

ESTIMATES COMMITTEE (1981-82)

(SEVENTH LOK SABHA)

THIRTY-FIRST REPORT

MINISTRY OF RAILWAY

Action Taken by Government on the recommendations contained in the Tenth Report of Estimates Committee (Seventh Lok Sabha) on the Ministry of Railways—Transportation of Essential Commodities.



Presented to Lok Sabha on 27, April 1982.

**LOK SABHA SECRETARIAT
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CORRIGENDA

To

The Thirty-First Report of Estimates
Committee on Ministry of Railways -
Transportation of Essential Commo-
dities.

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Page	Para	Line	For	Read
10	1.44	6	"Except West Bengal & Rajasthan."	May be deleted
20	1.44	7	6018	6057

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(1981-82)

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10. Shri D. P. Yadav

INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Thirty-First Report on action taken by Government on the recommendations contained in the Tenth Report of the Estimates Committee (Seventh Lok Sabha) on the Ministry of Railways—Transportation of Essential Commodities.

2. The 10th Report was presented to Lok Sabha on 21 April, 1981. Government furnished their replies indicating action taken on the recommendations contained in that Report by 10 December, 1981. The replies were examined by Study Group 'I' of Estimates Committee (1981-82) at their sitting held on 20 April, 1982. The draft Report was adopted by the Estimates Committee (1981-82) on 26 April, 1982.

3. The Report has been divided into following Chapters—

- I. Report
- II. Recommendations/Observations that have been accepted by Government.
- III. Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies.
- IV. Recommendations/Observations in respect of which replies of Government have not been accepted by the Committee.
- V. Recommendations/Observations in respect of which final replies of Government are still awaited.

4. An analysis of action taken by Government on the recommendations contained in the 10th Report of Estimates Committee (7th Lok Sabha) is given in Appendix. It would be observed that out of 85 recommendations made in the Report, 73 recommendations, i.e., 86 per cent have been accepted by Government, and the Committee do not desire to pursue 1 recommendation, i.e., 1 per cent in view of Government replies. Replies have not been accepted in respect of 5 recommendations, i.e., 6 per cent. Final replies of Government in respect of 6 recommendations, i.e., 7 per cent are still awaited.

NEW DELHI;
April 26, 1982

Vaisakha 6, 1904 (Saka)

S. B. P. PATTABHI RAMA RAO,
Chairman,
Estimates Committee.

CHAPTER I

REPORT

1.1. This Report of the Estimates Committee deals with action taken by Government on the recommendations contained in their 10th Report (7th Lok Sabha) on the Ministry of Railways—Transportation of Essential Commodities.

1.2. Action Taken notes have been received from Government in respect of all the 85 recommendations contained in the Report.

1.3. Action Taken notes on the recommendations of the Committee have been categorised as follows:—

(i) Recommendations/Observations that have been accepted by Government:

2, 3, 4, 5, 6, 7, 8, 9, 10 to 34, 36, 37, 38, 39, 40, 41, 42, 43, 44 45, 47, 48, 49, 50, to 54, 56, 57, 58, 59, to 63, 65, 66, 68, 71, 73, to 76, 78, 81, to 85

(Total 73—Chapter II)

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

Sl. No. 70.

..

(Total 1—Chapter III)

(iii) Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee:

Sl. Nos. 1, 35, 77, 79, 80.

(Total 5—Chapter IV)

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

Sl. Nos. 46, 55, 64, 67, 69, 72.

(Total 6—Chapter V)

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

Priorities for movement of Essential Commodities

Recommendation Sl. No. 1 (Para No. 1.14 to 1.16)

1.5. The Committee had noted that the priorities for movement were determined not only with reference to the nature of essential commodity but also to the sponsoring agency.

1.6. The Committee were informed that movement on trade account was given the lowest priority 'E' since such a movement was for profit.

1.7. The Committee felt that "the criterion to determine priority should be whether it is an essential commodity and whether its movement is necessary in public interest and if these two conditions be satisfied, and the Railways are also satisfied that profit is not the only or the principal motive for movement of an essential commodity, movement of that commodity should be accorded appropriate priority. It should not necessarily be given the lowest priority just because it is sponsored on private account. After all these are essential commodities scarcity of which will boost up prices to the detriment of common man. This must be borne in mind and the schedule revised at the earliest."

1.8. In its action taken reply (Dec. 1982) the Ministry has stated that "while drawing up priorities for different commodities in the Preferential Traffic Schedule, the prime factor taken into consideration is their essentiality in relation to the national economy. There is a rationale behind the decision to fix priorities for a commodity with reference to the sponsoring agency. With regard to foodgrains, the Railways have decided that foodgrains sponsored by the Ministry of Agriculture or Food Corporation of India should be given 'B' priority as it caters to the needs of the public distribution system, whereas movement on trade account, where the principal motive is private profit, should necessarily be in a lower priority."

1.9. The Ministry has further stated that the priorities fixed in the Preferential Traffic Schedule are reviewed every six months in consultation with the Zonal Railways. The recommendations of the various Ministries, State Governments and trade organisations are also taken into consideration while deciding the priorities. The recommendation of the Committee will be kept in view while doing the review."

1.10. The Committee are not satisfied with the Ministry's reply. They would like to reiterate that preference criteria, to determine priority should be whether the commodity is an essential one and

whether its movement is necessary in public interest and if these two conditions are satisfied, and the Railways are also satisfied that profit is not the only or the principal motive for movement of an essential commodity movement of that commodity should be accorded appropriate priority. It should not necessarily be given the lowest priority just because it is sponsored on private account. The Committee desire that the traffic schedule should be revised accordingly and the Committee informed of the action taken.

Availability of wagons vis-a-vis freight traffic

Recommendation Sl. No. 35 (Para No. 4.12)

1.11. The Committee had taken note of the fact that the working group on Railways constituted by the Planning Commission had estimated that by 1984-85 when the Railways may be required to lift 330 million tonnes of originating traffic, about 2,22,000 additional wagons would be required. The Railways were, however, planning to acquire 1,10,000 wagons during the Sixth Plan period out of which nearly 64,000 wagons would be to meet the replacement needs for the five year period, leaving a balance of about 46,000 wagons on additional account. The Committee observed that the final figure of 1,10,000 wagons approved for Sixth Plan period was rather a drastic cut from the original figure of 2,22,000 wagons, considered necessary by the working group. The Committee expressed the hope that the likely increase in freight traffic, wagon turn-round and other relevant factors had been fully taken into consideration before cutting down the figure of new wagons required in Sixth Plan period to 1,10,000 and the Railways would be able to cope with the demand in full with a fleet of 4,56,000 which they were expected to have by 1984-85.

1.12. In its reply (Dec. 1981) the Ministry of Railways has stated that "the VI Five Year Plan provides for acquisition of 1,00,000 wagons, out of which 50,000 wagons would be on additional account. The Railways will, thus have about 4,64,000 wagons in 1984-85, the terminal year of the VII Plan. With this fleet, the Railways would be able to lift between 260 to 270 million tonnes of traffic.

1.13 Target of 1,00,000 wagons in the VII Plan also corresponds with the present wagon production capacity in the country, besides being limited by scarcity of funds.

1.14. The Committee find that Railways will be able to carry only 260-270 million tonnes of traffic by the end of the VII Plan (i.e.

1984-85) when the originating traffic is likely to increase to 330 million tonnes as estimated by the Working Group of Planning Commission on Railways. The Committee therefore feel that the wagon holding at the end of VI Plan will not be adequate to cope with the traffic. The Ministry do not appear to be viewing with concern the impending wagon shortage at which the Committee cannot but express serious concern. The Committee feel that Government should review the wagon stock with the Railways vis-a-vis the traffic likely to be generated by the end of the Sixth Five Year Plan and initiate action well in time to ensure that the Railways' freight carrying capacity does not fall short of the requirements.

Indigenous wagon manufacturing capacity vis-a-vis availability.

Recommendation Sl. No. 36 (Paras 4.13 & 4.14)

1.15 The Committee were informed that the installed capacity for wagon building in the country was 28,040 wagons per year in the private sector and 1,600 per year in the Railways own work-shops. As against the capacity of 28,040 wagons a year, Railways were expecting to receive 12,000 wagons in 1980-81 and 18,000 in 1981-82 from private manufacturers, thus leaving about 79,000 wagons to be procured in the last 3 years of the Plan.

1.16 The Committee had recommended that the Railways should monitor the progressive build up of a capacity and utilisation of capacity by indigenous manufacturers of wagons to make sure that the progress kept pace with expectations. If at any stage, it becomes known to the Railways that indigenous manufacturers would not be able to supply the required number of wagons, the Railways Board should seriously examine whether they would be able to cope with the demand with whatever the indigenous manufacturers can supply or import would become inevitable to avoid the crisis. The Committee desired that the information regarding wagons supply *vis-a-vis* demand should be mentioned specifically in the Annual Report of the Railways to enable Parliament to keep itself acquainted with the progress.

1.17 The Ministry in its reply (Dec., 1981) has stated that the total installed wagon building capacity of ten wagon building units both in the public as well as private sector, is 26,040 wagons in terms of four-wheelers per annum. In addition, spare capacity can be utilised in three Railway workshops for manufacture of about 2,000 wagons in terms of 4 wheelers per annum. Thus the total installed capacity for wagon building comes to 28,040 four wheelers per annum.

1.18 Procurement of wagons is arranged by the Railways from the above mentioned sources consistent with traffic requirements and allocation of funds for the purpose by the Planning Commission on a year to year basis.

1.19 For the VI Plan period 1980-81 to 1984-85, the Planning Commission have agreed for procurement of 1,00,000 wagons in terms of FWs. Actual production of wagons during 1980-81 has been 12,064 four wheelers units and for 1981-82, the target of procurement is 18,000 wagons in terms of 4 wheelers. Thus during the period 1982-83 to 1984-85, it will be necessary to step up wagon production to the level of 22,000 to 25,000 4-wheelers per annum.

1.20 The total wagon building capacity in the country being 28,040 wagons in terms of 4-wheelers per annum, it is anticipated that the industry while gear up to meeting the full requirements of 1,00,000 wagons (in terms of 4-wheelers) during the VI Plan period 1980-81 to 1984-85. The progress of manufacture of wagons will be watched continuously and corrective measures found necessary will be taken as and when required.

1.21. Information regarding wagon supplv vis-a-vis demand will be incorporated in the Annual Report of the Railways.

1.22 The Committee feel that the production of about 30,000 wagons in the first two years of the Plan (1980-81 and 1981-82) does not inspire confidence that target of production of 1,00,000 wagons in the period of 1980-81 to 1984-85 will be met fully. The Committee wish to caution the Government against likely shortfall in the supply of wagons and if it takes place, it would create serious difficulties. The Committee therefore suggest that now is the time to take appraisal of the overall situation with a view to taking appropriate decision in this matter.

Accidents

Recommendation Sl. No. 53 (Para No. 5.24)

1.23. The Committee had pointed out that heavier payloads, longer trains and faster speeds would require more intensive inspection of track and rolling stock as otherwise the safety of trains was likely to be jeopardised. The Committee emphasised the importance of rigorous observations of inspection schedules and other safety measure and urged that the Railways should not allow any casualness to develop in the field formations on this front.

1.24 The Ministry of Railways in its reply (Dec., 1981) has stated that the introduction of heavier pay loads, longer trains and faster speed would intensify the utilisation of the rolling stock. This calls for more intensive inspection and attention and repairs to rolling stock so as not to jeopardise the safety of trains.

1.25 The schedules for inspection and maintenance of goods stock have already been laid down on a time basis. The scope and extent of the inspection and repair work to be done in all the schedules is under constant review. However, heavier trains like 4500 trains, will utilise special type of stock—BOXN, BOY BOBS wagons—and a number of them will be fitted with air brakes. As some of the wagons like BOXN will be placed on line newly, the schedules of inspection and attention to these wagons are in the process of being laid down. The observations of the Estimates Committee are noted and will be kept in view at the time of finalisation of the various schedules to new stock or revision of schedules for the existing stock. Emphasis will also be laid on rigorous implementation of the various inspection schedules to avoid any slackness in this regard.

1.26 Instructions have also been given to the Railways that they should lay down schedules of inspection for Dy.C. E.s, Add. C.E.s and C.T.Es. The importance of complying with the existing schedules of inspection on various Railways has been reiterated. General Managers and Divisional Managers have been asked to keep a watch on the compliance of the extent rules.

1.27 It may thus be seen that the Ministry of Railways have taken vigorous steps to ensure inspection of track and compliance of the deficiencies noticed to provide a safe and comfortable running track.

1.28 In the context of a series of accidents which have occurred recently, the committee cannot over-emphasise the need for observing stringent standards of inspections of rolling stock and track and introducing fool proof safety measures, to ensure safety of trains.

Losses

Recommendation Sl. No. 77 (Para No. 6.33)

1.29 The Committee were not satisfied with the explanation of the Ministry that the amount of compensation paid in case of coal and coke formed a very small percentage of total value of coal and coke carried by Railways and the freight earnings of the commodity. In the context of heavy shortages of coal in transit and in view of lack of weighing facilities at the stations to quantity the shortage,

the Committee had felt that a reliable estimate of the coal shortage could be made if steps were taken to instal weighbridges at various unloading points. The Committee had reiterated that recommendation made in paragraphs 3.127 of their 19th Report (5th Lok Sabha) and para 1.27 of their 39th Report 6th Lok Sabha that major stations which had heavy originating and terminating goods traffic should progressively be provided with facilities for weighing wagons. The Railways should draw a model scheme to explore the possibility of setting up community weigh bridges in collaboration with organisations of local enterprises and industrialists in the interest of a more harmonious relationship between the big consignees and the Railways.

1.30 In its reply the Ministry of Railways (Dec., 1981) has stated that the policy of the Ministry of Railways in regard to the installation of weighbridges at originating points has already been conveyed to the Estimates Committee in reply to their earlier recommendations contained in para 3.127 of their 19th Report and para 1.27 of their 39th Report.

1.31 It is reiterated that as a matter of operational necessity, Railways do not encourage weighment of inward wagons at terminating points. Weighment of every wagon on a weighbridge at the destination station before delivery will hamper smooth operations. The loss on account of wagon days lost due to detention to wagons for weighment at terminals will run into crores of rupees while weight differential detected may be of little consequence. Further, Railways will have to increase the wagon fleet by 10 to 20 per cent to comply with the condition of compulsory weighment of every wagon at the terminal, if at all such a proposition is practicable. This will mean crores of rupees of additional investment in rolling stock without any material gain in terms of transport output. However, the siding owners are at liberty to instal their own weighbridges for weighment of in-ward traffic.

1.32 Railways on their part instal weighbridges of requisite capacity at originating points within the limited resources available at their disposal. The siding owners are also encouraged to instal weighbridges at their sidings to weigh outward traffic. As an inducement to the siding owners to instal weighbridges, a rebate in freight is allowed on outward traffic weighed on such private weighbridges. The weighment rebate for outward traffic weighed on such private weighbridges has recently been increased from 10 paise to 20 paise per tonne in respect of weighbridges having a capacity of 90 tonnes

and above and from 6 paise to 10 paise per tonne in respect of weighbridges having a capacity of less than 90 tonnes subject to a maximum of 13 per cent of capital cost plus cost of the staff provided to operate the weighbridges. Thus the Railways encourage the installation of private weighbridges at originating stations for the weighment of outward traffic from the twin angle of collecting correct freight charges and ensuring operational safety.

1.33 In the Committee's opinion, expansion of weigh-bridge facilities is very necessary and if they affect smooth movement of wagons, as apprehended by the Railways, solutions to the problems can be found. The Committee would reiterate their each recommendation that major stations which have heavy originating and terminating goods traffic should progressively be provided with facilities for weighing wagons and possibility of setting up community weighbridges should be explored in collaboration with local enterprises and industries.

Prevention of Crimes against Railway Property

.. Recommendation, Sl. No. 79 (Para Nos. 6.35 & 6.36)

1.34 The Committee were surprised that even though the need for conferring powers of investigation and prosecution and other connected powers on RPF had been emphasised by Administrative Reforms Commission and later by one Man Expert Committee on Railway Security and Protection (1976) and subsequently endorsed by the Estimates Committee in their 19th Report (1977-78) and the Government were reportedly processing the proposal to bring forward a suitable legislation for the purpose the Government had then suddenly decided to drop the proposal. The Committee desired to know the reasons for dropping the proposal and how, in the absence of more powers, the RPF were going to deal with the crime against railway property and on railway premises. The Committee felt that the matter should be re-considered.

1.35 The Ministry of Railways in its reply (Dec., 1981) has stated: the question of conferring more powers on RPF has been under consideration since 1966 when High Powered Committee on Security and Policing on Railways made a recommendation to this effect. Later on Administrative Reforms Commission and One Man Expert Committee also commended the idea of bestowing more powers on RPF.

1.36 As a follow up of these recommendations, action was initiated to issue an ordinance but was dropped with a view to replacing it by a legislation in pursuant to a decision taken in the meeting of Secretaries' Committee held on 3-7-1975.

1.37 The draft Bill was then prepared and discussed with the Ministry of Home Affairs and the Ministry of Law. It was decided to refer the matter to the States and the Bill was suitably amended as suggested by some States. Meanwhile, it was felt necessary to assess the requirement of additional staff for prosecution and investigation needed to cope with the additional load of work.

1.38 The amended draft Bill is to be known as "Railway Property Special Offences Bill" and this in a nutshell, equips RPF with powers to investigate and prosecute in all cases of theft, robbery, dacoity, cheating, forgery, etc. relating to Railway property. The Bill was to replace the existing Railway Property (Unlawful Possession) Act, 1966 under which RPF has powers only for investigation and prosecution of the cases in which the railway property is recovered.

Reasons for dropping the legislation:

1.39 Since the additional amount of annual expenditure involved in the implementation of the proposed Bill was calculated to the tune of Rs. 3 crores, it was felt by the Railway Board that the expenditure was too high and will not be proportionate to the gain that may accrue as a result of above legislation.

1.40 It was also observed that to investigate and prosecute all types of offences pertaining to railway property by RPF personnel without the assistance of police organisation of the concerned State will have serious implication. Moreover, under various circumstances, state Police will have to investigate and prosecute certain cases even covered by this Bill. There was thus apparently a duplication in the process.

1.41 The Committee are not convinced by the Government's reply. They reiterate the recommendation made in para 6.16 of their 19th Report (1977-78) that Railway Property (unlawful possession) Act, 1966 should be amended and the Railway Protection Force which is a statutory organisation for protection of railway property and property entrusted to Railways for carriage, be vested with adequate legal powers of investigation and prosecution of offences against such property to make the force more effective and purposeful.

GiR.P

Recommendation Sl. No. 80 (Para No. 6.37)

1.42 In view of the fact that for the time being the RPF would be able to play the role of 'Police', the Railways would be left with no other alternative but to continue to depend upon the Government Railway Police which is under the control of States. The Committee recommended that the Railways should take up the question of strengthening Government Railway Police with States concerned.

and also try to evolve a working arrangement with the State Governments to place the G. R. P. under the operational control of the Railways for better results.

1.43 In its reply (Dec. 1981) the Ministry of Railways has stated that since policing, including Railway policing, is the subject matter exclusively for the State Governments to deal with under the Constitution, the Force so deployed on Railways for policing will obviously have to work under the direct administrative and disciplinary control of the State Governments concerned. No State Government will agree to transfer the control of G. R. P. to Railways and the question of placing the GRP under the operational control of Railways does not arise.

1.44 As regards strengthening the Government Railway Police, the Ministry of Railways have already agreed to bear the cost of GRP on 50:50 basis with the State Governments and have also requested the State Governments to come up with their proposals for the augmentation of GRP in their States for better policing. As a result, almost all the States except West Bengal and Rajasthan have agreed to share the cost on 50:50 basis and 6,018 additional posts in various States have already been concurred by the Zonal Railways and sanctioned by the concerned States.

1.45 The Committee are of the opinion that unless the G.R.P. is placed under the operational control of Railways, there is no possibility of improvement in their performance. The Committee therefore reiterate the Railways should take up the matter with the State Governments with a view to evolving a working arrangement to bring GRP under the "operational" control of Railways for better results.

Implementation of Recommendations

1.46. The Committee would like to emphasise that they attach the greatest importance to the implementing of the recommendations accepted by Government. They would, therefore, urge that Government should ensure expeditious implementation of recommendation 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.

1.47. The Committee also desire that final replies in respect of the recommendations contained in Chapter V of this Report may be furnished to the Committee expeditiously.

CHAPTER II

RECOMMENDATIONS|OBSERVATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation, (Sr. No. 2, Para No. 1.17)

The Committee would like that the movement of such high-rated non-essential commodities at present are accorded a priority higher than that given to essential commodities should be kept under observation at Divisional and Zonal levels. Where their movement is likely to hinder the free movement of essential commodities or to affect adversely the interests of producers and consumers of essential commodities, the Railways should be in a position to alter the priorities in favour of essential commodities without delay.

Reply of Government

The priorities notified under the Preferential Traffic Schedule are applicable on the Indian Railway system as a whole. The recommendation has been noted and the Zonal Railways advised to keep the recommendation in view and ensure movement of essential commodities.

Essential commodities such as Government sponsored foodgrains, levy sugar, fertilisers, zonal salt, etc. already move under higher priorities. Movement of these commodities is specially monitored both at the Railway Board's level and on the Zonal Railways. The Zonal Railways cannot alter the priorities. However, when difficulty is experienced in clearance of essential traffic, *ad hoc* assistance is given and, if needed, the traffic is even temporarily upgraded and its clearance ensured.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 3, Para No. 1.18)

The Committee agree with the view expressed in the context of the position in Eastern region that priorities should also be related to regional requirements. Limitation, according to Chairman (Railway Board) is not necessarily of priority but of overall carrying capacity it is precisely because of limitation in over all capacity that the need for *inter se* priority arises. The Committee feel that the peculiar and pressing problems of various regions should also be taken into consideration while determining priorities and whenever found necessary, priorities for movement of essential com-

modities to or within a particular region should also be laid down to meet the urgent demands of the region consistent with the priorities at national level and highest priority should be given to the essential commodities as foodgrains, edible oils, sugar, etc.

Reply of Government

The priorities notified in the Preferential Traffic Schedule are applicable to the Indian Railway system as a whole. Any preference given to a particular region would be tantamount to discrimination and, therefore, the preference accorded to different commodities has to be uniformly applied throughout the country. However, with regard to movement of essential commodities such as sponsored foodgrains, levy sugar, salt, etc. periodic programmes are drawn up in consultation with the concerned Ministries, keeping in view the requirements of the various States. For example, a monthly plan for movement of sponsored foodgrains is drawn up by the Railways in consultation with the Food Corporation of India. This ensures that foodgrains are moved to the needy States to meet the requirements of the public distribution system. In case of acute distress or threatened conditions of scarcity, Railways also grant ad hoc assistance or upgrade the traffic temporarily. A close watch is maintained so that no region suffers.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (S. No. 4 Para No. 1:20)

The Committee consider it very necessary that wide publicity should be given from time to time to the system of allotment of wagons and priorities accorded to movement of various commodities (Particularly Essential Commodities) and traffic restrictions in various parts of the country for the benefit of the traders and the public. They would like the Railways to step up their publicity to keep the trade and industry posted with all developments on this point from time to time.

Reply of Government

The recommendation of the Committee has been accepted by the Ministry of Railways. Suitable instructions have been issued to all the Zonal Railways to implement the same.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation S. No. 5 (Para No. 2.74)

The Committee find that 65 commodities have been declared 'essential' under the Essential Commodities Act, 1955, 29 of such Commodities, generally move by rail and out of these 29 commodities, only in respect of 15 commodities, record of movement on all India basis is being maintained by the Ministry of Railways (Railway Board). Even in respect of these 15 commodities the Ministry of Railways (Railway Board) maintain at Central level only figures of wagons loaded; they do not have commodity-wise information about the wagons actually required for each of the 15 commodities or the indents outstanding at a particular time. The Committee are surprised how in the absence of this vital information at the apex level, the Railway Board can effectively coordinate and monitor the timely movement of these essential commodities. The Committee would like that a record of the total requirements, total loadings and total outstandings of wagons for movement of essential Commodities, which move in bulk, should be collected, collated and analysed at the Board level in the interest of a better appreciation of the problem and better utilisation of wagons stock.

Reply of Government

The recommendation of the Estimates Committee has been accepted by the Ministry of Railways (Railway Board). As desired by the Committee, now information about demand, loading and outstanding registration of important commodities moving in bulk will be maintained in the Board's office for better appreciation of the problem and for better utilisation of stock.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation S. No. 6 (Para No. 2.75)

The figures regarding the number of wagons loaded with these 15 commodities during the year 1975-76 to 1979-80 show a declining trend in loading in the case of most of these commodities viz., foodgrains (Grains and Pulses), Oil seeds, cotton raw, jute, raw fodder, coal and coke, mineral oil, sugar, salt, cement, iron and steel, tea etc., which is rather surprising since, with the passing of years, the demand for these commodities should have been increasing and not decreasing.

Reply of Government

The loading on the Indian Railways, as a whole, showed a declining trend since the year 1977-78 onwards due to various factors, most of which were beyond Railways' control. As there was a general drop in the lifting of the goods traffic, the loading of 15 commodities, as mentioned in the recommendation above, was also affected. However, of late, the trend has been checked. There has been an overall improvement in the movement of goods traffic by rail. The statement of daily average originating loading (in terms of 4-wheelers) is given hereunder:—

Month	Average No. of wagons loaded per day			Additional wagon loaded in the month
	1980	1981		
January	29843	30719		27156
February	29955	31445		41720
March	30889	33309		75020
April	27954	30634		80670
May	26639	29167		78368

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation S. No. 7 (Para No. 2.76)

It is stated that specific targets for movement are fixed only in respect of 6 commodities, namely, Coal, Iron and Steel for Steel Plants, Petroleum and Petroleum Products, Foodgrains, Fertilisers and Cement. The remaining commodities are covered in the targets fixed under the head "other General Goods". The Committee note that targets in respect of Coal, Iron and Steel, Foodgrains, Cement and other general goods, were not fulfilled by the Railways during the years 1977-78 to 1979-80. The Railways have attributed the adverse performance from November, 1977 onwards to certain natural calamities like cyclones and floods, power cuts, public agitations and strikes, etc. The Ministry of Railways are reported to have taken certain steps during the current year to

improve the movement of essential commodities. The Committee hope that the Ministry will keep a close watch over the movement of targetted and other essential commodities and take such other measures well in time as may become necessary to avoid slippages in their movement.

Reply of Government

The movement of targeted and essential commodities is kept under close watch at Divisional, Zonal and Railway Headquarters; Railway Board watch the overall movement, maintain necessary co-ordination, monitor and take immediate corrective measures as warranted by the exigencies. The steps recently taken have shown good results in overall loading, and wagon turn-round has also improved. With the current trend of loading, Ministry of Railways are confident that the targeted level of loading of freight traffic will be achieved and the essential commodities will be transported in full to areas where they are required.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation S. No. 8 (Para No. 2.77)

The Committee regret to note that loading of coal declined from 9731 wagons a day in 1977-78 to 8525 a day in 1980-81 (April-October). The decline of coal loading during this period was from 570 to 437 wagons in the case of cement industry, 234 to 114 wagons in the case of textile industry and from 1677 to 1436 wagons in the case of steel industry. The Committee cannot but express their unhappiness that the decline in coal loading continued from year to year from 1977-78 onwards and the Ministry of Railways could not arrest this decline till very recently.

Reply of Government

Noted. The loading of coal has been improved from November 1981 onwards as will be seen from the following figures:—

Month	Total coal loading	For Cement	For Textile	For Steel Plants
November '80	8749	510	101	1565
December '80	9447	532	126	1624
January '81	9643	515	103	1748
February '81	10063	587	106	1693
March '81	10265	608	218	1721
April '81	9951	514	128	732

Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dt. 10-12-81.

The Railways have, for quite some time now, been meeting the requirements of collieries in full almost in all the fields except, to some extent, in Raniganj-Jharia fields. Of late, loading in Jharia field has also started getting affected due to reluctance on the part of some Steel Plants to take coking coal freely. This is happening obviously because of the fact, that their coal stocks, which were only 66,000 tonnes on 30-9-80, are over 5,00,000 tonnes in mid-June 1981.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation Sl. No. 9 (Para No. 2.78)

The Committee are informed by the Railways that the overall wagon availability at present is more than the demand in all the coalfields except in Jharia and Raniganj coalfields where too the position is expected to improve shortly. As against a total requirement of 984 wagons a day for coal loading as communicated by the Department of Coal, the Railways are loading 9600 wagons a day (January 1981). Chairman, Railway Board stated before the Committee that they were preparing to load 11,000 wagons a day from February 1981. From 8525 wagons a day in April-October 1980 to 9600 wagons a day (January 1981) is indeed a impressive leap. The Committee would like the Railways to take all possible measures at operational and administrative levels to place the

recently acquired efficiency in the system at a firm footing to guard against any slide-back and to continue to make efforts to better the performance still further.

(Sl. No. 9)

Reply of Government

Action on the line suggested by the Committee has already been taken. With an increase in overall loading of freight traffic on the Railways there has been substantial improvement in coal loading as already indicated in Reply to recommendation No. 8 Para 2.77.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 10, Para No. 2.79)

The Committee are informed that Railways are taking steps to augment their coal loading capacity to 20,000 wagons a day by 1984-85 and they are confident of acquiring this capacity and lifting all the coal that may be offered for movement. It is a challenging target which the Railways have set for themselves. For achieving success in this challenge, Railways would do well to draw up a detailed programme for development of wagon stock, of the right type, haulage power and line capacity and initiate action on all fronts in right earnest to keep pace with the demand from year to year. The targets of development programmes in this regard should be kept under close monitoring and slippages avoided at any cost.

(Sl. No. 10)

Reply of Government

Within the resources available, the Railways are augmenting their capacity to meet the demand in the coming years. The Railways propose to introduce new type of high capacity wagons, called Box 'N' wagons, which have a higher pay-load per metre length than conventional box wagons. This type of stock will enable to run freight trains with 4500 tonne trailing loads within the existing loop lengths. It is proposed to acquire about 20,000 such wagons during the VIIth Plan period (1980-85).

2. The Railways are also planning to electrify rapidly its trunk routes. According to the plans drawn up, about 28,000 R Kms.

will be covered in the VIth Plan period. Action is also being taken to introduce high horse power electric locomotives of more modern design.

3. The development programmes are closely monitored to avoid slippages.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 11, Para No. 2.80)

The Committee agree with the Railways that the coal for loading should be made available at the railheads, and not pitheads, to enable them to load the coal expeditiously and according to targets. For this purpose the Railways should in co-ordination with the Department of Coal build coal stocks at the existing rail-heads and also initiate action to set up new rail-heads to ensure simultaneous loading from as many more points as may be necessary to meet the rising demand.

(Sl. No. 11)

Reply of Government

Ministry of Energy (Department of Coal) and Coal India Limited have been requested to step up availability of coal at rail-heads and organise loading of wagons without detaining them abnormally. This and other allied issues are getting sorted out in meetings which are being held in various fields regularly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

... Recommendation (S. No. 12, Para No. 2.81)

The Ministry of Railways' move to set up joint teams in different coal-fields in collaboration with Steel and Coal Departments to review the day-to-day loading and movement of coal is a step in the right direction. The Committee would like that these teams should be empowered to take spot decisions to sort out local problems and remove bottlenecks in the movement of coal and their performance evaluated in terms of achievements at regular intervals.

(Sl. No. 12)

Reply of Government

These joint teams have already been set up and started functioning in various fields to sort out local problems in order to maximise coal loading. They are taking spot decisions where necessary and their performance is being evaluated at regular intervals.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 13, Para No. 2.82)

The Committee take note of the problems faced in Himachal Pradesh, Delhi, West Bengal and certain other States in regard to the availability of coal and coke. It has also been represented to the Committee that the medium and small scale industries and domestic consumers are not getting enough supplies of coal. The Railways have stated that the difficulties have arisen because the overall demand for coal and coke in the country is far in excess of the availability. The Railway Board have admitted that after meeting the requirements of priority industries what is left is enough only to meet the requirements of other consumers upto 15 to 30 per cent of their demand. This is a rather depressing picture. While the needs of priority industries like power houses, steel plants, and similar other industries are no doubt, urgent and deserve priority, the requirements of other users, particularly small scale industries and domestic consumers, cannot be neglected either. The Committee feel that the Railways which are primarily responsible for moving coal from production centres to consumption centres, should make all possible efforts within their reach to fulfil a social obligation upto Small Scale industries and domestic consumers, and satisfy their demand for coal and coke atleast upto a reasonable level.

(Sl. No. 13)

Reply of Government

The above recommendation of the Committee is noted. The Railways follow the priorities fixed by the Government and make all efforts to supply coal to all the consumers subject to the priorities they enjoy and the overall availability of coal vis-a-vis demand of the various sectors. The views of the Committee have, however, been conveyed to the coal loading Zonal Railways. The Railways

will, however, be able to carry only that amount of coal which is actually offered for loading by the Coal India and SCCL.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 14, Para No. 2.83)

The Committee are informed that the abolition of old system in 1978 under which 5 wagons were moved everyday on Kalka-Simla Section regardless of indents has been placing the State in the grip of coal crisis from time to time. For States like Himachal Pradesh, Jammu and Kashmir and other similarly situated States, where coal is badly needed not only as a fuel but also for heating, Railways have a special responsibility to see that their reasonable requirements are met in full and in time. The Committee would like the Railways to set up on a regular basis special liaison offices to keep in touch with the problems of such States and sort them out without delay as and when they may arise.

(Sl. No. 14)

Reply of Government

The old system under which 5 wagons were allotted every day for Kalka-Simla Section regardless of indents was introduced in 1944 and was withdrawn in July, 1977, because it was leading to heavy detention to wagons at Kalka (and short of Kalka) which has very limited transhipment capacity from Board Gauge to Narrow Gauge. Further, there were complaints that the concession was sometimes misused as the coal/coke meant for Himachal Pradesh was finding its way to neighbouring States, which were suffering from shortage of the same.

With a view to placing all the States on equal footing the system was withdrawn in July 1977. Even now due to special climatic conditions of Himachal Pradesh, a special watch is kept on the movement of coal/coke to that State.

The views of the Committee have been noted and conveyed to Director Movement (Railways)/Calcutta for necessary action.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 15, para No. 2.84)

It has been represented to the Committee by FCI that the procurement of foodgrains has increased considerably during the past few years in the procuring States like Punjab, Haryana, U.P., A.P. (the former three accounting for 86 per cent of total procurement) but the capacity of Railways has not increased correspondingly. The Ministry of Railways have stated that Railways have initiated programme for development of facilities at terminals as well for line capacity with a view to handle a movement of over 8 lakh tonnes of foodgrains per month within next two years to meet the total requirements of Punjab and Haryana. The Committee hope that the detailed programme for development of terminals and line capacity has been chalked out in consultation with the Food Corporation of India so that all key procurement points are fully covered and line capacity is utilised to the optimum level from the very beginning.

Reply of Government

In order to meet the increasing demand for clearance of sponsored foodgrains by rail from the Northern States of Punjab, Haryana and U.P., the Railways are, in stages, augmenting capacity at terminals and on the critical sections. The focal procurement areas and the location of the storage godowns have been kept in view while chalking out plans. At the same time, the Ministry of Agriculture has been addressed to indicate the quantum of foodgrains likely to be handled in the coming years from the various points so that the assets created do not remain unutilised later on.

Meanwhile by radical improvements in operating techniques, record loading of foodgrains is being done from the Northern States, culminating in the highest ever loading of sponsored foodgrains, in May, 81, when the daily average on the Broad Gauge was 1429 wagons, which is an all-time record.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 16, para No. 2.85)

The Committee would like the Railway to keep a regular liaison with the FCI to ensure that the Corporation takes action simultaneously to develop godown capacity and other infrastructure, for which they have taken the responsibility, so that by the

time the new line capacity is ready, the FCI are also ready to take full advantage of the new arrangements.

(Sl. No. 16).

Reply of Government

Regular liaison is maintained with the FCI both at the Zonal Railways' level and Board's level. The Zonal Railways are holding regular meetings with the local representatives of the FCI to solve the issues threadbare. At the Board's level regular meetings are held with the FCI as and when desired by them and regular meetings are taken by Secretary (Food) to review the progress of works.

In order to achieve expeditious disposal of the proposals of the FCI at Zonal Railways' level the Board *vide* their D.O. letter No. 78. TT-III/32/13 dated 9-3-1981 had nominated the Chief Traffic Planning Supdtts. to co-ordinate action on FCI's applications, to keep watch on their applications for sidings to ensure expeditious finalisation.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10
dt. 10-12-81]

Recommendation (Sl. No. 17, Para No. 2.86)

The Committee take note of the difficulties experienced by the Food Corporation of India in arranging movement of foodgrains to North-Eastern States, Orissa and Bihar. According to Railway, the existing facilities in the North-Eastern Frontier Railways are adequate to meet the demands of normal traffic to Assam and other North-Eastern States. The Committee feel that the Railways should not only be equipped to meet the 'normal' traffic demands but should also be able to handle additional traffic to meet abnormal situations that might arise in times of severe drought and other similar natural calamities. The geographical situation of Assam and other North-Eastern States requires that the Railways should develop further capacity for movement of foodgrains and other essential commodities to meet the urgent needs of the people there adequately and in time.

Recommendation (Sl. No. 19, Para No. 2.88)

The Committee note that situations had arisen in the past when foodgrains rakes had to be booked to stations in Orissa where adequate siding facilities of rakes for unloading were not available.

The Committee would suggest that problems of such foodgrains receiving terminals in Orissa and elsewhere where unloading facilities for take loads are not adequate should be studied and satisfactory solutions to the problems of unloading rake loads found to avoid any dislocation in the retail distribution of essential commodities to consumer centres.

Reply of Government

Development of transport capacity on different sections and at terminals is a continuous process on the Railways. The rate of development is dependent on the availability of funds and the priorities determined by the growing transportation needs to different areas. The Railway Ministry is conscious of the need for developing the transport capacity for the North Eastern region, as a matter of fact, for the entire eastern region. The improvement in the transport capacity also includes the development of terminals. Keeping in view the existing facilities, programme for movement of bulk essential commodities like foodgrains, cement, etc. is drawn in consultation with the controlling Ministries so that the maximum quantity required can be moved. At the same time, phased programme for development of other terminals also continues to progress.

The Railways have, *inter-alia*, taken the following steps for development of transport capacity in the eastern region:—

- (i) The entire Delhi-Calcutta route has been completely electrified *via* the grand chord. This also provides a completely double-line route, in addition to the main line *via* Patna providing an alternative route. Electrification has speeded up movement of essential commodities for the entire eastern region.
- (ii) Additional facilities have been created by way of sidings in the entire coal-belt region of Bengal, Bihar and Singrauli in Uttar Pradesh.
- (iii) The entire metre gauge artery from Lucknow in Uttar Pradesh to Dibrugarh in Assam is being progressively converted into Broad Gauge.
- (iv) Conversion of Gauhati-Dibrugarh section has been included in the Sixth Plan.

- (v) Possibility of increasing the capacity in the Gauhati-Lumding-Badarpur sector is being explored.
- (vi) Construction work on 6 new rail lines in the North Eastern Region, namely, Gauhati-Burnihat, Dharmanagar-Kumarghat, Balipara-Bhalukpong, Silchar-Jiribam, Amguri-Tuli and Lalaghat-Bhairabi to link various States in the North-Eastern region is being speeded up. This will facilitate direct rail movement to various States located in the North-Eastern region.
- (vii) Dumps to deal with steel and salt traffic have been created at New Bongaigaon to meet the requirement of North-Eastern region.
- (viii) On the same lines, a cement dump has also been started at Jogighopa.
- (ix) A bypass line at Lucknow is being provided in order to bypass the goods trains *via* Lucknow expeditiously. This will expedite movement of through traffic between the north and the east.
- (x) The through metre gauge line from Kasganj *via* Mailani Dudhwa and Gorakhpur is being strengthened gradually by undertaking line capacity works.

Close liaison is being maintained with the Food Corporation of India for development of facilities at the destination stations where foodgrain rakes have to be sent on a sustained basis.

With these steps, it is hoped that the requirements of North Eastern States, Orissa and Bihar will be adequately met.

[Ministry of Railways (Railway Board) No. 81-BC-EC/
VII/10 dated 10th December, 1981]

Recommendation (Sl. No. 18, Para No. 287)

The Committee note that various works have been undertaken and more works are proposed to be undertaken to augment the line capacity in the North-Eastern parts of the country. They hope that these works would be completed expeditiously and the Railways' capacity to move essential commodities to North-Eastern States would be augmented to the desired level. (Sl. No. 18).

Reply of Government

—Noted

[Ministry of Railways (Railway Board) No. 81-BC-EC/
VII/10 dated 10th December, 1981]

Recommendation (Sr. No. 20, Para No. 2.89)

The Committee would like that the transhipment capacity at Garhara in Bihar is kept abreast of the traffic requirements so as to avoid any delay in transhipment of essential commodities intended for North Bihar and other areas which this Station serves.

Reply of Government

The daily average releases from Broad Gauge to Metre Gauge at Garhara during the last three years have been 122.5 in 1978-79, 88.5 in 1979-80 and 89.7 in 1980-81. This shows a decline in the rate of releases at Garhara. However, now the route between Gorakhpur and Lucknow has been converted to Broad Gauge. This conversion of the trunk route on North Eastern Railway has reduced the requirement of transhipment at Garhara considerably. The Railways, therefore, do not anticipate any difficulty in handling the traffic satisfactorily that would materialise at Garhara now for North Bihar and other areas served by that transhipment point. No further development there is necessary as the level of traffic will go down.

[Ministry of Railways (Railway Board) No. 81-BC-EC/
VII/10 dated 10th December, 1981]

Recommendation (Sr. No. 21, Para No. 2.90)

It has been brought to the Committee's notice by the Government of West Bengal that as against the State's requirement of 2.5 lakh metric tonnes of foodgrains per month through Food Corporation of India, the average arrival during 10 months of 1980 was 1.7 metric tonnes. The Railways have stated that the present programme of movement of foodgrains to West Bengal is about 2 lakh metric tonnes per month and the movement has been more or less as per this programme during the months of October, November, December, 1980. The Committee find from the figures supplied by the Railways that during April, May, June and July, 1980, the supply of foodgrains to West Bengal ranged between 1.57 to 1.76 lakh metric tonnes which was much below the 2.5 lakh metric tonnes expected by the State Government and was lower than 2 lakh metric tonnes now being moved by Railways. -The Committee

would like the Railways to spare no effort to avoid shortfall in the supply of foodgrains and other essential commodities to States which depend mainly on the supply of such essential commodities from other parts of the country for their public distribution system.

Reply of Government

The Railways are fully conscious of the need to supply wagons for movement of foodgrains and other essential commodities to meet the requirements of various States including West Bengal. Close liaison is maintained by this Ministry as well as by the Zonal Railways with the Food Corporation of India to load foodgrains according to the allocation made to each State. While every effort is made to meet the foodgrain requirement of West Bengal and other States so that there is no disruption in their public distribution system, it is not always possible to load foodgrains strictly according to the monthly allocation of the States due to various reasons like congestion at the terminal stations, poor release of loaded wagons on account of labour trouble and other reasons, floods, breaches, urgent requirements of other States, etc. However, the shortfall in loading in a particular month is made good by loading more wagons during the subsequent months.

While it is true that there was shortfall in loading of foodgrains to West Bengal during April to July, 1980, the shortfall was made good by loading more foodgrains during the subsequent months as will be evident from the figures given below:—

Month (1980-81)	(in lakh tonnes)	
	Programme	Loading
April	2.24	1.76
May	2.26	1.66
June	1.60	1.57
July	1.84	1.69
August	1.80	2.04
September	1.98	2.19
October	1.85	1.99
November	1.95	1.92
December	2.03	2.43
January	1.98	2.72
February	1.73	1.91
March	1.96	2.01
	23.22	23.89
April 1981	1.50	1.61

It will be seen from the above that loading of foodgrains from Northern Railway to West Bengal during 1980-81 was more than the programme. Even during April 1981, the loading was more than the programme.

The movement of essential commodities such as foodgrains, sugar, salt, cement, POL, etc. to the various States is being specially monitored at the Board's level with the purpose of ensuring that the requirements of the Public Distribution System in the various states are met adequately.

[Ministry of Railways (Railway Board) No. 81-BC-EC/VII/10 dated 10th December, 1981]

Recommendation (Sr. No. 22, Para No. 2.91)

Reports of unsatisfactory movement of salt have been received from various parts of the country. From the information furnished by the Ministry of Railways it is also seen that the movement of salt has not been keeping pace with the allocations. For instance in Himachal Pradesh as against a quota of 24,000 tonnes of iodised salt the actual despatches were only of the order of 12.3 thousand tonnes in 1979 and 11.7 thousand tonnes in 1980. For movement of salt from Kakinada Port, the monthly loading of salt from May to September, 1980 was about 31 wagons as against a quota of 103 wagons. The salt demand in Assam was not met fully either in 1979 or in 1980. In the case of Manipur, Arunachal Pradesh and Nagaland, the supply of iodised salt in 1979 was hardly 66 per cent. There were reports of heavy accumulation of salt stocks in Tuticorin for want of wagons. The short loading *vis-a-vis* allocation has been attributed by the Railway mostly to the lack of indents. But this contention is not supported by the figures of salt loadings supplied by the Railways Board which show that the loading has been far short of indents during the last four years. It is difficult to appreciate as to why if salt is available and Railways claim to have the wagon stocks, the parties should not place indents on the Railways, especially when the commodity is in demand in the consuming centres. The Committee would like the Railways to enquire into this phenomenon in greater depth with a view to finding out the true picture. The Committee would like to be informed of the outcome of this enquiry.

Reply of Government

The requirement of edible salt for different States is assessed by the Salt Commissioner based on population. He also reviews

the actual despatches of salt to different States on a monthly basis. After the quotas have been allocated by the Salt Commissioner to different States the State Governments arrange to place indents at the forwarding stations. The indents received through the Salt Department are accepted for movement under priority 'B' for iodised salt and priority 'C' for other common salt. After indents have been placed at the forwarding stations wagons are allotted according to their seniority of registration. If indents are not placed with the Railways by certain States, Railways cannot help in the movement of salt to those States. Sometimes sufficient indents are not registered which leads to shortfall in despatches.

1.1 Himachal Pradesh has been allocated a quota of 24,00 tonnes of iodised salt per annum. Against this quota, the actual despatches were 12,300 tonnes in 1979 and 11,700 tonnes in 1980. Himachal Pradesh draws its requirement of iodised salt from Sambhar Lake in Rajasthan. There were only a total of 31 indents (equivalent to 550 tonnes) and 23 indents (equivalent to 400 tonnes) pending at Sambhar Lake on 31-12-1979 and 31-12-1980, respectively, for movement of iodised salt to different areas in the country. It would thus be seen that demands for iodised salt were met currently.

1.2 Kakinada Port has been allocated a quota of 103 wagons per month for movement of zonal salt from May 1980. Against the quota of 1026 wagons from May 1980 to December 1980, 418 wagons were loaded during this period due to non-placement of sufficient indents. In the current year against the quota of 432 wagons from January 1981 to April 1981, 538 wagons have been loaded, i.e., 106 wagons more than the quota.

1.3 Against the quota of 1,25,000 tonnes for Assam during 1979, the actual despatches were 1,02,100 tonnes and during 1980 against the quota of 1,32,600 tonnes the actual despatches were 1,29,300 tonnes. The shortfall during 1979 was due to lack of indents. At the end of 1979 there were only 26 indents (equivalent to 468 tonnes) pending with Railways for movement of salt to Assam. The marginal shortfall in despatches during 1980 has been due to lack of indents during January and February 1980 and also due to the disturbed conditions in the State.

1.4 In order to meet the demands of salt of North Eastern States including Assam satisfactorily, it has been decided that, with effect from 1-4-1981, salt will move only by all BG route upto New

Bongaigaon where a stockyard has been created. Further movement to the consumption areas will be by metre-gauge rakes as per requirement. Assam being the principal consumer of salt, the Government of Assam has agreed that the STATFED (The Assam State Co-operative Marketing and Consumers Federation Ltd.) Gauhati would arrange for salt rakes to be unloaded at New Bongaigaon and for loading in MG rakes for which the requisite handling charges would be levied by them. The Government of Assam would operate the salt dump on the 'No-profit-no-loss' basis. The movement of salt to the dump at New Bongaigaon has since started.

1.5 As regards movement of iodised salt to Manipur, Arunachal Pradesh and Nagaland against the quota of 15,500 tonnes for these States during 1979, the actual despatches were 10,100 tonnes. These States were drawing their requirements during 1979 from Kharaghoda where the demands were met in full during 1979. There were only a total of 75 indents pending at Kharaghoda on 31-12-1979, which were registered on 31-12-1979 itself for movement of iodised salt to different areas in the country. During 1980 these States were linked with Sambhar Lake in Rajasthan. Against the quota of 16,200 tonnes during 1980 for these States the actual despatches were 16,100 tonnes. It would be observed that the demands were met currently.

1.6 As regards movement of salt from Tuticorin against the quota of 11,790 wagons during 1980, 13,579 wagons were loaded. In the current year against the quota of 3,940 wagons from January 1981 to April 1981, 5687 wagons were loaded during the period.

Under the present rules, Railways supply wagons for loading of salt strictly in accordance with the seniority of indents registered. In this arrangement some excess supplies to some States and corresponding shortfall in supply to some other States is unavoidable in the absence of any agency to regulate and ensure that indents are placed for different States in accordance with the requirements of those States. The actual total despatches of salt for the entire country during the last three years have been as per the require-

ments assessed by the Salt Commissioner as will be observed from the following figures furnished by the Salt Commissioner:

(figures in 'ooo tonnes)

Year	Quota	Despatches (by all modes)
1978	3836.4	3904.3
1979	3838.4	4202.9
1980	3849.9	3836.6
1981 (upto March)	961.3 (Proportionate Quota)	1068.9

[Ministry of Railways (Railway Board) No. 81-BC-EC/
VII/10, dated 10th December, 1981]

Recommendation (Sr. No. 23, Para No. 2.92)

The Committee would like the Railways to review their arrangements for salt movement and streamline them to move consignments of salt—common as well as iodised to meet the demands of consuming states in full. They would like to be apprised of the measures taken in this regard.

(S. No. 23).

Reply of Government

Movement of salt by rail is governed by the zonal scheme drawn up by the Salt Department with the approval of Railway Board. The salt under zonal scheme moves under four different priorities, B, C, D & E. Salt programmed by the Salt Department for goitre endemic areas is moved under priority 'B' and other common salt for human consumption under priority 'C'. Salt programmed by Salt Department for industrial consumption is moved under priority 'D'. Non-programmed salt is moved under priority 'E' alongwith other general goods. Efforts are made by Railways to supply wagons as per the programme drawn up by the Salt Department. Changes in the pattern of movement required from time to time are discussed mutually by Railways with the Salt Commissioner and implemented. In order to meet the salt requirements of North Eastern States satisfactorily, it was decided at the meeting held by Chairman, Railway Board, with the North Eastern States and North Eastern Council on 21-2-1981 at Shillong that with effect from 1-4-1981, salt for North Eastern States will be moved by all BG route upto New Bongaigaon where a salt 'dump' has been

created. Further movement of salt to the consumption area will be in MG rakes depending upon the requirements. This arrangement has already been introduced.

[Ministry of Railways (Railway Board) No. 81-BC-EC/
VII/10/dated 10th December, 1981]

Recommendation (Sr. No. 24, Para No. 2.93)

It has been brought to the Committee's notice that Railway wagons are allotted only to the licence holders in Tuticorin area who are producing annually 4 lakh tonnes salt. Unlicensed salt producers who are producing 12 lakh tonnes of salt annually were not allotted railway wagons for movement of salt produced by them. The Chairman, Railway Board, stated before the Committee that the quota of wagons for salt was fixed by the Salt Commissioner who was an independent agency and it was not in the power of the Railway Board to increase the quota. Since salt whether produced by licence holders or others is an essential Commodities which is in short supply in many parts of the country, necessary transport arrangements ought to be made to move it to consuming centres. The Committee would like the Railways to take up the problems of salt producers of Tuticorin region with the Salt Commissioner with a view to increasing the quota of wagons to meet the requirements of salt producers of the area.

Reply of Government

As desired by the Committee the matter was taken up with the Salt Commissioner. The entire quantity of edible salt earmarked for rail movement is being programmed by the Salt Commissioner under higher classes of priorities 'B' & 'C' of the Preferential Traffic Schedule. Hence, there appears no necessity for movement of non-programmed salt by the Railways. Even then the Railways have provided some quotas for movement of non-programmed salt under priority class 'E' within the ceiling limits on registration of indents fixed for movement of such salt.

The Government of India (the Ministry of Industry) decided that with effect from 1-1-79 that the non-licensed manufacturers will have equal opportunities to get railway wagons under high priority class 'C' of Preferential Traffic Schedule for movement of salt under zonal scheme subject to the condition that (i) the salt produced conforms to ISI specifications as fixed by the Government from time to time; and (ii) the manufacturers have a lawful access over the land in which the salt is manufactured. Since then, the

Salt Commissioner has been granting quota to such non-licensed salt manufacturers all over the country under priority 'C' who fulfil the prescribed conditions. Hence those who do not hold a licence do not suffer from any handicap now.

It may also be mentioned that against the quota of 11,790 wagons for movement of programmed salt from Tuticorin during 1980, 13,579 wagons were loaded. In the current year, against the quota of 4920 wagons from January to May 1981, 7129 wagons were loaded during the period. The loading from Tuticorin by rail is thus very satisfactory.

[Ministry of Railways (Railway Board) No. 81-BC-EC/VII/10, dated 10th December, 1981]

Recommendation (Sr. No. 25, Para No. 2.94)

From the representations received from the Governments of Himachal Pradesh and Karnataka and non-official organisations it is seen that the demand for cement in these States is not being met in full because of wagon shortage. The Railway Board have informed the Committee that during the third and fourth quarters of 1980, the supply of cement of Himachal Pradesh was to the extent of 70 per cent and 53 per cent respectively, *vis-a-vis*, the allocations. Demands of Karnataka State were met to the extent of 104 per cent and 105 per cent during the quarters. Railways claim to have made available the agreed number of wagons to each cement factory in consultation with the Cement Controller. The shortage of Cement supply to Himachal Pradesh is reported to be due to short production in cement factories because of power cuts. In the case of Karnataka and other Southern States there are no major bottlenecks according to Railways except occasionally operating restrictions due to congestion either en-route or at the terminals. The Committee feel that the complaints of the Governments of Himachal Pradesh and Karnataka and the reported difficulties of cement movement in other Southern States should be looked into by the Railways dispassionately with a view to identifying the points where bottlenecks take place and the reasons therefor. The Committee would like the Railways to take all measures possible within their reach to facilitate quick movement of cement factories to consuming centres so as to meet their demand in full.

Reply of Government

The Recommendation of the Estimates Committee has been noted and intimated to all the concerned Zonal Railways. Whenever difficulty is reported by any of the States or parties, necessary remedial action is taken. The Committee would be glad that there has been considerable improvement in so far as despatches of cement to Himachal Pradesh are concerned. During the first two quarters of 1981 the State received 55,460 tonnes of cement against allocation of 55,400 tonnes which was more than 100 per cent. Karnataka received 4,34,004 tonnes against allocation of 4,99,000 tonnes during the quarters which was 87 per cent *vis-a-vis* the allocation.

[Ministry of Railways (Railway Board) No. 81-BC-EC/
VII/10 dated 10th December, 1981]

Recommendation (Sr. No. 26, Para No. 2.95)

Fertilizer is another commodity which is reported not to have moved in adequate quantities from ports to the consumption centres. The Food Corporation of India has stated that the quotas for wagons supply for fertilizers have been fixed for various ports, but Railways have not been in a position to supply the agreed number of wagons. According to the Railways the quotas fixed for clearance of fertilizers from ports do not represent the loading targets. The Committee are surprised to learn from the Railways that while during the current period (1980) the monthly target for clearance is stated to be roughly 320 BG and 40 MG wagons per day, the quotas given to different ports add up to 530 BG wagons and 105 MG wagons. Why the quotas should be fixed so much on the high side is not clear. The Committee would like the Railways to review the system of fixing quotas for fertilizers movement from ports in consultation with the Food Corporation of India and fix up realistic quotas which should be adequate to meet the demand and which they can adhere to.

Reply of Government

The daily quotas for loading of imported fertilisers from ports are fixed by the Railways in consultation with the Ministry of Agriculture, keeping in view the fertilisers lying at the ports, the expected arrivals during the month, and the handling capacity. The daily quotas are revised on a monthly basis. In addition to the Food Corporation of India, there are other handling agencies which are loading fertilisers on behalf of that Ministry as the entire traffic cannot

be handled by Food Corporation of India. While every effort is made to fix realistic quotas to avoid wastage of rail transport capacity at the ports, it is difficult to strictly adhere to the quotas fixed due to a variety of reasons. For instance, the Railways have fixed a daily quota of 150 wagons for loading of fertilisers from Madras Port as agreed to by the Food Corporation of India. Although wagons are available, the loading has been much less because of several problems such as poor discharge, labour problems, etc. Towards the end of May 1981 they were loading only 60 to 70 wagons per day. In spite of this, Food Corporation of India have not asked for any reduction of the quota, due to which Railways have to withdraw the empty wagons and supply to other sectors. In Bombay area, where loading of imported fertilisers should be 150 wagons a day, as agreed upon mutually with the Food Corporation of India and Ministry of Agriculture, the loading has dropped sharply during May due to non availability of fertiliser stocks.

The endeavour of the Railways is to ensure that quotas are fixed realistically by taking all relevant factors into consideration in consultation with the various agencies. The daily quotas also take into account the fact that on certain days in a month there will be shortfalls in loading due to adverse factors such as labour trouble, delayed arrival of ships, non availability of wagons, etc. The recommendation made by the Committee, however will be kept in view while revising and fixing the quotas for each month.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sr. No. 27, Para No. 2.96)

The Railways have pointed out that the loading of imported fertilizers from various ports has been hampered for a variety of reasons, like labour problems, bagging difficulties, go-slow tactics of FCI labour, failure of loading agencies, etc. etc. According to the position in January 1981, as explained by Chairman, Railway Board, the accumulated stocks of fertilizers both at Madras and Tuticorin have been cleared. Punjab and Haryana have since been over-stocked with fertilisers and the requirements of Bihar, Andhra Pradesh and U.P. have also been fully met. There is no longer any problem of fertilizer movement at the ports. The Committee are happy to note that the Railways have organised a special campaign for movement of fertilizer from ports and have completed supplies of this commodity to meet the demands in the consuming States. The Committee feel that instead of waiting for the last moment to arrange a crash programme of movement of fertilizer, it would be much

better if the supply of wagons is so organised that as and when the imported fertilizers reach the ports, their movement according to a systematic programme should start and the stocks cleared without delay.

Reply of Government

Movement of imported fertilisers from ports is arranged on a programmed basis. The daily quotas for loading of imported fertilisers from ports are fixed every month in consultation with the Ministry of Agriculture keeping in view the fertilisers lying at the ports and the expected arrival during the month. Loading to different States is done by the handling agencies as per allocation made under ECA. Instructions have already been issued to the Zonal Railways to maintain close liaison with the handling agencies so that there is no delay in the clearance of this traffic. While the Railways are anxious to avoid crash movement, such movement to sometimes unavoidable due to sudden increase in allocation under the grow more food campaign, late arrival of ships, less loading due to labour problems and consequent accumulation of stock, etc. It will be appreciated that Railways can arrange movement only when a programme is given by the Ministry of Agriculture, the destinations are determined and indents are placed with the Railways for supply of wagons. All Zonal Railways have been instructed to arrange expeditious clearance of the traffic.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981.]

.. Recommendation (Sr. No. 28, Para No. 2.97)

The Government of West Bengal have represented to the Committee that the movement of levy sugar for use in West Bengal was delayed in 1979-80 due to the failure of Railway Ministry to provide necessary transport. The Railways have informed the Committee that while the allotment of sugar to various States was made in December, 1979, the sugar factories started placing indents for wagons only towards the last period of January, 1980. In the absence of block rake indents the time taken for wagons during transit was inevitably longer and as a consequence levy sugar allotted to West Bengal in December, 1979 reached the State only in February, 1980. Even though the Railways may not be fully to blame for the late arrival of levy sugar in West Bengal last year, the fact remains that there was a gap of about two months between the allotment of levy sugar quota and its arrival in the State. The Committee would

suggest that the Railways should give special consideration to the movement of such essential and sensitive commodities like sugar to ensure that in so far as it lies in their power, the loading, movement and unloading such commodities is not delayed.

Reply of Government

The allotment of wagons is made on the basis of seniority of indents and priority accorded for movement under the Preferential Traffic Schedule issued by the Railways. In order to ensure preference in allotment of wagons, levy sugar which was earlier being moved under priority 'C' was upgraded to priority 'B' which is the highest priority accorded for traffic other than military traffic. It would thus be seen that the Railways are already giving special consideration to levy sugar which is enjoying the highest priority for allotment of wagons with a view to avoid any delay in its allotment and movement. The observation of the Committee that there should be no delay in their loading, movement and unloading, has been noted, and the Zonal Railways asked to keep a watch over it.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981.]

Recommendation (Sl. No. 29, Para No. 2.98)

According to a representation made by a sugar factories association with the present system of allotment of wagons to sugar factories leaves much to be desired. Though sugar is classified under category 'C' wagons indented by sugar factories are not allotted by the Railways for several days. Indents placed for wagons are complied with only piecemeal and this affects the sugar movement. Railways have stated that levy sugar which had earlier been given 'C' category was upgraded from March, 1980 to category 'B' which is the highest priority accorded for traffic other than military traffic. The Railways, it is stated, make all efforts to meet the demand of sugar, particularly levy sugar in full. The Committee would expect the Railways to look into the reasons for supplying to sugar factories piecemeal even when indent for a much larger number of wagons were reportedly placed. In fact, the Railways should welcome indents for a large number of wagons at a time in keeping with their latest strategy of rake or half-rake movement.

Reply of Government

The Railway Administration is in unison with the Committee about their observation regarding block rake movement of sugar. The Committee will be glad to know that Railways have already started clearing bulk indents of levy sugar in block rakes and are

persuading the loading agencies to offer this traffic only in block rakes to the extent possible so that it can be moved speedily and safely to the destination.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981.]

Recommendation (Sr. No. 30, Para No. 2.99)

The Committee feel that not only levy sugar but also the free sale sugar when despatched from mills should be given high priority for movement by Railways. Delayed movement of free sale sugar also causes scarcity and consequent high prices. To avoid difficulties to the people on this account, it is necessary that the movement of free sale sugar from mills is given high priority in the movement schedule.

Reply of Government

The allotment of wagons is made on the basis of seniority of incidents and priority accorded for movement under Preferential Traffic Schedule issued by the Railway Board. In order to ensure preference in allotment of wagons, "levy" sugar which had earlier been moving under priority 'C' was upgraded to priority 'B' which is the highest priority accorded to traffic other than military traffic. Movement of sugar for "free" sale is arranged under priority 'D' which is also a high priority. It would thus be seen that levy sugar and free sale sugar are enjoying higher priority for movement. It is true that levy sugar is getting preference over free sale sugar in the matter of allotment of wagons as this is required for Public Distribution System all over the country. Free sale sugar also enjoys higher priority 'D' which would indicate that this commodity is also getting preference in allotment of wagons. Both cannot be given the same priority because the former is meant for public distribution at a controlled rate, whereas the latter is meant for sale by traders at a profit.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981.]

Recommendation (S. No. 31, Para No. 2.100)

Complaints of unsatisfactory allotment of wagons and tank wagons for movement of ground nut oil from Andhra Pradesh to Calcutta area and Eastern region have been received by the Committee. According to Railways, the demand for tank wagons is made in piecemeal and piecemeal loading leads to wastage of transportation

capacity and slows down the turn-round. Railways prefer movement of tank wagons in rakes and claim to be in a position to supply empty tank wagons rakes on a programmed basis. According to the Railways, no difficulty is anticipated in clearing ground nut oil traffic to Calcutta and North Eastern Region. While the Committee appreciates the anxiety of Railways to move oil and other traffic in rake load in the interests of more efficient use of their transport capacity, they feel that Railways would have to do a lot of ground work if they have to make their new strategy a success without creating difficulties for the traders or consumers. Railway should start a series of discussions with traders and manufacturers organisations to ascertain their difficulties vis-a-vis rake load strategy and evolve a practical approach with permitted variations to suit local and regional peculiarities, which should reconcile the traders needs with the Railway's anxiety to use wagons in rake loads to derive the maximum advantage. Railways will also have to launch a campaign to bring home to the traders and producers the advantage they will have under the rake load movement system and may also have to give them incentives. Such a campaign will have to be thought of at all-India level not only for oil trade but for all commodities which move in bulk.

Reply of Government

The recommendation of the Estimates Committee on the block rake movement of essential commodities has been noted. The commodities susceptible of block rake movement are (1) coal, (2) cement, (3) steel, (4) foodgrains, (5) fertilisers, (6) salt, (7) POL, (8) vegetable oils, (9) sugar and (10) fodder.

Most of these commodities move on programmed basis, the programme being drawn after mutual consultations by the controlling Ministry and the Ministry of Railways. As far as possible, this programme is drawn on the basis of block rake movement from originating stations to the destination stations. Where adequate handling facilities are not available, block rakes are formed by combining loading from two stations or by combining the loading for two or more stations on the same section. Block rakes are formed either on the basis of rake indents or by combining the piecemeal indents received from different parties. To make a success of the block rake scheme, discussions are held with the controlling Ministries, trade organisations, etc. The recommendation of the Estimates Committee has been circulated to all the Zonal Railways to persuade railway's customers to opt for more and more block rake loading.

Keeping in view this pattern, terminal facilities are also being developed both at the loading and the receiving ends.

[Ministry of Railways (Rly. Board) No. 81-BC-EC-/VII/10 dated 10-12-1981]

Recommendation (Sr. No. 32, Para No. 2.105)

The Committee take note of the arrangements made by Railways for movement of potatoes on the Northern and North Eastern Zones during potato season. But potatoes is not the only perishable commodity that requires to be moved expeditiously. There are many other commodities like bananas, oranges, onions, mangoes etc. which being perishable require to be moved from production centres to consuming centre without delay. The Committee would like the Railways to identify the perishable commodities in various regions and evolve a suitable system on the lines of the one in vogue in Himachal Pradesh to assess their transport requirements and plan movement on priority basis during respective seasons.

Reply of Government

Perishable traffic like fresh fruits, vegetables, meat and fish is generally cleared in brake-vans of fast Mail/Express trains for which specific quotas are allotted to different stations. Special arrangements are also made by Railways for clearance of large quantities of season fruits like mangoes, bananas, lime etc. by running special trains, both coaching and goods. Periodical meetings are held by the Railway Administrations with the trade to plan for clearance of such traffic. On certain Railways, refrigerated vans are in operation for the transport of meat and fish traffic.

The Food and Agriculture Organisation of the United Nations are at present engaged in studying the 'wagon climate' in rail transit of fruits and vegetables like, apples, mangoes, oranges, bananas, potatoes and onions, etc. The Indian Railways have been associated with this Project. Railways extend cooperation for the experiments being conducted by the Marketing Planning & Design Centre (MPDC) in this connection. The Project consists of two stages—Stage one, to quantify the in-transit environment and Stage two, to examine feasibility of modifications to the existing rolling stock. A beginning has already been made in regard to the experiments under Stage one of the project by studying the in-transit environment of apple and potato traffic. Similar experiments are now being contemplated in respect of some other selected commodities also.

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The Marketing Planning & Design Centre (MPDC) are expected to make their recommendations based on their experiments with regard to changes in design of the rolling stock to improve the in-transit conditions, particularly to keep the ambient temperature as low as possible.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10.12.81]

Recommendation (S. No. 33, Para No. 3.5 and 3.6)

The Committee were concerned to note the persistent decline in transportation of goods from 212.59 million tonnes in 1976-77 to 193.06 million tonnes in 1979-80. Although the infrastructure in the Railway system for 1980-81 was built up for carrying 240 million tonnes of freight traffic, the loading of goods in first six months of 1980-81 was only 90 million tonnes. At this rate the total loading at the end of year would have been come to 180 million tonnes which would have the lowest since 1975-76. The Committee are glad to note that as a result of the steps recently taken by the Ministry of Railways the monthly loading has started picking up since November 1980 with 16.19 MT in November, 17.82 million tonnes in December (1980) and 19 MT in January (1981). The Railways expect that the cumulative loading for the year (1980-81) would exceed that of the previous year.

This shows how with an imaginative employment of existing infrastructure and management techniques not only the persistent deterioration in freight services can be stemmed but the same rolling stock can be utilised to reverse the downward trend and produce much better results within a short span of a few months. The Committee would recommend that now that the tide has been turned, the new practices and techniques which have put the railways back on the track should not only be consolidated but also developed further and built into the system firmly so as to ensure that freight services are operated at the highest possible level of efficiency without letting any sense of complacency creep in at any stage.

Reply of Government

The downward trend in freight traffic on the Railways has been arrested effectively after initiation of certain new innovations during the second half of the year 1980-81. The Railways ended the year 1980-81 by lifting 195.01 million tonnes of revenue earning traffic against the target of 195 million tonnes. Projections for the freight traffic for the year 1981-82 are at 240 million tonnes including 215

million tonnes of revenue earning traffic. During the first two months of the current financial year *viz.* April and May 1981, total revenue earning traffic lifted by Railways was to the tune of 16.89 and 18.04=34.93 million tonnes against the target of 34.66 million tonnes for these two months. It would be railways' continuous endeavour to ensure optimum utilisation of freight services and achieve maximum possible loading.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 34, Para No. 3.7)

The Committee are, however, concerned to note that with the funds allocated by the Planning Commission for Railways (Rs. 5167 crores) for the Sixth Five Year Plan, the Railways will be able to develop their transportation capacity to lift only 260 m.t. at the end of the Plan period (1984-85) as against an estimated traffic of 330 m.t. as arrived at by Planning Commissions Working Group on Railways and 309 m.t. as finally estimated by Planning Commission. The Committee cannot help taking a serious note of the big gap between the estimated traffic and the Railways capacity and feel that situation calls for a critical review of the adequacy of financial allocations *vis-a-vis* estimated growth in freight traffic now to avert a crisis later. (Sl. No. 34).

Reply of Government

The Railways had pleaded with the Planning Commission for higher allocation when the VI Plan was being finalised. The Planning Commission, however, allocated Rs. 5,100 crores only, against an allocation of about Rs. 11,800 crores recommended by the Working Group constituted by the Planning Commission to drew up the Railways' VI Five Year Plan.

The Railways will take up the matter with the Planning Commission once again at the time of mid-term appraisal for additional funds.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (S. No. 36, Para Nos. 4.13 & 414)

The Committee are informed that the present installed capacity for wagon building in the country is 23,040 wagons per year in the private sector and 1,600 per year in the Railways own workshops.

The Ministry had planned procurement of 25,000 wagons per year during the Sixth Plan, but they now expect that this capacity cannot be reached immediately but would develop progressively. As against the existing capacity of 28,040 wagons a year, Railways are expecting to receive 12,000 wagons in 1980-81 and 18,000 in 1981-82 from private manufacturers, thus leaving about 70,000 wagons to be procured in the last 3 years of the plan.

Against the background of shortfalls in wagons manufacturers in the past on account of power shortage, labour trouble, agitations, etc., it is a moot point whether wagon manufacturers would be able to fully execute orders for the supply of 1,10,000 wagons by the end of 1984-85. The Committee would like the Railways to monitor the progressive build up of capacity and utilisation of capacity by indigenous manufacturers of wagons to make sure that the progress is keeping pace with expectations. If at any stage, it becomes known to the Railways that indigenous manufacturers would not be able to supply the required number of wagons, the Railway Board should seriously examine whether they would be able to cope with the demand with whatever the indigenous manufacturers can supply or import would become inevitable to avoid any crisis. The Committee would like the information regarding wagons supply *vis-a-vis* demand to be mentioned specifically in the Annual Report of the Railways to enable Parliament to keep itself acquainted with the progress.

Reply of Government

The total installed wagon building capacity of ten wagon building units, both in the public as well as private sector, is 26,040 wagons in terms of four-wheelers per annum. In addition, spare capacity can be utilised in three Railway workshops for manufacture of about 2000 wagons in terms of 4-wheelers per annum. Thus the total installed capacity for wagons building comes to 28,040 four wheelers per annum.

Procurement of wagons is arranged by the Railways from the above mentioned sources consistent with traffic requirements and allocation of funds for the purpose by the Planning Commission on a year to year basis.

For the VI Plan period 1980-81 to 1984-85, the Planning Commission have agreed for procurement of 1,00,000 wagons in terms of FWs. Actual production of wagons during 1980-81 has been 12,084 four wheeler units and for 1981-82, the target of procure-

ment is 18,000 wagons in terms of 4-wheelers. Thus during the period 1982-83 to 1984-85, it will be necessary to step up wagon production to the level of 22,000 to 25,000 4-wheelers per annum.

The total wagon building capacity in the country being 28,040 wagons in terms of 4-wheelers per annum, it is anticipated that the Industry will gear up to meeting the full requirements of 1,00,000 wagons (in terms of 4 wheelers) during the VI Plan period 1980-81 to 1984-85. The progress of manufacture of wagons will be watched continuously and corrective measures found necessary will be taken as and when required.

Information regarding wagon supply *vis-a-vis* demand will be incorporated in the Annual Report of the Railways.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see para 1.13 of Chapter I of the Report.

Recommendation (S. No. 37, Para No. 4.28)

The Committee note with concern that 33,000 wagons constituting 6 per cent of the total stock are on the 'sick' list awaiting repairs which is 50 per cent higher than the norm of 4 per cent prescribed by the Railways in this regard.

The Committee hope that with the improvement in power position which is in evidence, the constraints would get removed soon and the Railway workshops start working to full capacity and bring down the number of sick wagons to reasonable level.

Reply of Government

"Noted. Action has already been taken to increase the out-turn from both workshops and sicklines and constant endeavours are being continued to be made for further improvement. As a result of the efforts made, out-turn from the workshops has shown a considerable and continuous improvement in the last 6 months. Against a monthly average out-turn for periodical overhaul (POH) of 5254 wagons per month in the year 1980, the month-wise out-turn for the

first 6 months of 1981 has shown a continuous increasing trend as will be seen from the figures given below:

Month	Jan.	Feb.	March	April	May	June
POH						
Out-turn	5978	6085	6986	7336	7496	7800

This is being reflected in a lowering trend in the number of ineffective wagons. However, as there are substantial arrears in maintenance, it will take some time before the position becomes normal.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 38 Para No. 4.29)

The Committee would like the Railway Board to keep themselves in constant touch with the working of workshops and the constraints under which they are working to see whether and if so, to what extent material inputs like industrial gases and components be procured from alternative sources in areas not affected by power cuts with a view to keeping the workshops at the maximum level of efficiency possible under the given circumstances.

Reply of Government

The Railway Board are already keeping constant touch with the working of workshops as well as the constraints under which they have to work and suitable remedial action is taken whenever called for. With regard to material inputs like industrial gases and components, purchase and depot officers are in constant touch with the workshop authorities and constraints felt due to non-availability of material inputs are identified and remedial action is always taken to make material available from alternative source, if necessary, by utilising emergency powers. The workshops are thus kept at a maximum level of efficiency within the constraints in which they have to operate.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

.. **Recommendation (Sr. No. 39, Para No. 4.30)**

The Railways workshops, it is seen are lagging behind in repairs work. They have arrears amounting to 19 per cent for BG wagons and over 12 per cent for MG wagons on account of, inter alia inadequate workshop capacity. The Railway Board are stated to have sanctioned more works to build up additional workshop capacity. The Committee feel that output of workshop and productivity of workers can also be improved by modernisation of equipment and streamlining of methods in these workshops coupled with incentive for higher output. The committee would like the Railway Board to go into the working of men and machines in each workshop and draw up comprehensive schemes for bringing about improvements in quality and output of work within a definite time frame. The Committee would like to be apprised of the concrete action taken in this regard (Sl. No. 39)

Reply of Government

1. The Railways have fallen behind in their maintenance requirement primarily due to shortage of capacity. For the periodical over-haul of wagons, against the current requirement of 9250 units of POH per month the installed capacity in the workshops is only 8280 for broad gauge. This has resulted in approximately 25 per cent of wagons running overdue POH on date. The main reason of this shortage in capacity has been paucity in allocation of funds for Plan Head Workshops including Production Units since the start of planned development in the country. Since the start of 1st Five Year Plan in 1951, only Rs. 135 crores has been allocated for setting up facilities for maintenance of rolling stock. This is against Rs. 2280 crores spent on additional rolling stock in the same period. The Railways have recognised the existing shortage in capacity and a no. of works, details of which are given in Annexure I, have been sanctioned for increasing the capacity to undertake wagon POH on broad gauge. The proposed works will also cater for the additional wagons being put on line during the 6th Plan with the completion of these works, maintenance capacity will match the arisings. Similarly, works have also been sanctioned to take care of the shortfall in maintenance capacity for locomotives and coaches. However, the constraint that still continues is shortage of funds.

2. The Railways have also undertaken the task of modernisation of equipment in the workshops and streamlining the methods by launching the Workshop Modernisation Project with the help of IDA credit through the World Bank. The Project estimated to cost \$ 128

million with credit component of \$ 95 million includes comprehensive modernisation of 5 selected workshops and need-based inputs for replacement of overaged and obsolete machinery & plant. Phase I of the Project is expected to be completed in 82-83. The Railways are also separately pursuing Phase II and negotiating with the World Bank for further credit.

3. The above modernisation scheme is one of the major schemes launched by the Railways for improving the quality in the workshops through modernisation of lay-outs and machines. It is working to a rigid time-frame with Phase I being planned for completion by about 1983.

4. Schemes have also been launched for increasing the out-turn from workshops. In a major area of shortfalls, POH capacity for wagons and coaches is being increased through expansion of existing workshops and building of new ones.

ANNEXURE I

Sanctioned works for increasing BG wagon POH capacity.

Sl. No.	Name of work	Increase in capacity per month
1	Expansion of Jagadhari workshop	300 F.W. units
2	Expansion of Jhansi Workshop	425 F.W. units
3	Expansion of Kota workshop	100 F.W. units
4	New workshop at Guptapalli (Vijayawada)	1250 F.W. units (625 units already available)
5	Expansion of Raipur workshop	625 F.W. units

[Ministry of Railways (Rly. Board) No. 81-BC-EC-/VII/10 dated
10-12-1981]

Recommendation (Sr. No. 40, Para 4.31)

The Committee also feel concerned at the reportedly large scale pilferage of wagon components which also contribute to the increasing number of wagons on the sick list. The Committee would like that security arrangements in yards and elsewhere should be tightened to prevent pilferage of wagon components. (Sl. No. 40)

Reply of Government

The Chief Security Officers, All Indian Railways have been instructed that the specific yards/areas where pilferage of wagon components are taking place should be pin pointed immediately and then all out efforts be made to stop the pilferages.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation/Observation (Sr. No. 41, Para No. 4.32)

The Committee feel that area of operation for wagons being as large as it is, security measures alone cannot eradicate the nuisance of pilferage. The problem of pilferage can be dealt with more effectively if as many valuable and scarce components of wagons as possible could be made undetachable parts of wagons. This would require a critical examination of the wagon designs with a view to making valuable components inseparable parts of the wagons at manufacturing or repairing stage. The Committee would like the Railways to think of an innovative approach to the problems on these lines.

Reply of Government

Normally, components of wagons are made detachable only for operational or maintenance requirements, as in the case of brake gear, running gear etc. Sometimes, components are not fixed for the convenience of users, as in the case of stanchions on BFR/BRH wagons to facilitate manual unloading. But for these components, other items are firmly fitted to the wagon underframe or body by welding or rivetting. As such, there does not seem to be much scope for making more components fixed.

However, to control pilferages, antipilferage devices have been developed to make it difficult for miscreants to remove the detachable components prone to pilferage and these have been provided on all wagons.

The suggestion of the Estimates Committee will however be examined and implemented to the extent possible.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 42, Para No. 4.32)

..

The Committee take note of the hope expressed by the Railway Board that they would soon be able to bring down the number of sick wagons to the original target of 4 percent. They would like that complete information in regard to the wagons on sick list in absolute numbers and in percentage terms should be published in the Annual Report of the Railways to enable Parliament to evaluate their performance on this front from year to year.

Reply of Government

The Railway-wise/gauge-wise position as also the Railway system as a whole, of average number of unserviceable wagons per day in absolute numbers and percentage is regularly given in statement No. 26(a) of the Indian Railways Annual Statistical Statements, copies of which are placed in Parliament Library. Reproducing the same in the "Annual report and Accounts" on Indian Railways also may, therefore, not be necessary. It is, however, proposed to include a small paragraph in the "Rolling Stock" Chapter of the "Annual Report and Accounts" on Indian Railways, giving the overall ineffective position of goods stock.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 43, Para No. 4.34)

The Committee would like to caution the Railway Board to make sure that in their anxiety to dispense with the so-called overage wagons, no wagon which can be put to economic use after repairs is disposed of just because it has attained a certain age. They would like the Railway Board to lay down detailed guidelines and checks for the guidance of officers who may be charged with the responsibility of declaring an overaged wagon unfit for use. Each wagon should be examined by technical and administrative experts before it is condemned for sale, and no spare part which is vital and can be put to use in repairing other wagons should be dispensed with along with the condemned wagon.

Reply of Government

Instructions already exist for condemnation of overaged wagons only on age-cum-condition basis i.e. only those wagons which are beyond economical repairs. It has also been laid down that condemnation of overaged wagons should be authorised by only senior

mechanical officers and that too only after their personal inspection. These instructions have been re-iterated to the Railways.

Instructions have also been issued that all unseable components of condemned wagons should be reclaimed before their disposal so that these can be used on other wagons in good condition. The items that are to be salvaged have been clearly identified on all the Railways and such components are invariably removed for use in other wagons. As one of the primary objectives of these condemnations is to make vital spare parts available for maintenance of other wagons, these are no grounds to apprehend that such components will not be salvaged. Specific instructions have also been issued by the Railway Board to salvage such serviceable components to repair and release other wagons.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (S. No. 44, Para No. 4.35)

The Committee would also like the Railway Board to set up a special cell to oversee the disposal of over-age wagons and to ensure that there is no misuse of powers at any level.

Reply of Government

Instructions already issued enjoin that condemnation of wagons should be authorised on condition basis only after the personal inspection of a Senior Mechanical Officer. In order to have a careful watch over the condemnation and disposal of condemned wagons, a Committee of Mechanical and Stores Officers has been constituted in the Board's office.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (S. No. 45, Para No. 4.36)

The Committee feel that even though Railways are confident that with 30,000 over-age wagons taken out of circulation that would still be able to carry more traffic by improving turnaround and using wagons better, it would be prudent to spread the condemnation and disposal of unusable wagons over a reasonable period with a view to keeping the impact of such a large depletion of stock under watch and within managable limits. This would also give adequate time to administrative and technical officers to carry out examination of overage wagons more carefully and without haste before condemning them.

Reply of Government

"The pace of condemnation of overaged wagons is not expected to adversely affect the availability of stock for traffic. About 8,600 wagons only have been condemned during the year '80-81 as against over 30,000 overaged wagons existing as on 31-3-80. Condemnation of overaged wagons is authorised only on age-cum-condition basis and that too after personal inspection of each and every wagon by a senior officer."

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sl. No. 47, Para No. 4.38)

Since the chances of damage in conventional-4 wheelers which are used for piecemeal movement of fertilisers are admittedly there, the committee would expect the railways to look into this problem and ensure that defect-free wagons are supplied for loading of fertilisers to prevent wastage and loss of an input like fertilisers which is so vital and precious for a key sector like that of agriculture.

Reply of Government

The aim of the Railways is to supply fit wagons to all costumers. During monsoon season covered wagons are made watertight to prevent any increase of water inside the wagon body which may damage the contents inside. All Railways organise special gangs during the rainy season at all important yards and loading points to make wagons water-tight so that they can be loaded by all the users. Railways will always endeavour to supply defect free wagons for transport of fertilisers also.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sl. No. 48, Para No. 4.39)

The Committee desire that more care should be taken by railways in keeping tank wagons in good condition and in the event of defects developing enroute repair facilities and transhipments should be arranged without delay to avoid long detentions.

Reply of Government

Instructions already exist for proper maintenance and upkeep of tank wagons. A system of watching at Railway Board's level the

availability of fit tank wagons and rejections at loading points has been introduced and suitable instructions and guidelines are issued to the railways as and when necessary.

The present arrangements already provide for repairs and attention to tank wagons at the places where they are marked sick enroute, to the maximum extent possible by deputing staff from the adjacent repair depots. Even when the wagons need sickline attention and repairs, the extant instructions are for the wagon to move to the nearest sickline for repairs, and these instructions are being followed. Only in unavoidable cases, transhipment is resorted to. All possible efforts are made to speedily execute repairs on wagons developing defects enroute or for quick transhipment of wagons in case the same is unavoidable.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (S. No. 49, Para No. 4:40)

Railways should not take shelter behind a self-created technical rule to deny a safe and dependable stock of wagons good enough to withstand the natural rigours of North-eastern region. The Committee feel that Railways have an obligation to make arrangements for safe transportation of essential commodities to North-eastern States and they should discharge this obligation to the satisfaction of the States concerned.

Reply of Government

The wagons being sent to North-east Frontier Railway are now being thoroughly examined so that they are fit in all respects. Railways are also taking action and condemning overaged wagons on age-cum-condition basis which would greatly minimise the number of old and unfit wagons plying on the system. This will also release substantial portions of scarce maintenance resources now being utilised to maintain such wagons and reclaim the useable components from these wagons for maintenance of other wagons and making more fit wagons available for traffic.

In order to enable handling of full rakes in North-eastern region, new terminals have also been developed at Jogigopa for cement and New Bongaigaon for salt. Steel which is also required in substantial quantity is now being sent in rake loads to New Bongaigaon.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sl. No. 50, Para Nos. 5.20 and 5.21)

The Committee are informed that some of the key sections for goods traffic between East and West and North and South have reached a capacity utilisation between 80 and 100 per cent which is distinctly above the saturation point (i.e. 80 per cent utilisation of capacity). The Ministry have agreed that with the main line sections running to such a high capacity, there seems no alternative to doubling on a large scale. It is stated that doubling of 1415 Kilo metres is expected to be done during the Sixth Five Year Plan.

With 4913 kms. of track already electrified by the end of 1979-80, and with proposals to electrify 2800 kms in Sixth Five Year Plan and 5000 Kms. in Seventh Plan, a massive electrification programme is being undertaken by the Railways to carry heavier loads at accelerated speeds and thus maximise capacity utilisation of the railway track. The Committee agree that doubling and electrification of railway track on a large scale are two measures which can enhance line capacity and should be pursued vigorously. They would like that the key and saturated sections should be given the highest priority for doubling and electrification. (Sl. No. 50)

Reply of Government

It is the normal practice to give higher priority for doubling and electrification to the saturated key sections.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sl. No. 51, Para No. 5.22)

The deployment of high pay-load Bogie wagons, use of diesel and electric locos for faster movement and increase in the number of length of trains would no doubt subject the track to heavier axle loads, higher density of traffic and operating speeds. The Committee are informed that in order to enable the track to withstand heavier and faster traffic, the track is being strengthened and modernised and modern methods of maintenance are being adopted to keep it operational and safe for such traffic. A programme for renewal of 1400 kms of track is expected to be achieved during the 6th Plan. These measures are absolutely essential and should be implemented systematically in the interest of safe and speedier movement of heavy traffic and for achieving a higher capacity utilisation on the existing tracks.

Reply of Government

The Committee's observations are noted. Every effort is being made to increase the pace of track renewals and modernise track structure and maintenance.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-1981]

Recommendation (Sr. No. 52, Para No. 5.23)

The programme for (i) doubling, (ii) electrification and (iii) track renewal and reinforcement are no doubt impressive. In order that these programmes do not fail at implementation level, it is necessary that the Plan targets are broken up into yearly targets, section-wise and zone-wise; designated agencies made responsible for specific projects and the progress watched closely with a view to avoiding slippages. The committee would like the Railway Board to draw up detailed programme for each such project and mobilise all resources to put it through within a time frame. The Committee would like to be apprised of the action taken in this regard. (Sl. No. 52)"

Reply of Government

With the overall planned targets and the availability of funds, the Railways make out annual programmes.

The progress of major projects is watched on zonal level and by the Railway Board also and necessary correctives are applied to avoid slippages.

[Ministry of Railways (Rly. Board) No. 81-BC-EC-/VII/10 dated 10-12-1981]

Recommendation (Sr. No. 53, Para No. 5.24)

The Committee would like to point out that heavier pay-loads, longer trains and faster speeds would require more intensive inspection of track and rolling stock as otherwise the safety of trains is likely to be jeopardised. The Committee cannot over-emphasise the importance of rigorous observations of inspection schedules and other safety measures and they urge that the Railways should not allow any casualness to develop in the field formations on this front.

Reply of Government

Introduction of heavier pay loads, longer trains and faster speed would intensify the utilisation of the rolling stock. This calls for

more intensive inspection and attention and repairs to rolling stock so as not to jeopardise the safety of trains.

2. The schedules for inspection and maintenance of goods stock have already been laid down on a time basis. The scope and extent of the inspection and repair work to be done in all the schedules is under constant review. However, heavier trains like 4500 trains, will utilise special type of stock-BOXN, BOY, BOBS wagons—and a number of them will be fitted with air brakes. As some of the wagons like BOXN will be placed on line newly, the schedules of inspection and attention to these wagons are in the process of being laid down. The observations of the Estimates Committee are noted and will be kept in view at the time of finalisation of the various schedules to new stock or revision of schedules for the existing stock. Emphasis will also be laid on rigorous implementation of the various inspection schedules to avoid any slackness in this regard.

3. There are already detailed instructions regarding the schedules for inspection of track in the Indian Railways Way & Works Manual and the supplementary rules issued by the individual Railways. Briefly these are:

- (i) Keyman—by foot, once a day (Para 515 of IRWWM).
- (ii) Permanent Way Inspector—once a week by trolley and twice a month by footplate of an engine of a fast train (Para 205 of IRWWM).
- (iii) Assistant Engineer—once a month by trolley and whenever possible by footplate of a fast train (para 103 of IRWWM).
- (iv) Divisional Engineer—once in three months by trolley and whenever possible by footplate of a fast train (Supplementary instructions issued by the Railways).

4. Tracks are also tested for geometry, riding quality and flaws as under:—

- (i) Group 'A' and 'B' routes of Broad Gauge are tested by Oscillograph Cars, Portable accelero-metre, once in six months to ascertain the riding quality of track.
- (ii) The track geometry of Group 'A' and 'B' routes is tested once in 4 months by running Amsler Car. Track geometry on Group 'C' and 'D' routes is also tested as required.

- (iii) On other less important lines, Hallade Track Recorder is run.
- (iv) Rails are tested by using ultrasonic flaw detecting machine at frequencies varying from once a year to once in two years. On less important lines, visual inspection is done to detect rails with incipient cracks.

5. Instructions have also been given to the Railways that they should lay down schedules of inspection for Dy. C.Es., Addl. C.Es. and C.T.Es. The importance of complying with the existing schedules of inspection on various Railways has been reiterated. General Managers and Divisional Managers have been asked to keep a watch on the compliance of the extent rules.

6. It may thus be seen that the Ministry of Railways have taken vigorous steps to ensure inspection of track and compliance of the deficiencies noticed to provide a safe and comfortable running track.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see para 1.23 of Chapter I of the Report.

Recommendation (Sr. No. 54, Para Nos. 5.25 and 5.26)

Conversion of MG into BG has been another on going programme to achieve a more smooth and accelerated flow of traffic and higher line capacity. Thirteen conversion projects involving 2800 kms. are stated to be already, on hand and 935 kms. of new conversion projects are expected to be taken up during the Sixth Plan. Conversion of Bongaigaon-Gauhati section is in progress and conversion of Gauhati-Dibrugarh section has been included in the Budget for 1981-82.

The Committee are informed that for want of funds, conversion schemes have to be kept to the minimum during Sixth Five Year Plan. Even the on-going schemes are likely to be slowed down. In view of the urgent need for augmentation of line capacity in North East Region which heavily depends for its supplies of essential commodities on other parts of the country, the Committee would like that the on-going conversion project on Bongaigaon-Gauhati section and the proposed conversion project on Gauhati-Dibrugarh section should be given high priority and executed as

fast as possible; and the constraint of funds should not be allowed to stand in the way of their expeditious completion. The Committee expect the Railways to determine *inter se* priority of other conversion projects after a most careful consideration of all relevant factors and implement them according to a time-bound programme.

(Sl. No. 54)

Reply of Government

Noted. Higher priority has already been assigned to gauge conversion projects in the N.E. Region. Railways will do their best to complete these projects as early as possible.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-81].

Recommendation/Observation (Sl. No. 56, Para No. 5.28)

The Committee take note of the suggestion made in Parliament in the course of debate of Railway Budget that the problem of transhipment from MG to BG and *vice-versa* can be tackled more efficiently by changing the wheels of wagons as has been done in some of the European countries rather than transferring goods from one wagon to another as is done here. The Committee suggest that the system followed in the European countries may be carefully studied and feasibility of its introduction in our country examined by the Ministry. The Committee are of the view that if the problem of transhipment can be tackled as suggested above, it will be a major break through to remove bottlenecks of traffic at transhipment points.

Reply of Government

The question of changing of wheels of wagons to solve the problems of transhipment from BG to MG and *vice-versa* had been considered earlier. This solution has not been found feasible for application on Indian Railways for the following reasons:—

(i) The maximum axle load and gross load of standard MG and BG wagons differ substantially as shown below:—

Gauge	Axe Load	Gross Load	
		4-wheeler	Bogies
MG	12 T	24 T	48 T
BG	20 T	40 T	80 T

- (ii) If wagon bodies have to be suitable for movement over both BG and MG routes, the overall dimensions shall necessarily be restricted to those permitted by the MG routes. This would result in uneconomical exploitation of the BG route.
- (iii) The design and capacities of draw and buffing gear of the two gauges being entirely different—with a centre buffer coupler on the MG and side buffers and screw coupling on the BG—marshalling of BG wagon bodies in MG trains and vice-versa would present serious problems.
- (iv) A very expensive handling system shall require to be installed if it is to be of adequate capacity for the interchange of wagon bodies that would be required at transhipment points.
- (v) Similarly, considerable costs shall be involved if bogies and wagon bodies of the type contemplated are to be provided even on a limited scale. ..

In addition it may also be mentioned that the Gauge difference between BG and MG on Indian Railway is much larger than in European countries where the system of changing of wheels has been adopted e.g. the gauge being 1676 mm on Spanish Railways and 1435mm on other European Railways.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-81].

Recommendation (Sl. No. 57, Para No. 5.29)

Difficulties in movement of essential commodities like cement produced by factories in the Southern Zone because of their location on MG lines have been brought to the notice of the Committee. The difficulties are particularly experienced at transhipment points, not only on Southern Zone but at transhipment points in other Zones too. Transhipment is an age-old problem which has been the biggest bottleneck between MG and BG lines. The Committee cannot over-emphasise the need for streamlining the working at transhipment points to avoid delays and losses in the movement of freight traffic.

Reply of Government

A study of the distribution pattern of cement has brought out that the transhipment points are overloaded because of allocation of more cement from metre gauge factories to destinations on

broad gauge via the transhipment points, while cement produced in the broad gauge factories in the vicinity of metre gauge factories was being distributed over short distances. In many cases, the areas of distribution could be common to broad gauge and metre gauge factories. It was, therefore, necessary to rationalise distribution so that more and more cement is carried from broad gauge factories to destinations on broad gauge and from metre gauge factories to destinations on metre gauge. The distribution pattern has been substantially revised recently in coordination with the Cement Controller which has reduced the traffic to be carried by break of gauge points, to the minimum. A note has been kept of the recommendation of the Estimates Committee.

[Ministry of Railways (Railway Board's) O.M. No. 81-BC-EC/
VII/10 dated 10-12-1981].

Recommendation (Sl. No. 58, Para No. 5.39)

The wagon turn-round—the time lag between two successive loadings—is an important index of railways efficiency. The increase in turn-round is indicative of decline in efficiency in utilisation of wagons. The wagon—turn-round it is seen, has increased from 11.2 days in 1960-61 to an all time high of 16.1 days in 1980-81 (upto September 1980) on BG and from 7.2 days to 16.1 days on MG over the same period. The Committee regret that even though the turn-round has been deteriorating from year to year, nothing could be done to arrest the decline in wagon movement all these years.

Reply of Government

Wagon turn-round is not an all-embracing index of railways' performance. It merely indicates, as pointed out by the Committee, the time lag between two successive loadings. There are, however, many other important elements of freight loading which, when taken into consideration, enlighten us that increase in the turn-round time is not necessarily a sign of deterioration. For example, the average load of loaded traffic is an important factor. The longer the distance a loaded wagon travels, the greater will be the gap between two successive loadings.

Therefore, the figures of 1960-61 and these of 20 years later are not comparable. The economic and the industrial structure has undergone almost a complete transformation from 1960-61. A number of steel plants, heavy industries, cement plants and a number

of other industries have come into existence which are bulk users of wagons. In 1960-61 these terminals were not in existence and the average lead has increased from 521 to 761 kilometres.

The additional industrial production has to be carried over long distance from areas of production to the areas of distribution in public interest, a phenomenon which is comparatively new in its magnitude in present day context of transportation. Foodgrains, for example, from Punjab and Haryana area move in full train loads to the North Eastern Sector and upto Assam and to down South upto Cochin Harbour. The lead of foodgrains loads from Northern Railway which was only 940 Kms. in 1976-77 increased to 1307 Kms. in 1979-80.

However, Railways have been putting in their best efforts to reduce the turn-round of wagons in order to be able to carry the quantum of traffic offering. Of late, innovations like segregation of CBC and conventional coupler stock, introduction of an express stream of traffic, and new methods of deployment of higher modes of traction have been taken to intensify utilisation of wagons. This has brought considerable improvement in wagon turn-round as will be evident from the table given below:—

Month		Broad Gauge	Metre Gauge
September 1980	.	16.03	15.4
October 1980	.	15.70	14.8
November 1980		15.44	13.9
December 1980		14.20	13.8
January 1981		14.01	14.1
February 1981		13.51	14.45
March 1981	.	12.67	13.48

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-81].

Recommendation (Sl. No. 59, Para No. 5.40)

The turn-round is the product of transit time and terminal detentions. Even a single day's increase in turn-round has a far reaching effect on national economy and railway finance. For example, in 1978-79 a reduction of one day's turn-round would have

meant availability of 25588 more wagons for loading. While the civil disturbances and agitations, power shortage and natural calamities which contributed to the deteriorating wagon turn-round are no doubt not within the control of Railways, the Railway cannot fully escape responsibility for internal factors like slow work and low efficiency of the railway staff which contributed in no small measures to the sluggishness in the operational efficiency. The Committee expect the railways to at least keep the internal factors under control so as not to allow them to effect the wagon turn-round position adversely.

Reply of Government

The Railways have taken suitable steps to subdue factors within their control to improve wagon turn-round in order to improve availability of wagons. Railways' efforts in this direction have yielded results.

A statement of daily average originating loading and wagon turn-round given below bears testimony to this.

Month	Daily average originating loading (BG - MG) (in terms of 4-wheeler)		Turn-round (BG)	
	1981	1980	1981	1980
January .	30719	29843	14.01	14.59
February .	31445	29955	13.51	14.69
March .	33309	30889	12.67	14.04
April	30634	27954	13.66*	15.43

*Approximately.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dated 10-12-81].

Recommendation (Sl. No. 60, Para No. 5.41)

The Committee take note of the steps taken by Railways to improve efficiency of wagon movement like more and more block rake movement, segregation of wagon stock with central buffer coupling to run "express goods trains", use of higher capacity engines, cutting down of terminal detentions, etc. etc. As a result of these steps, it is stated, that wagon movement has shown considerable improvement so much so that in January, 1981 about 5000

more wagons were loaded every day than in the previous months of 1980-81. The Committee are glad to know of the improvement affected by Railways during the last few months. The Committee would like the Railways not to relent on this front till they regain the loading efficiency of 1976-77 when the wagon turn-round was 13 days for BG and 11.1. days for MG.

Reply of Government

The Railways are thankful for the appreciation expressed by the Estimates Committee. The Committee would be glad to know that the loading kept on improving in each successive month, which was also better than the loading done during the corresponding month of the last year as shown in the table below:—

Month	Daily average originating loading in terms of 4-wheeler wagons (BG+ MG)	
	1980	1981
January	29843	30719
February	29955	31445
March	30889	33309
April	27954	30634
May	26639	29167

As regards wagons turn-round, this has also shown steady improvement since September, 1980 as shown in the statement below:—

Month	Wagons turn-round in days	
	Broad Gauge	Metre Gauge
September 1980	16.03	15.4
October 1980	15.70	14.8
November 1980	15.44	14.9
December 1980	14.20	13.8
January 1981	14.01	14.1
February 1981	13.51	14.45
March 1981	12.67	13.48

Recommendation (Sl. No. 61, Para No. 5.42)

The Committee would like to emphasise the fact that unless the wagon turn-round is reduced and external factors affecting it are got under control, merely adding wagons on the system is not going to ensure the availability of wagons to rail users. The Committee would like that in this task they should seek active cooperation of State authorities and other agencies for controlling factors which are outside the Railways' immediate control.

Reply of Government

In order to intensively utilise the railway wagons in the context of more ends and scarce means, railways' efforts are constantly directed towards improving the turn-round of wagons so that they become available for successive loading at shorter intervals. However, as highlighted by the Committee, there are a number of factors which are not entirely within railways' control, viz.. problems of law and order, delays caused by customers etc. Close co-ordination is being maintained with the State Governments and their assistance is sought. Co-ordination is also maintained with the Ministries, Public Sector Undertakings and with the major users of railway wagons in order to eliminate delays at loading and unloading points in order to improve the turn-round.

Railways' efforts have already been reflected in the improved turn-round of wagons. In fact in the month of March 1981 the turn-round of wagons was 12.67 days on broad gauge and 13.5 days on metre gauge. This has also helped in improving the total loading on the railways.

Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10-
dated 10-12-81].

Recommendation (Sl. No. 62, Para No. 5.50)

Delays in movement of goods to destinations have been pointed out to the Committee by private organisations. The Committee have been informed that in case of movement of goods in block rakes Railways are able to monitor the movement and there was no break of journey or delay. 95 per cent of the essential commodities were at present moved by Railways in block rakes. But in case of piece-meal traffic of goods in spite of the fact that Railways are making constant endeavour that goods are transported without any undue delays, delays do take place due to multiplicity of factors, many of

which are not within the control of railways. According to the Ministry while it is difficult to prescribe definite time limit for transportation of goods to destinations, Railways do enquire into cases of undue transit delay and take necessary action. That Committee feel that even in case of piecemeal movement of goods of some flexible norms for movement of goods after booking and for their reaching the destinations after they leave the originating points, could be laid down in broad terms without any penal consequences, a sense of urgency would be imparted in field and operating staff and an all-round efficiency could be achieved. This could be tried on selected sections on an experimental basis in the first instance.

Reply of Government

There is a basic difference in the mode of movement of traffic in block rakes and that which moves in piecemeal. While the former runs as an "express goods train" from the originating point to the destination, the wagons loaded in piecemeal have to be clubbed together into a train from the originating point and taken to a farthest common marshalling yard from where they have to be further classified into groups of wagons to the next farthest common destination. In this manner, it has been observed that piecemeal wagons loaded for cross country run are subjected to terminal detention at a large number of marshalling yards enroute before reaching the destination. This is the basic reason for the extra transit time of these wagons as compared to those moving in block rakes.

Norms for terminal detention to wagons at yards and for run between one terminal and the other terminals are already fixed for all wagons. What is in fact required to further expedite the movement of these wagons is to arrange a more expeditious dissipation of those wagons which have to be taken to road side stations for delivery. For this purpose, 'Juggler' operation of engines is progressively being introduced at selected points of piecemeal traffic concentration in order to expedite supply and clearance.

It is too early to fix some targets for movement of piecemeal traffic, because the number of wagons offered at a point determines as to in how many yards it will require clubbing with other wagons so as to reach the destination. Thus only one wagon offered at Madurai may have to be clubbed and reformed into a train in more than a dozen yards before it reaches a destination in Punjab. If the offer at Madurai even in piecemeal is of 20 or 30 wagons for one destination at Punjab it may require re-formation only at 5/6

marshalling yards. Hence the quantum of traffic offered in piece-meal also, to a large extent, determines the total transit time which may be taken by a wagon to reach its destination. The good results from the 'juggler' operation are being watched after which further action will be taken in consonance with the recommendation of the Committee.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 63, Para No. 5.51)

The Committee are informed that railways have introduced Quick Transport Services between certain important pairs of points which guarantee arrival of goods at destinations within notified time limits. The Committee feel that Quick Transport Service has the potential of eliminating transit delays even in the case of piece meal consignments. They would like the Railways to extend such services to more and more sections where traffic justifies.

Reply of Government

The Quick Transit Services are provided between important pairs of stations for both wagon loads and 'smalls'. Quick Transit wagons are moved by Super Express/nominated goods trains. Consignments booked under this scheme are to be made available for delivery at the destination station within the time limit notified by the Railway for each pair of stations on recovery of prescribed charges called the 'Quick Transit Service Charge' in addition to the freight charges due.

2. Railways review the working of the Q.T.S. services from time to time and introduce K.T.S. on fresh routes wherever justification services to more and more sections where traffic justifies.

3. The demand for extending the Q.T.S. services to new sections is considered by the Railways from time to time, keeping on view the traffic justification for the same. Similary, the frequency of these services, *viz.* daily bi-weekly, weekly etc. is based upon the quantum of traffic offering and availability of resources at the disposal of the Railways.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sl. No. 65, Para No. 5.50)

In this context, the Committee take note of the new approach of the Railway under which, instead of increasing the number of super-fast passenger trains, they would like to run longer passenger services by double-heading them. (Sl. No. 65)

Reply of Government

The observations of the Committee have been noted.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sl. No. 66, Para No. 5.61)

While taking note of the special monitoring arrangements made by Railways to watch movement of essential goods to N. E. F. Railways, the Committee wish to emphasize that because of their geographical situation coupled with dependence on other parts of the country for supply of most of the essential commodities, Assam and other North Eastern States deserves and should be shown special consideration in the matter of railways freight services. They would suggest that the Railway Board should, through the special officer posted at Calcutta maintain constant liaison with these States with a view to resolving their difficulties in this regard.

Reply of Government

Railways fully appreciate the difficulties faced by the States situated in the North Eastern region, and therefore, pay special consideration to the freight movement meant for that region. Director, Movement (Rail) at Calcutta has been specially assigned the job of maintaining close liaison with major consumers like Steel Plants, Food Corporation of India, salt and cement industries and oil companies to ensure maximum rail movement for those States. Monthly meeting are held by him at Calcutta in which different interests are represented. Besides, the General Manager, N. F. Railway has been holding periodical meetings every month with the major consumers in the area. Close contacts are being maintained with the Chairman/ Secretary North Eastern Council. Railways have taken other steps also such as delinking of Broad Gauge operation from that of Metre Gauge operation on Northeast Frontier Railway system. A stock-yard has been opened at New Bongaigaon for unloading consignments on account of SAIL, who can distribute materials from this stock-

yard by road as well as book afresh for Metre Gauge destinations. For setting up a cement dump at Jogigopa, land has been allotted to ACC and Orissa Cement Ltd. Salt is also now being moved directly by Board Gauge to a dump created at New Bongaigaon and operated by the Assam Government on behalf of all the States in the region. The Railways are thus doing their best to achieve optimum input of essential commodities into the North Eastern region. However, it may be mentioned that the efforts put in by the Railways can bear fruit only if all other concerned agencies reciprocate, by extending full cooperation.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sl. No. 68, Para No. 5.85)

A list of Stations on all-India basis where facilities for handling rake loads exist are available with the Railways. The Committee would like this list to be published for the information and benefit of State Governments, public sector undertakings and non-officials organisations concerned with bulk movements of commodities.

Reply of Government

The Recommendation of the Committee has been accepted by the Ministry of Railways. A consolidated list of stations on all Zonal Railways capable of handling jumbo rakes has been circulated to all the Zonal Railways. Instructions have also been issued to the Railways to give wide publicity to this list and to ensure that all the agencies concerned with bulk movement of commodities are properly informed.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sl. No. 71, Para No. 5.88)

The Committee are informed that the time taken in shunting and segregation of sick/damaged wagons is not included in the free time given for loading or unloading of wagons though consigners, it appears, think otherwise. The Committee desire that the Ministry should give due publicity to this concessions to allay the consigners misgivings.

Reply of Government

Instructions have been issued to the zonal railways to give due publicity by displaying on the Notice Board at the stations that as per extant rules relating to free time for demurrage/wharfage, the time taken in shunting and segregation of sick/damaged wagons is not included in the free time given for loading/unloading of wagons.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sl. No. 73, Para No. 5.90)

The Committee are glad to note that Railways do not take a rigid view of hold-up of wagons or delays in removal of consignments from railways premises beyond the permissible time and do not levy demurrage or wharfage in a blind application of rules. Where circumstances warrant after consideration of a case on merit, the demurrage or wharfage charges are refunded or waived by the competent authorities. If the correct position could be made known to those who should know it, it will be appreciated by them.

Reply of Government

Instructions have been issued to the Zonal Railways that the powers delegated to the officers at the various levels in regard to waiver/refund of demurrage and wharfage charges and the broad guidelines to be kept in view for waiver of these charges should be reiterated to the officers so that they may exercise these powers properly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sl. No. 74, Para No. 5.95)

The Committee find that the existing configuration of computers on the Indian Railways is incapable of handling management and control of movement and allotment of wagons. The Railways are seriously considering switching over to the 3rd/4th generation computers as in vogue in most of the modern railway systems in the world. The Report of the Task Force which made a report on the subject in 1977 and the report of study team which studied the systems in some of the Western countries in 1980 are under study to formulate the future course of action in the field of deciding on the types of computer, the nature of applications and the manner of

implementation of computerisation. According to the Ministry they are not in a hurry about computerisation of wagon control. They consider computerisation more essential first in other sectors like wagon manufacture control, component control, inventory control etc. The Committee would like to be informed of the decision taken in the matter.

Reply of Government

The present plans of computerisation on the Indian Railways are explained below:—

(a) Production Units:

The existing computers which belong to the second generation were installed in the three production units in the later half of 1960s. These are presently being used in the areas of inventory accounting, release of production orders, pay-roll, financial accounting etc. Considering the need to develop integrated information systems for production, planning and control, inventory management, personnel management, financial and cost accounting with a view to optimising the utilisation of valuable resources including men and material, it was decided to replace the existing computers with the advanced 3rd/4th generation computers. The procurement of the computers for one of the Production Units, viz. the Integral Coach Factory (ICF), is in an advanced stage and it is anticipated that this will be installed in 1981-82. Replacement of computers in CLW and DLW is expected to materialise during 1982-83.

(b) Replacement of the existing computers on Zonal Railways:

The computers presently in use on the Zonal Railways also belong to the 2nd generation category installed during the period 1966-70 and are being used for several applications areas, viz., Freight and Passenger Accounting and related statistics, inventory control, pay-roll, financial accounting operating statistics etc. Configuration of the machines to be ordered in replacement of the existing computer system is under finalisation. Meanwhile, Systems Development Group of Officers with requisite training and background are being set up for studying the application areas as identified by the Task Force.

(c) Freight Operations Management:

wagons being added to the rolling stock fleet involving sizeable With fast growing traffic and new types of locomotives and

investments, the introduction of computerised freight operations control system has become necessary for the efficient management and utilisation of Railway resources and costly assets.

It must, however, be appreciated, that this is a massive programme because of the vast expenses of railway net work; substantial augmentation of the tele-communication facilities needed for a reliable data communication service, and extensive programme which should be undertaken for training not only the systems and programming personnel, but also the users down the line. Since this computerisation is in live operational area it is also necessary to conduct behavioural studies in order to minimise the implementation problems. A study team, which was sent to see such systems in some advanced countries in 1979, had, therefore, suggested that the implementation of the System should be phased over a period of six to eight years and as per their rough assessment, the project will cost about Rs. 210 crores, of which approximately Rs. 110 crores would be for communication facilities alone.

The Study Team's recommendations were remitted to a Steering Committee consisting of the concerned Directors of the Railway Board for recommending the implementation strategy, and thereafter, the matter was referred to the Department of Electronics who are the nodal authority of the Government in respect of computerisation activities. Subsequently, a meeting was held between the Chairman, Railway Board and secretaries of Dept. of Electronics, and Atomic Energy, in which it was decided to set up a Working Group comprising *inter alia*, representatives from DOE, DAEL, and some outside experts to examine some specific issues particularly the question of the technical approach to the computerisation and the role of indigenous expertise therein. The Working Group submitted its report in June, 1981. Another meeting of the Railway Board and Secretaries of other concerned Central Govt. Deptts. was held on 2-7-1981. The following decision were arrived at in this meeting:

- (a) The need for a computerised freight management system was recognised and accepted unanimously;
- (b) Based on detailed studies on one Zonal Rly. viz. Northern Rly. will lay down the system objectives to define the user requirements of such a system;
- (c) With this basic document, a team will visit and study a few such systems successfully established in the other countries to evaluate and assess their applicability/adoption.

in India, as also to study the technology on which they are based and their capability to give additional information and operational aids to the Rlys.;

- (d) Simultaneously, a Pilot Project on the systems design and engineering will be undertaken on Northern Rly. jointly with DOE, ECIL & CMC and a Project Report prepared by the end of November, 1981; and
- (e) There was an overwhelming view that the Rlys. should have their own microwave communication network to support such a system. Representative of P&T Board had reservations on this point.

In pursuance of these decisions, the Railway Board have constituted a Project Group headed by a Senior Administrative Grade Officer to study & Prepare detailed specifications of the information needs at various levels on the Northern Railway, where a pilot project will also be undertaken with the active co-ordination of DOE.

It will be appreciated from the above that the Ministry of Railways are earnestly pursuing the introduction of a computerised freight operations control system on the Indian Railways.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10 dated 10-12-1981]

Recommendation (Sr. No. 75, para No. 5.98)

The Committee regret to note "that even though more than a year has elapsed since the policy decision to open new Divisional headquarters at Bangalore and Bhopal and splitting up of Delhi Division was announced, the Railway Board are still not ready to establish the Divisions. The Committee feel that in order to ensure better operations and a more effective liaison with trade and state Governments", the twin objectives behind the aforesaid decision the reorganisation and establishment of the Divisions should be brought about without any further delay.

Reply of Government

Minister of Railways in his Budget Speech for 1980-81 announced the decision about setting up new divisional offices at Bangalore, Bhopal and splitting up of the Delhi Division. New divisional office after splitting up of the Delhi Division shall be located at Ambala.

Bangalore Division: The Bangalore Division has been formally inaugurated on the 27th July, 1981, by establishment of some departments and operational controls in the temporary sheds.

Bhopal Division: Chief Minister Madhya Pradesh in his communication dated 12-2-1981 promised to make 120 acres of land available free of cost at Habibganj Railway station for setting up of the new division. The Railways have not yet got the possession of land as promised by the State Government. The matter is being vigorously chased with the State Government.

Ambala Division: Chief Minister Haryana, has been requested to provide about 150 acres of land free of cost at Ambala. In addition to above, Railways are also making efforts to take over land presently under the occupation of Ministry of Defence at Ambala. So far neither the decision of the State Government nor of Ministry of Defence has been received. The matter is being vigorously chased with them.

In view of the delay in the handing over of physical possession of land to the Railways by the Karnataka, Madhya Pradesh and Haryana State Governments and limited plan outlay available, the above schemes could not be progressed as speedily as Railways had wished. State Governments concerned have been requested to extend their help in implementing the schemes expeditiously. Possibility of providing larger outlays in order to speed up the progress of these works during the year is being actively explored. The three projects are estimated to cost about Rs. 19 crores.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation (Sr. No. 76, para No. 6.32)

The Committee note from the figures made available by the Ministry of Railways that heavy amounts have been paid as compensation on account of losses etc. of consignments of coal, coke, pulses and foodgrains. In case of coal and coke the amount of compensation has increased from Rs. 131 lakhs in 1975-76 to Rs. 170 lakhs in 1979-80. In case of foodgrains and pulses the amount of compensation which decreased from Rs. 347 lakhs in 1975-76 to Rs. 218 lakhs in 1978-79 has increased to Rs. 260 lakhs during 1979-80. The Committee note that Ministry have taken various steps to prevent losses, thefts and pilferage of consignments. The Committee feel that even though the amount of compensation paid on all the commodities has

come down from Rs. 15.25 crores in 1975-76 to Rs. 11.50 crores in 1979-80, special efforts are called for to prevent the loss of commodities which are "essential" for the community. They also feel that efforts to prevent loss in transit should be intensified particularly in the case of consignments of coal and coke, foodgrains and pulses where high amounts of compensation are paid every year. (Sl. No. 76)

Reply of Government

Suitable instructions have been issued to the Zonal Railways to intensify claims preventive measures and tighten up security measures to prevent loss in transit of booked consignments, particularly in the case of consignments of coal and coke, foodgrains and pulses.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation Sr. No. 78, (para No. 6.34)

It has been explained by the Ministry of Railways that there are certain areas where there is considerable pilferage of coal during transit. Even trains are forcibly stopped to unload coal. The Committee desire that the Ministry should identify the various points where pilferage of coal is heavy and take preventive measures in those areas with co-operation of the State Governments concerned. Losses suffered and the impact of these preventive measures taken should be kept under constant review. (Sl. No. 78)

Reply of Government

The Chief Security Officers, All Indian Railways have been instructed to pin-point the places where large scale pilferage of coal takes place and take necessary preventive measures in cooperation with the concerned State Governments to check pilferage of coal. The impact of preventive measures taken and loss suffered should be kept under constant review. The result achieved in this regard should be intimated to Board twice a year i.e. in July and in January every year.

Washed coal rakes were being victimised by villagers with an improvised device mounted on a long stick or pole with which they were able to open doors of BOX wagons even when they are on run. To stop this large scale pilferage of coal, a close circuit movement of BOX wagon rakes has been developed between washeries and steel plants. These BOX wagons have their doors permanently closed

by making the door stoppers inoperative. These BOXs are called 'yellow' as a round yellow mark has been painted on them for identification.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation Sr. No. 81, (para 6.38)

The Committee find that in emergencies with the specific approval of General Manager, Coal wagons booked on railway account can be diverted or intercepted by Railways. The Committee have not been informed as to whether the Railways have any legal authority to do so. They would like to be apprised of the legal position in this regard.

(Sl. No. 81)

Reply of Government

The legal position in this matter has already been conveyed to the Estimates Committee in a supplementary note to item No. WR 41. However, the same is reproduced below:—

"WR. 41 Diversion of coal by Railways"

This is in continuation of the information already furnished regarding diversion of coal by Railways.

As regards legal authority for diversion or interception of coal, the position has since been checked up. The act of interception of coal in transit and diversion of the same to some other person or authority by the Railway Administration is not covered by the exceptions enumerated in section 73 of the Railways' Act 1890.

The diversion and interceptions are mainly done for operational reasons or to avoid closure of a factory keeping in view the overall interest of the economy. The system has thus come into vogue on the basis of day-to-day operation and practice and is based on very sound grounds. A few examples will substantiate the fact that diversions and interceptions are in overall interest of the nation.

1. Strike in a Mill, break-down of tipplers in a power house or a steel plant, agitations, bundhs, congestion at a destination, poor release of the wagons by a consignee, strike by railway staff in a particular division are some of the grounds where diversion and interception become unavoidable. Such diversions/interceptions are

reported to for operational reasons with a view to avoiding detention to wagons

2. Interception/diversion for Railways' own use when cancellation of passenger and goods services are threatened is, again in the overall interest of the economy as the Railways carry essential items required by Defence, Government agencies, etc. But Railways also divert their own loco coal to private parties whenever they are in distress and stock position of the Railways permits.

3. The consumers themselves have sometimes approached Railways to divert their coal to some other concerns or consumers due to reasons which were not foreseen. Railways usually accept such requests with a view to avoiding detention to wagons and satisfying their customers to the maximum extent feasible.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation Sr. No. 82 (para No. 6.39)

In such cases where interception of coal wagons is by conscious decision at the highest level, the railway should instantly inform the parties concerned of the interception; the claims for compensation should be settled without delay; and equal number of wagons should be immediately allotted out of turn to the parties by way of compensation. The Committee expect the Railways to see that instructions issued in this regard are actually carried out.

Reply of Government

Instructions have already been issued to the zonal Railways that whenever diversions of coal wagons belonging to private parties are done under inescapable conditions, the consignee would be invariably informed of the fact that his/their coal wagon/rake has been intercepted indicating the places where such interception was done. The instructions further enjoin that, as far as practicable, such parties would be compensated within a month or so by giving them fresh coal wagon in lieu of the intercepted coal wagons.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation Sr. No. 83, (para No. 6.40)

It has been represented by the Food Corporation of India that losses occur due to loading of food and fertilizers in open wagons and

stabilizing of rakes. The Ministry have informed that loading of foodgrains and fertilizers in open wagons is resorted to only when covered wagons are not available. There are instructions that whenever open wagons are used for foodgrains and fertilizers the wagons must be securely covered with tarpaulines and that block rakes consisting of open wagons should be escorted by RPF staff. But despite clear instructions to this effect, because of frequent and large scale diversion of RPF to non-scheduled duties, Railways have not found it possible to depute RPF to escort such rakes in all cases. This is regrettable. The Committee had expressed their dissatisfaction over such diversion of RPF staff from property protection work to non-scheduled duties in their Nineteenth Report (1978-79) and had desired that such a diversion was undesirable and should stop. The Committee had reiterated this recommendation in their 39th ACTION TAKEN REPORT (1978-79). The Committee would like to emphasise again that diversion of RPF from the proper work to non-statutory work especially when it is done at the cost of public property is undesirable and should be discontinued forthwith. (S. No. 83)

Reply of Government

Railway Protection Force have been established for the protection of railway property and the goods entrusted to the Railways for transportation. It is desirable that RPF should escort all foodgrains rakes specially those consisting of open wagons. It is not always possible to undertake escorting of all foodgrains rakes and piecemeal wagons carrying grain.

Whenever required for duties other than their normal resorted work, RPF men are withdrawn from stations. Some examples of these unscheduled duties are: helping the ticket checking staff in raids against ticketless travelling, anti-alarm chain pulling derives, escorting of passenger trains; removing beggars and unauthorised vendors from railway premises; security arrangements of 'Melas' and 'Festivals'; track patrolling during emergencies; assisting the Police in making security arrangements during the journeys of VIPs, etc.

The One Man Expert Committee on the Railways Security and Protection in its report (1975-76) has also made similar recommendation the optimal results to be achieved and relative benefits to be diverted from property protection work to unscheduled duties. The Board have accepted this recommendation and suitable instructions have been issued to the General Managers of all Zonal Railways that continuous withdrawal of RPF manpower from their protective duties to perform unsanctioned duties for long periods, is not desirable. Deployment of the Force is done taking into considera-

tion the optimal results to be achieved and relative benefits to be derived in the context of competing requirements and efficacy of the Force.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Recommendation Sr. No. 84 (para No. 6.41)

The Committee are informed that stabling of foodgrains rakes en-route is resorted to only in unavoidable circumstances like breaches, accidents, congestion on the route or at the terminals. The committee do not think it is proper to hold up foodgrains rakes in the event of congestion en-route. They would like the Railways to review these instructions.

Reply of Government

The recommendation of the Committee has been accepted. Instructions have been issued to the Railways to avoid stabling of foodgrains rakes while in transit particularly for reasons of congestion en-route.

[Ministry of Railways (Railways Board) No. 81-BC-EC/VII/10
dated 10-12-1981].

Recommendation Sr. No. 85 (para No. 6.42)

It has been represented by Government of West Bengal that in cases of short receipt of consignments and receipt of consignments in damaged condition short certificates are not issued at certain stations like Shalimar, Cossipore Road, Durgapur. According to the Ministry of Railways, a quick check at the three stations have not shown any abnormal delay in issue of such short certificates. The Committee desire that this matter should be examined by the Ministry of Railways in detail and delays in issue of short certificates, if any, should be avoided.

Reply of Government

The matter has been examined further in consultation with the Eastern and South Eastern Railways. Suitable instructions have been issued to them to ensure that no delay takes place in the issue of short certificate wherever it is required to be issued under the extant rules.

[Ministry of Railways (Railway Board) No. 81-BC-EC/VII/10
dated 10-12-1981].

CHAPTER III

Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies

Recommendation Sr. No. 70 (para No. 5.37)

It has been brought to the notice of the Committee that the present free loading time of 5 to 8 hours given to the collieries for loading of coal is insufficient. The Committee are informed that studies carried out at collieries and a washery have testified out at collieries and a washery have testified to the inadequacy of the present free loading time. This point is stated to have been appreciated by an Inter-Ministerial Committee on Loading of Coal to Power Stations and that Committee are reported to have recommended enhancement of free loading time. The Committee were informed during evidence that the time actually given for coal loading was more than the free time allowed in most cases but the railways did not want to change the rules because that would slacken loading operations and lead to further inefficiency. The Committee are not satisfied with this explanation. They desire that the Ministry of Railways should review the free loading time allowed to collieries and make it more realistic with due safeguards against undue advantage being taken of the liberalised rules by any colliery.

Reply of Government

The Ministry of Railways have considered the recommendation carefully but regret their inability to undertake a review of the free loading time allowed to collieries, because in their opinion any relaxation of free time would adversely affect the turn-round of wagons, which will not be in the overall interest of the economy and expeditious movement of essential commodities.

[Ministry of Railways (Railway Board) No. 81-BC-EC/VII/10
dated 10-12-1981].

CHAPTER IV ..

Recommendations/Observations in respect of which replies of Government have not been accepted by the Committee

Recommendation Sr. No. 1 (para Nos. 1.13, 1.14, 1.15 & 116)

The Committee note that priorities for different commodities are fixed in the Preferential Traffic Schedule taking into consideration their essentiality in relation to national economy and also the profitability of transporting high rated traffic. For this purpose Commodities are classified into five groups of priorities falling under categories A to E.

The Committee find the priorities for movement are determined not only with reference to the nature of essential commodity but also to the sponsoring agency. In the case of foodgrains, it is given 'P' priority if sponsored by Ministry of Agriculture or FCI, 'C' priority if sponsored by State Government but it is 'E' the lowest priority if sponsored on trade account. In the case of pulses, sponsorship by Central/State Governments gets it 'C' priority and that by FCI 'D' priority but the movement on trade account is again under the lowest priority 'E'.

The Committee are informed that movement on trade account is given the lowest priority 'E' since such a movement is for profit. The Committee take note that certain non-essential but high rated commodities like silk and electrical goods move under higher priority than essential commodities like salt, fertilizers, cement, edible oils, medicines and coal and according to Railways, the quantities of such non-essential commodities are so insignificant that they will not take any significant difference to the carrying of essential commodities.

When asked whether the Railways were satisfied with present level of priorities, the Chairman (Railway Board) stated during evidence that in the totality they were not satisfied with the present level of priorities. The Committee feel that the criterion to determine priority should be whether it is an essential commodity and whether its movement is necessary in public interest and if these two conditions be satisfied, and the Railways are also satisfied that profit is not the only or the principal motive for movement of an essential commodity movement of that commodity should be accorded appropriate priority. It should not necessarily be given the lowest priority just because it is sponsored on private account. After all these are essential commodities scarcity of which will boost up prices to the detriment of common man. This must be borne in mind and the schedule revised at the earliest.

Reply of Government

While drawing up priorities for different commodities in the Preferential Traffic Schedule, the prime factor taken into consideration is their essentiality in relation to the national economy. There is a rationale behind the decision to fix priorities for a commodity with reference to the sponsoring agency. With regard to foodgrains, the Railways have decided that foodgrains sponsored by the Ministry of Agriculture or Food Corporation of India should be given 'B' priority as it caters to the needs of the public distribution system, whereas movement on trade account, where the principal motive is private profit, should necessarily be in a lower priority.

The priorities fixed in the Preferential Traffic Schedule are reviewed every six months in consultation with the Zonal Railways. The recommendations of the various Ministries, State Governments and trade organisations are also taken into consideration while deciding the priorities. The recommendation of the Committee will be kept in view while doing the review.

[Ministry of Railways (Railway Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.5 of Chapter I of the Report.

Recommendation Sr. No. 35 (para No. 4.2)

The Committee find that the number of wagons increased from 2,05,596 in 1950-51 to 3,10,019 wagons in 1965-66 and to 399,971 in 1977-78. The average increase per year was 109.61 wagons from 1950-51 to 1965-66 but between 1965-66 and 1977-78, the average increase was only 2,496 wagons per year. The Committee have been informed that the drop in acquisition of wagons during this period was mainly due to paucity of funds. As on 31-3-1980 the Railways had a total of 3,94,429 wagons (equivalent to 5,38,157 in terms of 4 wheelers). The working group on Railways constituted by the Planning Commission had estimated that by 1984-85 when the Railways may be required to lift 330 million tonnes of originating traffic, about 2,22,000 additional wagons would be required. The Railways are, however, planning to acquire 1,10,000 wagons during the Sixth Plan period out of which nearly 64,000 wagons would be to meet the replacement needs for the five year period, leaving a balance of about 46,000 wagons on additional account. The Committee find that the final figure of 1,10,000 wagons approved for Sixth Plan period is rather a drastic

cut from the original figure of 2,22,000 wagons, considered necessary by the working group. The Committee take it that the likely increase in freight traffic, wagon turn-round and other relevant factors have been fully taken into consideration before cutting down the figure of new wagons required in Sixth Plan period to 1,10,000 and the Railways would be able to cope with the demand in full with a fleet of 4,56,000 which they are expected to have by 1984-85.

(Sl. No. 35)

Reply of Government

The VI Five Year Plan provides for acquisition of 1,00,000 wagons, out of which 50,000 wagons would be on additional account. The Railways will, thus have about 4,64,000 wagons in 1984-85, the terminal year of the VI Plan. With this fleet, the Railway would able to lift between 260 to 270 million tonnes of traffic.

Target of 1,00,000 wagons in the VIth Plan also corresponds with the present wagon production capacity in the country, besides being limited by scarcity of funds.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.11 of Chapter I of the Report.

Recommendation Sl. No. 77 (Para 6.33)

The Committee are not satisfied with the explanation of the Ministry that the amount of compensation paid in case of coal and coke forms a very small percentage of total value of coal and coke carried by Railways and the freight earnings of the commodity. The Committee find that under the existing rules coal and coke booked to owner's risk are either not reweighed or reweighment is allowed only in exceptional circumstances provided shortage is heavy and facilities for reweighment are available. In view of the fact that reweighment involves detention of wagons and weighbridges are not available at all places, reweighment of coal wagons in each and every case is not considered feasible by Railways. In view of this the amount of compensation paid in respect of coal and coke is not the correct index of actual shortage of loss of coal in transit. Actually according to an estimate given in a memorandum the loss of coal range between 10 to 40 per cent though, according to the Chairman Railway Board it is between 1 to 3 per cent. The Committee feel that a reliable estimate of the coal shortage can be made if steps are taken to instal weighbridges at various unloading points. The Committee would in this connection

reiterate the recommendation made in paragraphs 3.127 of their 19th Report (5th Lok Sabha) and para 1.27 of their 39th Report (6th Lok Sabha), that major stations which have heavy originating and terminating goods traffic should progressively be provided with facilities for weighing wagons. The Railway should draw a model scheme to explore the possibility of setting community weighbridges in collaboration with organisations of local enterprises and industrialists in the interest of a more harmonious relationship between the big consignees and the Railways.

Reply of the Government

The policy of the Ministry of Railways in regard to the installation of weighbridges at originating points has already been conveyed to the Estimates Committee in reply to their earlier recommendations contained in para 3.127 of their 19th Report and para 1.27 of their 39th Report.

It is reiterated that as a matter of operational necessity, Railways do not encourage weighment of inward wagons at terminating points. Weighment of every wagon on a weighbridge at the destination station before delivery will hamper smooth operations. The loss on account of wagon days lost due to detention to wagons for weighment at terminals will run into crores of rupees while weight differential detected may be of little consequence. Further, Railways will have to increase the wagon fleet by 10 to 20 per cent to comply with the condition of compulsory weighment of every wagon at the terminal, if at all such a proposition is practicable. This will mean crores of rupees of additional investment in rolling stock without any material gain in terms of transport output. However the siding owners are at liberty to instal their own weighbridges for weighment of inward traffic.

Railways on their part instal weighbridges of requisite capacity at originating points within the limited resources available at their disposal. The siding owners are also encouraged to instal weighbridges at their siding to weigh outward traffic. As an inducement to the siding owners to instal weighbridges, rebate in freight is allowed on outward traffic weighed on such private weighbridges. The weighment rebate for outward traffic weighed on such private weighbridges has recently been increased from 10 paise to 20 paise per tonne in respect of weighbridges having a capacity of 90 tonnes and above and from 6 paise to 10 paise per tonne in respect of weighbridges having a capacity of less than 90 tonnes subject to a maximum of 13 per cent of capital cost plus cost of the staff provided to operate the weighbridges. Thus the Railways encourage the installation of private weighbridges at originating stations for the

weighment of outward traffic from the twin angle of collecting correct freight charges and ensuring operational safety.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.29 of the Chapter I of the report.

Recommendation No. 79 Sr. No. 79 (para No. 6.35, 6.36)

The Committee were informed that one of the difficulties in preventing thefts of goods during transit was that the Railway Protection Force had no police powers to arrest, investigate and prosecute the persons found committing crime in Railway premises. In a written reply the Ministry had stated that a Bill which would bestow on RPF personnel powers to investigate and prosecute crimes of dacoity, theft, forgery, etc. when committed in relation to the railway Property and provide concurrent Powers to the railway police and the RPF in respect of these offences was being considered.

6.36 The Committee however noted from a written reply to a Starred Question No. 244 given by Deputy Minister (Railways) in Lok Sabha on 5th March, 1981, that the proposal to give more powers to RPF was considered and dropped. The Committee are surprised that even though the need for conferring powers of investigation and prosecution and other connected powers on RPF has been emphasised by Administrative Reforms Commission and later by One Man Expert Committee on Railway Security and Protection (1976) and subsequently endorsed by the Estimates Committee in their 19th Report (1977-78) and the Government were reportedly processing the proposal to bring forward a suitable legislation for the purpose the Government have now suddenly decided to drop the proposal. The Committee would like to know the reasons for dropping this proposal and how, in the absence of more powers, the RPF are going to deal with the crime against railway property and on railway premises. The Committee feel that this matter should be re-considered. (Sr. No. 79)

Reply of the Government

The question of conferring more powers on RPF has been under consideration since 1966 when High Powered Committee on security and Policing on Railways made a recommendation to this effect. Later on Administrative Reforms Commission and One Man Expert Committee also commended the idea of bestowing more powers on RPF.

2. As a follow up of these recommendations, action was initiated to issue an ordinance but was dropped with a view to replacing it

by a legislation in pursuant to a decision taken in the meeting of Secretaries' Committee held on 3-7-1975.

3. The draft Bill was then prepared and discussed with the Ministry of Home Affairs and the Ministry of Law. It was decided to refer the matter to the States and the Bill was suitably amended as suggested by some States. Meanwhile, it was, felt necessary to assess the requirements of additional staff for prosecution and investigation needed to cope with the additional load of work.

4. The amended draft Bill is to be known as "Railway Property, Special Offences Bill" and this, in a nutshell, equips RPF with powers to investigate and prosecute in all cases of theft, robbery dacoity, cheating, forgery, etc. relating to railway property. The Bill was to replace the existing Railway Property (Unlawful Possession) Act 1966 under which RPF has powers only for investigation and prosecution of the cases in which the railway property is recovered.

5. Reasons for dropping the legislation

Since the additional amount of annual expenditure involved in the implementation of the proposed Bill was calculated to the tune of Rs. 3 crores, it was felt by the Railway Board that the expenditure was too high and will not be proportionate to the gain that may accrue as a result of above legislation.

It was also observed that to investigate and prosecute all types of offences pertaining to railway property by RPF personnel without the assistance of police organisation of the concerned State will have serious implication. Moreover, under various circumstances, State Police will have to investigate and prosecute certain cases even covered by this Bill. There was thus apparently a duplication in the process.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.34 of Chapter I of the Report.

Recommendation No. 80 Sl. No. 80, (para No. 6.37)

6.37 Now that for the time being the RPF will not be able to play the role of 'Police', the Railways will be left with no other alternative but to continue to depend upon the Government Railway Police which is under the control of States but which need to be strengthened to be effective. The Committee would like the Rail-

ways to take up the question of strengthening Government Railway Police with States concerned and also try to evolve a working arrangement with the State Governments to place the G.R.P. under the operational control of the Railways for better results. (Sl. No. 80)

Reply of the Government

Since policing, including Railway policing, is the subject matter exclusively for the State Governments to deal with under the Constitution, the Force so deployed on Railways for policing will obviously have to work under the direct administrative and disciplinary control of the State Governments concerned. No State Government will agree to transfer the control of G.R.P. to Railways and the question of placing the GRP under the operational control of Railways does not arise.

As regards strengthening the Govt. Railway Police, the Ministry of Railways have already agreed to bear the cost of GRP on 50:50 basis with the State Governments and have also requested the State Govts. to come up with their proposals for the augmentation of GRP in their States for better policing. As a result, almost all the States except West Bengal and Rajasthan have agreed to share the cost on 50:50 basis and 6(018 additional posts in various States have already been concurred by the Zonal Railways and sanctioned by the concerned States.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.42 of Chapter I of the Report.

CHAPTER V

Recommendations/observations in respect of which final reply of Government are still awaited

Recommendation Sr. No. 46 (para No. 4.37)

The Committee would also like to advise the Railway Board to ensure that the sale of overage wagons is so organised as to make the steel scrap available to small scale industries all over the country and to prevent its being cornered by a few large units to the detriment of small users.

Reply of Government

The matter is still under consideration. A final reply to the Committee will be furnished shortly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10 dt. 10.12.81]

Comments of the Committee

Please see para 1.47 of the Report.

Recommendation (S. No. 55, Para No. 5.27)

The Committeee are informed that the Railways are thinking of an entirely new strategy in regard to the metre-gauge track. Railways are of the view that with adequate inputs, MG railways can render speedy, efficient and economic rail transportation services as is stated to be the experience in several foreign countries like Japan. The Railway Minister observed in the course of his budget speech (19 Feb., 1981) that "our thrust should.....be to improve our MG services, rather than neglecting or discarding them.....Projects of gauge conversions have, therefore, to be critically evaluated to establish the inescapable need for such conversions for meeting the transportation requirements and on the basis of adequate financial and economic considerations." The Committee would like that a detailed and objective study into the practicality and economics of gauge conversion *vis-a-vis* upgradation of efficiency of MG services be made immediately and a white paper on approach and economics of maxi-

mising efficiency of MG services placed before Parliament for a critical evaluation of the new strategy before taking an irretrievable plunge in that direction.

Reply of Government

The matter is still under consideration. A final reply to the Committee will be furnished shortly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC|VII|10 dt. 10.12.81]

Comments of the Committee

Please see para 1.47 of the Report.

Recommendation (S. No. 64, Para No. 5.57)

A view has been expressed that Super Fast trains have resulted in the reduction in the number of goods train. The Ministry of Railways have conceded that speaking theoretically, not only a super fast train leads to a loss of 2-3 paths of goods trains, but any fast train even an ordinary mail|express would result in detention of slower trains especially goods trains. At the time of introduction of each additional train, various aspects of availability of resources like line capacity, terminal facilities, rolling stock etc. are gone into in great detail. The Committee appreciate the views of the Ministry of Railways in regard to the need for Super Fast passenger trains. The Committee are also of the view that the solution to the problem lies not in discontinuing or reducing the number of Super Fast passenger trains which are essential in a vast country like India, but in speeding up the goods trains so as to reduce the speed differential between goods trains and fast passenger trains. The Committee welcome the steps being taken by Railways to introduce new 8-wheeler wagons with better braking system with a view to accelerating the speed of goods trains from a maximum of 75 k.p.h as at present to 90 k.p.h. which will be very close the maximum speed of 100 k.p.h. which will be very close the maximum speed of 100 k.p.h. of most of the fast passenger trains. The Committee would watch how speedily the Railways succeed in speeding up the goods trains to the desired level so as to minimise their detentions en route because of fast passenger trains. The Committee would, however, like to sound a word of caution that, while speeding up goods trains, adequate measures should be taken to ensure safety of traffic.

Reply of Government

The matter is still under consideration. A final reply to the Committee will be furnished shortly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII|10 dt. 10.12.81]

Comments of the Committee

Please see para 1.47 of the Report.

Recommendation (Sr. No. 67, (para No. 5.84)

Reports have reached the Committee from State Governments of Assam, Bihar, West Bengal and Delhi and from Food Corporation of India and certain private sector organisations that consequent upon the introduction of block rake movement of bulk commodities by the Railways loading and unloading facilities at a number of points have been found to be too, inadequate to permit handling of rake loads. Similar, Kalaikunda, Rangapani, Chitpur and Cossipur Road in West Bengal, Daltanganj, Sasaram, Lodarma, Hazaribagh Road, Jasidih, Jamui, Buxar and Gaya Stations in Bihar, Gauhati, Chinamara and Hojai in Assam, and Shakurbasti and Okhla in Delhi are some of the stations where handling facilities are reported to be inadequate by the state Governments. The Ministry of Railways have agreed to the need for development of handling facilities at stations which have to deal with rake loads on a regular basis. The Committee feel that with the introduction of the new system of block rake movement of freight, it is necessary for the Railways to get in touch with the various official and non-official agencies connected with bulk movement and take stock of the handling facilities in each state with a view to drawing up a list of stations where such facilities are inadequate and require augmentation. The Committee would recommend that a survey on these lines be made and a programme to develop loading/unloading facilities as selected stations be drawn up and implemented in phases.

Reply of Government

The matter is still under consideration. A final reply to the Committee will be furnished shortly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.47 of the Report.

Recommendation S. No. 69 (Para No. 5.86)

The need for providing adequate goods sheds and covered area at some Stations have also been pointed by the Government of Assam in view of the difficulties experienced by them in handling wagons containing foodgrains particularly during rainy season. The Committee are not satisfied with the routine explanation of the Ministry of Railways that provision of covered shed accommodation is a continuance process and kept under constant review by the Zonal Railways. The Committee feel that needs for covered storage space at stations located in highly wet zones deserve to be considered and met on a priority basis. The Committee would expect the Railways to take an early action in the matter.

Reply of Government

The matter is still under consideration. A final reply to the Committee will be furnished shortly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.47 of the Report.

Recommendation S. No. 72 (Para No. 5.89)

A Chamber of Commerce has represented that loading and unloading facilities provided at Calicut goods shed are not adequate in as much as against the daily arrival of 100 wagons, the shed cannot handle more than 20 to 25 wagons at a time. According to the Ministry against a capacity of handling 74 wagons the "average" daily traffic handled at this goods shed is only 45. While the Committee agree that the capacity need not be developed on the basis of maximum arrivals, they feel that the rule of "average" is also likely to present a distorted picture of the demand and availability and can prove to be misleading in dealing with practical problems. The Committee desire that capacity at the goods shed at Calicut may be reviewed from pragmatic angle and necessary steps taken to augment the capacity, if so warranted by the traffic.

Reply of the Government

The matter is still under consideration. A final reply to the Committee will be furnished shortly.

[Ministry of Railways (Rly. Board) No. 81-BC-EC/VII/10
dt. 10-12-81]

Comments of the Committee

Please see Para 1.47 of the Report.

NEW DELHI;

April 1982

Vaisakha, 1904 (Saka)

S. B. P. PATTABHI RAMA RAO,

Chairman
Estimates Committee.

APPENDIX

(*Vide* Introduction of the Report)

ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE 10TH REPORT OF ESTIMATES COMMITTEE (SEVENTH LOK SABHA)

I. Total number of Recommendations	85
II. Recommendations/Observations that have been accepted by Government (Nos. 2 to 34, 36 to 45, 47 to 54, 56 to 63, 65, 66, 68, 71, 73 to 76, 78, 81 to 85)	
Total	73
Percentage .	86%
III. Recommendations/Observations which the Committee do not desire to pursue in view of Governments replies (No. 70)	
Total	1
Percentage	1%
IV. Recommendation/Observations in respect of which Government's replies have not been accepted by the Committee. (Nos. 1, 35 77, 79, 80)	
Total	5
Percentage .	6%
V. Recommendations/Observations in respect of which final replies of Government are still awaited. (Nos. 46, 55, 64, 67, 69, 72)	
Total	6
Percentage .	7%