Zonal Railway with headquarters at Bangalore is still under consideration.
	(b) if so, the reaction of the Government thereon?	(b) This matter is under consideration of the Government.			
5. USQ 6453 Dt: 10-9-91 by Dr. Jayanta Rongpai	Railway Contract System (a) the action taken on the recommendations made by the Committee comprising three senior administrative Grade Officers constituted in January 1990 to look into the general conditions of railway contract system; and (b) the outcome achieved therefrom?	(a) and (b): The recommendations of the Committee have not yet been received.	17-9-93 27-1-94	31-12-93 31-3-94	Advance Implementation Report received on 9-5-94.

6. USQ 1007

Dt: 3-3-92 by
Shri Hannaa
Mollah

**Additional Lines on Howrah-Kharagpur
Section**

(a) whether the Government propose to start construction of the fourth line from Howrah to Panskura and the third line from Panskura to Kharagpur in Kharagpur division on South Eastern Railway in view of tremendous growth of passenger and goods traffic on this route;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

(a) to (c): A survey has been carried out and the report is under finalisation. Further decision would depend on results of survey and availability of resources in the coming years.

7-3-93
7-6-93
7-1-94

The survey report for construction of 4th line from Santragarh to Panskura and the third line from Panskura to Kharagpur received from the Railway is still under consideration. The scrutiny of the Survey report and the various aspects thereof is likely to take time.

1	2	3	4	5	6
7. SQ 184 Dt: 10-3-92 Supp. by Smt. Basava Rajeswari	Uneconomic Railway Lines The Member Suggested "If Kottur is linked to Harihar. It is going to be viable because part of the ore can be diverted to Mangalore Port or Karwar Port. Will the Hon. Minister give us an assurance that he will consider linking the line from Kottur to Hospet."	The Minister stated, "As regards the proposal that 21-12-92 has been made by the Hon. 4-6-93 Member, we will examine 12-1-94 the matter."	2-7-92 21-12-92 4-6-93 12-1-94	2-1-93 20-6-93 3-12-93 2-6-94	Finalisation of the survey Report is likely to take some more time.
8. USQ 2361 Dt: 8-12-92 by Sh. Satya Gopal Misra	Additional Line Between Howrah and Kharagpur (a) whether there is any proposal to construct another railway line between Howrah and Kharagpur in the South Eastern Railway during the Eighth Plan period; (b) if so, the details thereof; and (c) if not, the reasons therefor?	(a) to (c) It was <i>inter-alia</i> stated that the Report is under examination.	11-1-93 16-6-93	7-6-93 7-1-94	The survey report for construction of additional railway line from Santragarh (near Howrah) to Kharagpur has been received from the Railway and is under consideration of this Ministry. The scrutiny of the survey report and the various aspects thereof is likely to take time.

9. General Discussion on Appropriation Railway Bill.
 31-3-93 The Hon'ble Speaker, Sir, district by Bulandshahr forms a part of the National Capital Region. Many a thousands persons daily come to Delhi and Ghaziabad for attending to their Government Services. However, no rail link is available between Bulandshahr and Delhi. I would like to submit that Hapur shuttle train may be extended upto Kurja junction so that people of Kurja can easily travel between Delhi and Kurja. Secondly, headquarters of Bulandshahr are not connected with Lucknow. Bulandshahr district should be provided a district rail link with the States capital Lucknow.

The Minister *inter-alia* Nil assured the House that he would reply to all their letters.

10. USQ 1831
 Dt: 9-3-93
 by Sh. Satya
 Gopal Misra

Additional Tracks on Howrah Kharagpur Section.
 The steps taken so far for the construction of another railway line (4th line from Santragachi to Panskura and 3rd line from Panskura to Kharagpur) in between Howrah and Kharagpur on South Eastern Railway?

A survey has recently been carried out for construction of 4th line from Santragachi to Panskura and 3rd line from Panskura to Kharagpur and the report is under consideration. Further decision would depend on results of survey and availability of resources in the coming years.

7-7-94

The survey reply for construction of the additional railway lines from Santragachi (near Howrah) to Kharagpur has been received from the railway and is under consideration of this Minister.

1	2	3	4	5	6
11. USQ 5051	Introduction of High Horse Power	(a) & (b) Yes, Sir.	9-7-93	6-7-93	Opening up new
Dr: 6-4-93	Locomotive.	(c) Detailed studies have	7-1-94	7-3-94	routes would require
Sh Sarat	(a) whether the Government propose to	been conducted by Railways	29-3-94	30-9-94	adequate capability
Chandra	introduce high horse power locomotive	and Planning Commission and			of diesel locomotives
Pattansayak	on trunk routes of the country;	the need for high horse			for hauling loads
	(b) If so, whether any techno-economic	power locomotive has been			transferred from
	study was conducted in this regard; and	established. 18 high horse			electrified sections.
	(c) If so, the details thereof?	power thyristor locomotives			These issues are
		are working on Waltair-			under examination.
		Kirandul section of Indian			
		Railways. A case is under			
		consideration for			
		introduction of high horse			
		power locomotives with 3			
		phase technology. Modern			
		fuel efficient higher horse			
		power diesel locomotives			
		have also been evaluated for			
		movement of heavy freight			
		trains at higher operating			
		speed and case for			
		introduction of these is			
		under review.			

12. USQ	Book Stall Agreements	(a) to (d): Information is being collected and will be laid on the Table of the Sabha.	10-10-93 20-1-94	Ministry of Railways take some more time as certain issues pertaining to renewal of contract of M/s A.H. Wheeler & Co. are still under finalisation in consultation with the Finance Ministry.
Di: 29-4-93 by Shri B. Raja Ravi Verma	(a) whether the sole selling right clause, an integral part of all the book stall agreements was withdrawn during their currency as per letter No. 75/TG. III/461/19 dt. 2nd January, 1976 and letter No. 75-TG-III/461/20 dt. 2nd June, 1976; (b) if so, what was the purpose thereof; (c) whether the said sole selling right clause was again incorporated only in the agreement of A.H. Wheeler & Co. after 9 years as per letter No. 82—TG—III/461/5 dt. 6-2-85; and (d) if so, the reasons therefor?			
13. USQ 6137	Book Stall Agreements	(a) & (b): the contract of M/s A.H. Wheeler & Co. for was last renewed w.e.f. 1-1-1985 for a period of nine years with the stipulation that the firm would pay to the railways royalty at the rate of 3% of the sales turnover, per annum as also other charges as due from time to time;	20-10-93	Advance Implementation Report received on 9-5-94.
Di: 20-4-93 by Shri Syed Shahabuddin	(a) the last renewal date of the agreement with A.H. Wheeler & Co. for was last renewed w.e.f. 1-1-1985 for a period of nine years with the stipulation that the firm would pay to the railways royalty at the rate of 3% of the sales turnover, per annum as also other charges as due from time to time;			

1	2	3	4	5	6
	<p>(c) the total sales turnover as reported by the company year-wise during the last three years and the yearly income to Railways from this contract;</p> <p>(d) the amount paid as commission by the company to the Railways during this period, year wise; and</p> <p>(e) The nominal value of the travel facilities and other concessions provided by the Railways for the travel of the employees during the same period, year-wise?</p>	<p>time with a sole right to sell books, periodicals, newspapers, etc. at passenger platforms existing as on 31-12-1975. The firm has been provided with rail travel passes to enable them to manage their bookstalls spread over 8 zonal Railways.</p> <p>(c) to (e): Information is being collected and will be laid on the Table of the House.</p>	22-7-93	20-10-93	Advance Implementation Report received on 9-5-94.

Railways Protection Force (Amendment)
208

14. General Discussion dated 7-5-93 by S/Sh. Basudeb Acharia and others.

While participating in the discussion on the Railways Protection Force (Amendment) Bill moved by Sh. Basudeb Acharia, the Hon'ble Members pleaded that the Railway Protection Force should be allowed to form Association/Union.

The Hon'ble Minister stated Nil as under:

"I assure the House that once the House is adjourned, I will sit with the Home Minister and, if necessary, I will take the Chief Ministers into confidence. I will work out some modalities and see how we can redress their grievances and make this an effective instrument either by giving some recognition to an Association or by not giving recognition to it. We will see which is the other method to do it. We will coolly think about this."

1	2	3	4	5	6
15. SQ 946 Dt: 11.5.93 Supp. by Sh. Ram Prasad Singh.	Railway Sleepers Hon'ble Member stated that "I would like to know about the private companies. I have asked the names of companies from whom tenders were invited and for how many crores of rupees quotations were given by them. I would like to know the names of those companies from whom tenders were invited for supply of sleepers".	The Hon'ble Minister inter- alia stated at the moment. I have no information about the companies from whom I will supply the information to the Hon'ble Member as soon as..... it is available.	9.5.94	8.11.94	The information is voluminous and has to be collected from the zonal Railways. It will take some more time.
16. USQ 8244 Dt: 11-5-93 by Sh. Sanat Kumar Maandal.	Catering Services (a) Whether attention of the Government has been drawn to the news item captioned "Railways may tie with Nirula's appearing in 'The Economic Times', dated April 21, 1991; (b) if so, the facts and details thereof; and (c) the terms and conditions for induction of private caterers and the expected rise in the tariff for various items to be catered to the travelling public and the improvement in the quality of food under the new set up?	(a) Yes, Sir. (b) & (c): with a view to improve the catering services, as a pilot project, feasibility of supply of cooked food from known and professional caterers viz. M/s Nirula Corner House, Ltd., New Delhi on August-Kranti Express examination.			Nil

17. USQ 1313

Management of Surplus Railway Land.
 (a) the extent of vacant land with the Railway, zone-wise as on June 30, 1993 with percentage of encroachment;

(a) to (c): Information is being collected and will be laid on the Table of the Sabha.

3.2.94
2.5.94

The information is still awaited from Zonal Railways.

(b) whether the Government have set up a task force to take stock of the land resource available and prepare a master plan for effective land use management plan in the national interest; and
 (c) if so, the details thereof?

18. USQ 1354; Daily Wages Workers

Daily Wages Workers
 (a) the total number of daily wages workers in railways at present, zone-wise and category-wise;

(a) to (c): The information is being collected and will be laid on the Table of the Sabha.

3.2.94
3.5.94
3.8.94

It will take some more time to collect the required information.

(b) whether there is any proposal to regularise their services; and
 (c) if so, the details thereof?

1	2	3	4	5	6
19. USQ 2366	Railway Project in Bangladesh.				
Dr: 10.8.93	(a) whether Bangladesh has requested Sh. India to construct a 132 Km. double-line stretch on the Dhaaka-Chittagong section; and	(a) Yes, Sir.	21.4.94	30.10.94	The proposal involves inter-ministerial examination of various technical and Financial aspects. It is a time consuming process.
Bhakra	(b) if so, the Government response thereto?	(b) The proposal is under Examination.			
20. SQ 283	Railway Network in West Bengal.				
Dr: 17.8.93	The Hon'ble Member stated,	The Hon'ble Minister inter-	27.12.93	17.5.94	..Electrification of Agra-Midnapore Section is an approved work and shown in the Railways Budget for 1993-94 as a new work with a token provision of Rs. 1000 Planning Commission are examining the cost-cum-feasibility reported their approval on this report is still awaited..
Suppl. by Shri Basudeb Acharia	"One project has been sanctioned, that is, the electrification of Agra-Midnapore section in South Eastern Railway. A sum of Rs. 5 crore has been allocated for the electrification of that project. But, it is missing in this list which has been given here. So, may I know from the Minister, whether the Railways will start the work on electrification of Agra-Midnapore section which has been sanctioned and which has been allocated a sum of Rs. 5 crore, during this year?"	"I do not know how it is missing. I will check it up and inform the Hon'ble Member."			
				
		"I will ascertain the facts and inform you."			

<p>21. USQ 3185 Representation of Minorities in Railway Recruitment Boards.</p> <p>Dt: 17-8-93</p> <p>by Shri. Syed Shahabuddin</p>	<p>(a) The locations of Railway Recruitment Boards in the country with their composition;</p> <p>(b) whether the minorities are represented on every board, if so, the name of the members belonging to a minority community;</p> <p>(c) the recruitment made by the Boards, Board-wise and cadre-wise during 1992-93; and</p> <p>(d) the number of recruits belonging to the minorities included in the recruitment/selection panels?</p>	<p>(c) to (d): Information is being collected and will be placed on the Table of the Sabha.</p>	<p>16.2.94</p>	<p>15.5.94</p>	<p>The information regarding minorities representation. Board-wise is being collected from different Railway Recruitment Boards.</p>
<p>22. USQ 4171</p> <p>Dt: 29.8.93</p> <p>by Sh. Atal Bihari Vajpayee</p>	<p>Casual Labour in COFMOW</p> <p>(a) whether the orders of the Railway Board and of the Supreme Court for absorption of all casual labours working in Central Organisation for modernisation of workshops (C.O.F.M.O.W) have been implemented;</p> <p>(b) if so, the details thereof; and</p> <p>(c) if not, the reasons for the delay?</p>	<p>(a) to (c): "the details with regard to absorption of casual labour engaged by COFMOW are being ascertained from COFMOW and Northern Railway and will be laid on the Table of the Sabha.</p>	<p>17.3.94</p>	<p>21.5.94</p>	<p>The position of absorption of casual labour of COFMOW is still awaited from Northern Railway and it may take some more time.</p>

1	2	3	4	5	6
23. USQ 4205	R. D. S. O Employees				
Dr: 24.8.93	(a) whether Group 'C' & 'D' categories of railway employees have been restructured during 1993;	(a) & (b): Yes, Sir.	1.12.93 22.2.94	24.2.94 24.5.94	The issue has not yet been finalised, the Ministry will take some more time.
by Shri Atal Bihari Vajpayee and Sh. Asht Bhuja Prasad Shukla	(b) whether some categories of Group 'C' employees of R D S O Lucknow, have not been included in this process;				
	(c) if so, the details thereof and the reasons for their non-inclusion; and (d) the action proposed to be taken in this regard?	(c) & (d): The categories of the RDSO staff which are common with the Railways have been restructured separately vide Board's letter No. PCIII/91/CRC/1 dated 21.4.93.			
		Proposal for restructuring of certain categories of staff peculiar to RDSO is under consideration.			

ANNEXURE II
STATEMENT OF ASSURANCES IMPLEMENTED PERTAINING TO THE MINISTRY OF RAILWAYS

Sr. No.	Question No. and date	Regarding	Implemented on and statement Number
1.	Unstarred Question No. 8807 dated 15.5.1990	Alleged Fraud in Purchase of Electrical Equipment in Eastern Railway.	25.8.1994 vide SS No. XXX/Item No. 3
2.	Unstarred Question No. 6453 dated 10.9.1991	Railway Contract System.	25.7.1994 vide SS No. XXI/Item No. 2
3.	Unstarred Question No. 1007 dated 3.3.1992	Additional Lines on Howrah-Kharagpur Section.	3.8.1994 vide SS No. XVII/Item No. 12
4.	Unstarred Question No. 2361 dated 8.12.1992	Additional Line between Howrah and Kharagpur.	3.8.1994 vide SS No. XIV/Item No. 5
5.	General Discussion on 31.8.1993 by Shri Chhatrapal Singh and others.	Appropriation Railway Bill.	25.7.1994 vide SS No. X/Item No. 8
6.	Unstarred Question No. 1831 dated 9.3.1993	Additional Tracks on Howrah-Kharagpur Section.	3.8.1994 vide SS No. XI/Item No. 23
7.	Unstarred Question No. 6079 dated 20.4.1993	Book Stall Agreements.	25.7.1994 vide SS No. X/Item No. 12
8.	Unstarred Question No. 6137 dated 20.4.1993	Book Stall Agreements.	25.7.1994 vide SS No. X/Item No. 20
9.	Starred Question No. 946 dated 11.6.1994—Suppl. by Shri Ram Prasad Singh.	Railway Sleepers.	25.7.1994 vide SS No. X/Item No. 21
10.	Unstarred Question No. 8214 dated 11.5.1993	Catering Services.	25.7.1994 vide SS No. X/Item No. 22
11.	Unstarred Question No. 1354 dated 3.8.1993	Daily Wages Workers.	3.8.1994 vide SS No. VII/Item No. 9
12.	Unstarred Question No. 3185 dated 17.8.1993	Representation of Minorities in Railway Recruitment Boards.	25.8.1994 vide SS No. VII/Item No. 8
13.	Unstarred Question No. 4205 dated 24.8.1993	RDSO Employees.	25.7.1994 vide SS No. VI/Item No. 18