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**RAILWAY CONVENTION COMMITTEE
(2014)**

(SIXTEENTH LOK SABHA)

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

MAINTENANCE OF ROLLING STOCK



LOK SABHA SECRETARIAT

NEW DELHI

August, 2018 /Sharavana, 1940 (Saka)

TWENTY FOURTH REPORT
RAILWAY CONVENTION COMMITTEE
(2014)
(SIXTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

MAINTENANCE OF ROLLING STOCK

Presented to Lok Sabha on 03.8.2018

Laid in Rajya Sabha on 03.8.2017



LOK SABHA SECRETARIAT
NEW DELHI

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COMPOSITION OF RAILWAY CONVENTION COMMITTEE (2014)

Shri Bhartruhari Mahtab, MP - Chairperson

Members

Lok Sabha

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

Rajya Sabha

13. Shri Sanjay Seth#
14. Shri T.K. Rangarajan
15. Shri Prem Chand Gupta
16. Shri Abdul Wahab
17. Dr. V. Maitreyan#
18. Shri Ranvijay Singh Judev

SECRETARIAT

1.	Ms. Kavita Parsad	-	Joint Secretary
2.	Shri M. K. Madhusudhan	-	Director
3.	Shri D. R. Mohanty	-	Additional Director

*Vacancy occurred w.e.f. 05th July, 2016 vice Smt. Anupriya Patel was appointed MOS.

** Nominated w.e.f. 01 August, 2018.

Nominated w.e.f. 07 June, 2018.

INTRODUCTION

I, the Chairperson, Railway Convention Committee (2014), having been authorized by the Committee, present this Twenty Fourth Report on 'Maintenance of Rolling Stock.

2. The Committee obtained background material and written information from the Ministry of Railways (Railway Board) in connection with the examination of the subject. The Committee also took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 11th September, 2017. The Committee express their thanks to the representatives of the Ministry of Railways (Railway Board) for appearing before the Committee and also for furnishing requisite oral and written information on the subject, as desired by the Committee.

3. The Committee considered and adopted this Report at their sitting held on 02nd August, 2018. The Minutes of the sitting of the Committee are appended to the Report.

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

New Delhi:
02 August, 2018
11 Sharavana, 1940 (SAKA)

BHARTRUHARI MAHTAB
CHAIRPERSON
RAILWAY CONVENTION COMMITTEE

REPORT

PART - I

I. INTRODUCTORY

Rolling Stock in Indian Railways is broadly defined as anything that runs on track. In other words, Rolling Stock basically means the trains viz. Passenger trains having conventional coaches, Local trains like EMUs, DEMUs and MEMUs and Goods train having freight wagons. The Indian Railways have a total of around 59,000 conventional passenger coaches and around 2,68,000 freight wagons apart from approximately 22,000 Locomotives, mainly powered by diesel and electricity.

2. Requirement of various types of Rolling Stock is projected by the Traffic Directorate based on the growth in the projected traffic and procurement is done centrally from Railway Production Units, Public Sector Undertakings and Private Wagon manufacturers.

3. The Integral Coach Factory in Perambur and the Railway Coach Factory in Kapurthala makes passenger coaches. The Chittaranjan Locomotive Works makes electric Locomotives and the Diesel Locomotive Works in Varanasi makes diesel electric locomotives. Some electric locomotives have been supplied by BHEL and locomotive components are manufactured in several other plants around the country.

4. As proper maintenance of Rolling Stock is of paramount significance, the Committee took up the subject for examination and report. In the process, the Committee obtained Background Note/Written Reply from the Ministry apart from taking their oral evidence. The Committee also undertook Study Visits to various

Zonal Railway to obtain feedback at the field level. Based on the written and oral depositions of the Railway Board and inputs gathered at the field level, the Committee have broached upon the subject matter in the succeeding paragraphs.

II. MAINTENANCE OF COACHING STOCK

5. The Committee were informed that Indian Railways were running primarily two types of Coaching Stock namely Integral Coach Factory (ICF) type conventional design coaches and Linke Hofmann Busch (LHB) design coaches. The Committee were further apprised that the following types of maintenance activities were carried out for the Coaching Stock:

- (i) Rolling-in examination at enroute stations;
- (ii) In-service Running Maintenance;
- (iii) Intermediate Overhaul and Periodic Overhaul; and
- (iv) Mid Life Rehabilitation.

6. As regards Rolling-in examination at enroute stations, the Ministry elaborated as under:

“There are certain defects which may not be visible when the train/coaches are in a stationary condition. Accordingly, Rolling-in examination is carried out for the terminating trains. In this examination, as the train enters within the station limits, the nominated staff take position on both sides of the track through which the train is passing and keep a vigil for loose / hanging parts, unusual sound, etc. This is an important safety examination. Rolling-in examination is also carried out at nominated enroute stations. At Rolling-in examination stations, immediately after the train comes to

halt, Axle boxes are also checked for unusually high temperature of bearings.”

7. Regarding In-service Running Maintenance of Coaches/Rakes, the Ministry submitted as under:

“In the Base Maintenance Depot, the running maintenance of coaches / rakes nominated for different trains is carried out. Each train is allotted to a base depot which is responsible for its Primary maintenance. All scheduled maintenance, other than those carried out in workshops, is done by the Base Depot. Whenever, any coach becomes due for workshop schedules, the same is sent to the nominated workshop by the base depot. During primary maintenance, under gear and safety fittings are thoroughly checked in the Maintenance Pit. Besides electrical and mechanical items, passenger amenity fittings, provided inside the coaches are also checked. Also, the exterior and interior cleaning of coaches is undertaken. At present, there are 183 coaching depots in the Indian Railways, where Primary maintenance of trains is undertaken. At the Terminating end, either Secondary examination in the maintenance pit lines or Other end examination at the nominated platform / stabling lines having the required infrastructural facilities is carried out. The maintenance is carried out by the nominated coaching depot which is generally located in the vicinity of terminating station. In secondary examination, all items of primary maintenance including washing and cleaning is undertaken except items that are to be attended as per time based schedules by the base depot. Sometimes, owing to some major repairs / attention which cannot be undertaken in the Pit line and generally require lifting of the coach body out of its trolley or stabling of a coach

for a longer duration, the coach is detached from its rake formation and taken to sick line for attention. Sick line are generally provided in the vicinity of the coaching depots and are provided with requisite machinery and plants including facilities for lifting of coaches.”

8. Asked to throw light on Intermediate Overhaul (IOH) and Periodic Overhaul (POH) of Coaches, the Ministry responded as under:

“Intermediate overhaul in case of ICF design coaches or SS-I Schedule in case of LHB design coaches is carried out for major attention to the bogies (trolleys on which the coach super structure is placed). While IOH for ICF design coaches is carried out in the Sick line or IOH shed with overhauled bogies or wheels being sourced from the workshops, in case of LHB design coaches, the SS-I schedule is carried out in the nominated Workshops / Coaching Depots where the required facilities are available. During Periodic overhauling or SS II / SS III schedules, the coaches are sent to the nominated workshops for intensive repairs. Besides the schedule items of replacement, the interior furnishing and passenger amenity items are replaced on condition basis. Coaches which undergo heavy corrosion during service are taken up for major corrosion repairs during POH. During corrosion repair, the structural members of the under frame as well as side panel, etc. are replaced, wherever necessary. For certain identified coaches major furnishing items are also completely replaced with new ones and the same is termed as Refurbishing of coaches. Refurbishing work is normally sanctioned separately under Rolling Stock Programme and is allotted to workshops”.

9. As regards Mid Life Rehabilitation of Coaches, the Committee were apprised as under:

“Mid life rehabilitation of identified ICF coaches is carried out after 12-15 years of life. During Mid Life Rehabilitation, end parts of the under frame, i.e. Head Stock, are replaced. Side panel below window level which is generally found corroded owing to ingress of moisture is renewed. Also, complete interior furnishing is done.”

10. The Committee desired to know about the periodicity prescribed for maintenance of ICF and LHB design Coaches/rakes. In response, the Ministry furnished the following detailed information in a tabular form:

Following maintenance periodicity is followed for ICF design coaches/rakes:

S.N o	Examination / Maintenance schedule	Frequency	Maintenance Location
1.	Trip Schedule	Every Trip	Base Maintenance Depot
	Schedule 'A'	Monthly	Base Maintenance Depot
	Schedule 'B'	Quarterly	Base Maintenance Depot
2.	Other end examination	Every Trip	Base Maintenance Depot / Station at the terminating end
3.	Intermediate overhaul (IOH)	9 Months	Sick Line of Base Maintenance Depot
4.	Periodic overhaul (POH)	18 Months	Nominated Workshop
5.	Mid life Rehabilitation (MLR)	12 - 15 years of age	Nominated Workshop

Following maintenance periodicity is followed for LHB design coaches/rakes:

S.No	Examination /Maintenance schedule	Frequency	Maintenance Location
1.	Trip Schedule D 1	Every trip	Base Maintenance Depot
	Monthly Schedule D 2	Monthly	Base Maintenance Depot
	Six Monthly Schedule D 3	Half yearly	Base Maintenance Depot
2.	Other end examination	Every Trip	Base Maintenance Depot / Station at the terminating end
3.	Shop Schedule-I (SS-I)	18 Months/6 lakh Kms earned whichever is earlier	Nominated Workshop/ Coaching Depot
4.	Shop Schedule-II (SS-II)	3 Years/12 lakh Kms earned whichever is earlier	Nominated Workshop
5.	Shop Schedule-III (SS-III)	6 year/24 lakhs Kms earned whichever is earlier	Nominated Workshop

11. The Committee then asked whether third party quality check of Coaching rolling stock was being done by the Railways. In reply, the Ministry stated as under:

“Neutral Train examiners, (NTXR) posted in all major coach overhauling workshops keep a strict ‘third party vigil’ on the quality of coach repairs. These NTXR are not under the administrative control of respective CWMs or CMEs but belong to Indian Railway Conference Association (IRCA). Coaches are, generally, not turned out after POH from the workshop unless the same is passed by NTXR. Any coach turned out by the shops without Neutral passing is termed as ‘Local passing’, which is scrutinized with utmost care, and system correction is undertaken.”

12. Regarding quality Audits of Coaching Depots and workshops, the Ministry apprised as under:

“Quality audits in coaching depots and workshops, to check conformance to laid down maintenance procedures, deficiencies in resource provision especially with respect to safety on run are being carried out by RDSO as well as officers from other than owning railways. Observations of the audit are then regularly followed up for compliance and system improvements.”

13. As regards super checks and safety drives, the Ministry submitted as follows:

“Besides, scheduled inspections in shops and coaching depots by staff and supervisors, super checks are also carried at officer’s level to maintain alertness towards safety. From time to time, safety drives are also launched, sometimes with a specific focus on maintenance of critical components / sub-systems.”

14. The Committee then asked whether the maintenance pattern of various Trains had been defined. In response, the Ministry apprised as under:

“The Pattern of maintenance of various types of trains, i.e. Rajdhani, Shatabdi, Duronto, Mail / Express, Passenger and Special trains has been defined. The trains have been divided into various categories depending upon the type of train, type of stock and the Kms earned (one way or round trip journey) and accordingly their maintenance requirements in Pit line at the Primary examination / Secondary examination points or at the platform / stabling lines having the required

infrastructural facilities (in case of Other end maintenance) have been laid out. Besides, the requirement for the internal and external cleaning of trains at various maintenance points / stations has also been laid down. These instructions also prescribe the guidelines for the running of Special trains such as Dedicated Parcel Trains, Military / Election Special trains, etc. as well as trains, wherein, either amalgamation of two different trains or splitting of trains is done as per operational requirement. Based on the different patterns of maintenance of the trains, Brake Power Certificate (BPC) alongwith its validity is issued.”

15. The Chairman, Railway Board elaborated in evidence as under: “We have a very structured way of taking care of the entire rolling stock. The Schedule of Maintenance is defined; its frequencies are defined as to when it is to be carried out; and whether it is to be carried out in a base maintenance depot or a workshop is also defined for both types of Stock. A very structured form is there where the formats are to be filled up, and the maintenance manuals are also clearly laid down”.

III. MAINTAINANCE OF FREIGHT WAGONS

16. Wagons are unpowered vehicles used for transporting different types of goods. Wagons are fitted with standardized couples enabling different types of wagons to be coupled together in the form of a train. The Composition of a goods train of Indian Railways varies from 40 to 59 wagons. The maximum number of wagons that can be attached to a goods train is limited due to the length of the standards loop line at stations and yards. Indian Railways, through RDSO- the research

and design wing, has been continuously upgrading the technology of freight wagons.

17. The type of Wagons placed on line are Open Wagons, Covered Wagons, Tank Wagons, Flat Wagons, Hopper Wagons, Brake Vans etc. These Wagons are utilized for loading of different commodities and are often subjected to different mechanized loading/unloading systems. Thus, there is always a possibility of damage to the wagons during such operations.

18. In the above context, the Committee desired to be apprised of the effective mechanism evolved by the Indian Railways for proper maintenance of wagons. In reply, the Ministry submitted as under:

“Safety, being of paramount importance, necessitates a close watch on the health and fitness of the wagons. Indian Railways, therefore, has adopted the philosophy of Preventive Maintenance for the maintenance of Wagons. In this system, wagons are sent for different scheduled maintenance activities after passage of pre-defined time. It is all the more important because wagons being a capital asset of high value have a useful life in the range of 30 to 40 years which depends upon the type of wagon. Therefore, for ensuring optimum performance of wagon fleet, it is necessary that Preventive Maintenance is given timely to avoid occurrence of defects/ failures while in service. During preventive maintenance schedules, wagons are inspected for any defects and all the defects are attended effectively so that the wagons remain fit for traffic use till the next schedule falls due. It is ensured that detention during such examinations and repairs are kept to the minimum so that the wagons are made available for traffic use for the maximum time period. Frequent failures of similar nature are studied and analyzed and

necessary modifications/ design changes are effected to eliminate the cause of such failure in future. In course of time and based on experience, various procedures/ schedules for maintenance of wagons have been prepared. The schedules and procedures have been largely standardized and issued by Railway Board, RDSO, and IRCA etc.”

19. Asked to state the types of examination of wagons evolved, the Ministry furnished the following information:

- (i) Rolling-in Examination-All terminating trains are given “Rolling-in-examination” while entering a station having a train examining depot and thereafter axle boxes are checked to detect hot / warm axle box.
- (ii) Rolling-out Examination- The procedure of conducting Rolling-out examination is similar to Rolling-in examination, except for the fact that this examination is carried out when the train is leaving the station/Yard.
- (iii) Safe to Run Examination (STR)- STR examination is conducted when the validity of Brake Power Certificate (BPC) expires or the rake has been stabled for long period for ensuring that the rake is able to reach its nominated point for examination in detail.
- (iv) Examination of terminating load- Examination of terminating loads is to be carried out as soon as the train comes to a halt at a terminal yard so as to determine the work that needs to be done.
- (v) Examination of train at originating station (intensive examination)- The train examining staff must ensure that the wagons are in fit condition, do not have any rejectable defects and has requisite percentage of brake power.

(vi) Guard& Driver (GDR) Check- GDR Check is an important check for ensuring safety in train operation in those cases where TXR is not available so that a train can be taken to next examination point or terminal.

20. In response to another specific query regarding the types of scheduled maintenance of wagons, the Ministry stated that the following two types of wagon maintenance were being followed:

(i) Periodic Overhaul (POH) - The safety of train operations is dependent on proper maintenance of the rolling stock and other assets. These are required to be maintained at constant intervals for smooth and safe running of the trains. Wagons are given periodical overhauling (POH) at various workshops nominated for the purpose at prescribed intervals which range from 36-72 months depending on the wagon type.

(ii) Routine Over hauling (ROH) - ROH of Wagons is carried out after a regular prescribed interval as specified at the nominated sick line/wagon depot, where proper infrastructure facilities, machinery & plant etc are provided. It is done at 12-24 months depending on the wagon type.

IV. MAINTENANCE OF DEMU/EMU/MEMU AND METRO ROLLING STOCK

21. As regards maintenance activities of DEMUs, the Committee were informed as follows:

There are 08 DEMU Sheds for carrying out maintenance activities of DEMUs in IR. The Periodicity of maintenance of different parts of DEMU is as follows:

SN	Type of examination	Frequency	Maintenance location
1.	Trip Schedule.	10 days for 1400 HP DEMU and 1600 HP DEMU. 7 days for 700 HP DEMU	Base home shed
2.	Monthly Schedule.	1 month \pm 3 days	-do-
3.	Quarterly Schedule.	3 months \pm 7 days.	-do-
4.	Half-yearly Schedule	6 months \pm 10 days.	-do-
5.	18 Month Schedule	For engine D – Check (After 6,000hrs. or 18 months whichever is earlier), for others 18 months \pm 30 days,	Nominated POH shop

(i) Engine, Brakes, Compressor, Electrical Transmission & Controls

For D-Check, the engine is not removed from DPCs. POH shops carries out the necessary maintenance at the POH shop itself.

(ii) Coach body, Under frame, Bogie assembly, Brake rigging and carriage electrical

S.No	Type of examination	Frequency	Maintenance location
1.	Primary Schedule.	10 Days for 1400 HP DEMU and 1600 HP DEMU, for both DEMU with Toilets/ Without Toilets. 7 Days for 700 HP DEMU	Base home shed
2.	Schedule 'A'	1 month \pm 3 days	-do-
3.	Schedule 'B'	3 months \pm 7 days.	-do-
4.	IOH	9 months \pm 15 days.	-do-
5.	POH	18 months \pm 30 days	Nominated POH shop

22. The Committee were then apprised that in order to improve the availability and reliability of EMUs, MEMUs and Metro Rolling Stock (in Kolkata Metro), the following maintenance schedules were being carried out at stabling points/Out it Car sheds and nominated workshops".

S.N	Examination/Maintenance Schedule	Frequency	Maintenance Location
1.	Safe to run	Daily	Output/stabling and car shed
2.	Trip Inspection	9-10 days	Carshed
3.	IA	45 +/-03 days	Carshed
4.	IC	180+/-03 days	Carshed
5.	POH*	18 months+/-05 days	Nominated Workshops/Shed

* The POH of AC/DC EMU stock has been temporarily extended to 24 months which will be further reviewed after three years.

Metro Rolling Stock

S.N	Examination/Maintenance Schedule	Frequency	Maintenance Location
1.	Trip Inspection	Daily	Carshed
2.	M1.5	45 days	Carshed
3.	M6	180 days	Carshed
4.	M12	Yearly	Carshed
5.	Non AC rake	Five years or 3 lakh Kms whichever is earlier	Workshop
6.	POH AC rake	Six years or 4 lakh kilometers whichever is earlier	

23. The Ministry further submitted that Electric Locomotives were maintained at regular intervals as per the maintenance schedules issued by RDSO/Railway Board.

V. PERIODIC OVERHAUL (POH)

24. The Committee desired to be apprised of the number of Rolling Stock in Indian Railways given Periodic Overhaul during the years 2014-15 to 2016-17. In response, the Ministry furnished the following information in a tabular form:

Year	Wagon	Coach	DMU	MEMU/EMU
2014-15	43240	28681	532	4523
2015-16	47440	30001	704	4791
2016-17	49663	30433	760	4556

Electric locos

Number of electric locos given POH and POH + RC (Re-cabling) for last three years is given below:

Year	No. of locos given POH	No. of locos given POH + RC
2014-15	257	98
2015-16	288	122
2016-17	276	98

25. The Committee then asked whether there were instances of Rolling Stock not due for POH being sent to the Workshops. Replying in the affirmative, the Ministry submitted as under:

“Coaches and Wagons are sent to Workshops after specific permission from Headquarter / Railway Board. The POH of Coaches and Wagons in Workshop before their scheduled POH is done with the specific permission of Competent Authority and is not necessarily an erroneous action. However, sending Coaches and Wagons for NPOH repairs as a routine practice is not permitted and any such movement is taken up with the permission of concerned authority.”

Mech Coaching

Coaching stock not due for POH is not booked to POH shop. However, in special cases there is provision of seeking NPOH permission from respective Head quarters for any special repair. Only after obtaining this permission, coach can be booked for NPOH to workshop.

Freight

Wagons with heavy body damage are allowed to be sent to Workshop for major body repairs provided their date of POH becoming due within next 06 months. This time period of 06 months has been reduced to 03 months w.e.f. December, 2016.

26. The Committee then enquired about the number of Rolling Stock not due for POH but sent to the workshops during 2014-15 to 2016-17. In response, the Ministry furnished the following data:

Year	Wagon	Coach
2014-15	2300	75
2015-16	2439	59
2016-17	2182	103

27. Asked to justify sending such a large number of wagons and Coaches, which were not due for POH, to the workshops, the Ministry deposed that since the time taken for major body repairs was usually seven to ten days, it was considered beneficial to send them for POH along with body repairs so as to get both the activities done together, thus saving on downtime of the wagons.

28. The Committee then queried about the usual time taken for removal of Wagons/Coaches from the Workshops after POH and whether there were instances of wastage of time. In reply, the Ministry submitted as under:

“Time taken for removal of wagons from Workshop varies from Workshop to Workshop depending upon the operational requirements of the Railway. Effort is made to form all wagons / coaches in rake form in the larger workshops so that rakes turned out can be put to Traffic use immediately as piecemeal wagons cannot be put to use immediately. In case, of workshops with smaller POH out turn, shunting engines are sent periodically every 2 to 7 days depending upon the local operational requirements of the Railway. Hence, these are operational requirements and these cannot be treated as wastages.”

VI. PROPER HANDLING OF COACHES/WAGONS

29. In response to a specific query regarding the adequacy of Workshops doing maintenance/repair job, the Ministry submitted as under:

“It is recognized that the currently available facilities for maintenance while being adequate to meet the current requirements, are expected to become insufficient in future. To take care of the situation, works are sanctioned through Budget from time to time. To meet future requirements, additional facilities for setting of new Workshops for augmenting, improving and removing the deficiencies in Workshops are being taken up.”

30. The Ministry apprised that while proper maintainence played a vital role in ensuring effectiveness of the Rolling Stock, an equally crucial role was played by proper handling and careful operation of the Rolling Stock so as to minimize the incidences of damage and subsequent need for repairs.

31. Asked to state the effective mechanism put in place for proper handling of Coaches/Wagons, the Ministry deposed as under:

Coaches

For Proper handling of coaching stock, coaches are maintained as per prescribed maintenance schedules like, Rolling-in examination at enroute stations, Primary Maintenance, Secondary Maintenance and other end Maintenance of Coaches/Rakes in Maintenance Depots, Intermediate Overhauls (IOH) and Periodic Overhaul (POH) and Mid Life Rehabilitation of Coaches in workshops. Proper training and material handling equipments are given to staff for ensuring proper handling during detention in coaching depots and workshops. Coach history cards are maintained by Primary maintenance depot where all details of coach including built date is mentioned.

Further, Zonal Railways are also maintaining their respective coach master, where in the life details of coaches are available. Apart from this, Built date of coach is also printed on the end wall of all coaches for ready reference of all maintenance personnel. Hence, there is no chance of overaged coach running in service.

Wagons

For Proper handling, wagons are maintained as per prescribed maintenance schedules like, Rolling-in examination at enroute stations, Primary Maintenance in yards and major scheduled maintenance like ROH & POH are undertaken at nominated intervals. Apart from this, for ensuring safety of wagons, a JPO has been issued and from time to time, various authorities of railways also undertake inspections of loading and unloading points as per this JPO to ascertain the sufficiency of handing facilities to avoid damage to wagons.”

VII. CONDEMNATION OF ROLLING STOCK

32. As regards the number of Coaches, Wagons etc. condemned during the years 2014-15 to 2016-17, the following information was furnished to the Committee:

Year	Wagon	Coach	Diesel Power Car	EMU/MEMU	Electric Locos
2014-15	4984	1505	Nil	54	56
2015-16	8429	1581	02	311	74
2016-17	2462	1996	01	251	64

33. Asked to state the foolproof mechanism devised to condemn various types of Rolling Stock, the Ministry submitted as under:

Coaches

Generally, coaches are condemned after attaining prescribed codal life. Under aged coaches involved in accident & beyond economical repairs are also condemned. Coaches with residual life less than one POH cycle in workshop are condemned with the approval of competent authority. The condemned coaches are removed from service and auctioned as scrap. Before a coach is condemned, it is inspected in detail by the concerned SSE and then by the nominated officers concerned in open line depots or workshops, as the case may be. The decision to condemn a coach is approved by the Competent Authority based on the detailed inspection Reports.

Freight

Instructions have been issued to Zonal Railways with the approval of Board for condemnation of wagons based on age cum condition basis.

DEMU

Diesel Power Cars are condemned on age-cum-condition basis.

EMU/MEMU

The codal life of EMU and Kolkata Metro stock has been assessed 25 years. Normally, EMU & Kolkata Metro stock are being condemned on age cum condition basis.

If any coach is extensively damaged due to accidents/derailment/fire and beyond economical repairs, the proposal for condemnation of such coaches is to be submitted to Board's office for its approval as per the guidelines issued vide Board's letter No. 98/Elect(G)/181/20 dated 18.06.2002.

Electric Locos

Electric locos which have completed codal life are inspected by a high level committee of officers from Mechanical, Electrical and Finance Departments, nominated by General Manager of the concerned Railway, and taking into consideration condition of the locomotive in terms of safety, decision for its condemnation is taken.

34. The Committee then asked about the number of Wagons not fit for use lying in the sick line yards as on 31 July, 2017 and action taken for early condemnation of such wagons. In reply, the Ministry apprised that as on 31 July, 2017, 827 Wagons not fit for use were lying in the sick line yards of various Zonal Railways. The Ministry further submitted that senior supervisors and officers concerned were advised to frequently undertake inspections and submit report for processing the condemnation for approval of the competent authority as per the procedure prescribed.

35. Asked to state the number of repaired and fit for use Wagons lying idle as on 31 July, 2017 and action taken for optimal utilisation of usable Wagons so as to avoid losses, the Ministry submitted as under:

(i) As on 31.07.2017, around 4400 empty fit wagons were available on various Zonal Railways in piecemeal condition (i.e. not attached to rakes). These wagons constituted only 1.64% of the total holding of these type of wagons.

(ii) In order to have smooth freight operations with minimum detention of rakes after maintenance, Zones are requested to keep adequate number of empty fit wagons in yards. Most of the 4400 wagons were available in the maintenance yards as part of the cushion required for topping up rakes after detachment of wagons marked sick.

Further, a portion of these wagons consisted of wagons being grouped in yards for moving to nominated workshops for periodic over hauling (POH).

- (iii) The average period for which the empty wagons remain in piecemeal condition is around 2 days and depends upon the location and other operational constraints.
- (iv) Holding of piecemeal empty wagons is closely monitored at the managerial level in Divisions, Zones and Railway Board on a daily basis and kept to the minimum level. Continuous efforts are made to form rakes from piecemeal of wagons. For example, the piecemeal holding of BOXN wagons reduced from 2526 as on 31/07/2017 to 1975 as on 26/02/2018.”

36. The Committee then desired to know the mechanism put in place to ensure that rejected and over aged Coaches and Wagons were not put to use for the sake of safety. In reply, the Ministry stated as under:

“Rejected coaching and wagon stock which are identified for inspection for the preparation of condemnation are clearly marked on their body the date on which the coach and wagon are Intercepted (I), Recommended (R) for condemnation, approved Condemnation (K), offered for Sale (S) and then sold in Auction (A). A scheme of marking IRKSA dates to indicate all the above 05 stages has been prescribed so that all yard and operational staff are clearly made aware that the coach/wagon is identified for condemnation and is not put in service. Railways also segregate such wagons and earmark the area of the yard so as to ensure there is no scope for any misunderstanding in this regard.”

VIII. ASSESSMENT OF THE REQUIREMENT OF ROLLING STOCK

37. In response to a specific query regarding the assessment of the requirement of Rolling Stock by various Zonal Railways, the Ministry apprised as under:

“Requirement of Wagons, Coaches, DEMU, EMU/MEMU is projected by Traffic Directorate based on the growth in projected traffic. On receipt of the requirement of wagons from the Traffic Directorate by the Stores Directorate, the same is put up to the

Mechanical Directorate to indicate quantum of wagons to be procured through Public Sector Undertakings (PSUs) and Railway Workshops. After earmarking quantity recommended for PSUs and Railway Workshops, remaining quantity is kept for acquisition through tendering after obtaining approval from associate finance and the Railway Board.”

38. The Ministry further stated that indents were not taken from the Zonal Railways for procurement/induction of Rolling Stock. Asked to state the reasons therefor, the Ministry submitted as under:

“The requirement of Rolling Stock is calculated by Traffic Department on a Pan-India basis as the movement of the stock is inter-zonal. Hence, taking into account the complete demand, requirement is projected centrally by Railway Board.”

IX. PHYSICAL TARGETS & ACHIEVEMENTS

39. As regards the physical targets fixed for induction of various types of Rolling Stock during 2016-17 and achievements made thereof, the Ministry submitted as under:

“Target for 2016-17 was 11,000 wagons out of which 10718 wagons were inducted during the year. Initially, BCNHL wagons were also planned during 2016-17. However, later on Traffic directorate asked to cancel induction of BCNHL wagons (665 wagons). Initial target also included BCNHL wagons.

For Coaches, DMU and EMU/MEMU, the target was 4302 for 2016-17, while 4321 rolling stock were inducted.”

X. FUND ALLOCATION & UTILISATION

40. Regarding fund allocation and utilisation for repair and maintainence work of the Rolling Stock during the years 2014-15 to 2017-18, the Ministry furnished the following comparative statement.

	Establishment in Offices	Carriages	Wagons	EMU/DE MU	Electrical General Services- Train Lighting fans & Air-conditioning	DMU	Total
BE 2014-15	1075.73	4449.64	2244.15	1077.97	2022.05	168.11	11037.66
Actual 2014-15	1076.75	4651.35	2330.48	1075.85	2092.22	136.48	11363.14
BE 2015-16	1228.63	5040.59	2509.85	1262.71	2373.41	232.77	12647.95
Actual 2015-16	1185.34	4802.90	2514.86	1133.44	2184.01	183.86	12004.41
BE 2016-17	1595.72	5712.20	2839.84	1384.45	2632.79	247.97	14412.98
Actual 2016-17	1439.46	5653.84	2846.09	1324.30	2548.60	211.34	14023.62
BE 2017-18	1612.38	5849.12	2948.51	1450.23	2711.16	221.98	14793.38

XI. CONSTRAINTS FACED

41. The Committee were informed that maintenance of some Rolling Stock at some Units/Workshops is constrained by the shortfall of capacity for meeting the enhanced maintenance schedule requirement.

42. In the above context, the Committee desired to be apprised of the measures taken to address the constraints. In reply, the Ministry submitted as under:

“In few places there are infrastructural deficiencies like improper Drainage, insufficient lighting and lack of maintenance of infrastructure etc. However, these issues are tackled both through revenue funds and through sanction of special works at zonal railway and Railway Board level. Recently a work of Rs. 100 crore each for Rolling Stock Maintenance Depots and Workshop has been proposed for tackling some of the infrastructural deficiencies of coach and wagon maintenance facilities over Indian Railways. Similar action will be taken in future also on need basis.”

PART-II

OBSERVATIONS/RECOMMENDATIONS

1. **Maintenance of Rolling Stock in Indian Railways** involves Passenger Trains having conventional Coaches, Local Trains like EMUs, DEMUs and MEMUs and Goods Train having Freight Wagons. As regards Passenger Coaches, the Committee find that the Indian Railways are running primarily two types of Coaching Stock namely Integral Coach Factory (ICF) type conventional design Coaches and Linke Hofman Busch (LHB) design Coaches. Four types of maintenance activities of the Coaching stock are carried out *viz.* Rolling-in examination at enroute stations; in-service Running Maintenance; Intermediate and Periodic Overhaul; and Mid-Life Rehabilitation. According to the Ministry, Indian Railways have a very structured way of taking care of the entire Rolling stock. In this context, the Committee note that the schedule and pattern of maintenance of various types of passenger trains have been defined. The trains have been divided into various categories depending upon the types of train and stock and the Kms earned (one way or round trip journey). Accordingly, their maintenance requirement in Pit line at the Primary/Secondary examination points or at the Platform/Stabling lines, having the requisite infrastructural facilities have been laid out. Besides, the requirement for the internal and

external cleaning of trains at various maintenance points/stations has also been laid down. Various nominated Workshops and Base Maintenance Depots attend to different types of designated maintenance activities. While taking note of the prescribed and structured maintenance schedule of the Coaching Stock, the Committee desire that all sorts of maintenance schedule and activities of the Coaching stock which inter-alia include repairs, replacement, refurbishing, washing, cleaning etc. be further streamlined and strengthened for the sake of overall security and passenger convenience.

2. The Committee appreciate that Neutral Train Examiners (NTXR), belonging to the Indian Railways Conference Association (IRCA) and posted in all major Coach overhauling workshops keep a strict 'third party vigil' on the quality of Coach repairs and Coaches are generally not turned out after periodic Overhaul (POH) from the workshop unless passed by the NTXR. However, what concerns the Committee is that sometimes there is 'Local Passing' i.e. Coaches turned out by the workshops without Neutral passing. Though the Ministry have claimed that 'Local Passing' Coaches are scrutinized with utmost care and system correction is undertaken, the Committee are not convinced with the system of 'Local Passing' more so when a third party quality check of the Coaches has been put in place. They, therefore, exhort the

Ministry of ensure that no Coach is removed from the workshop after POH without the strict third party vigil of the NTXR.

3. The Committee note that quality audits in Coaching depots and workshops are being carried out by RDSO as well as non-railway officers to check conformance to the laid down maintenance procedures and deficiencies in resource provision especially on safety aspects. The Committee further note that besides scheduled inspections in workshops and Coaching depots by the Railway staff and supervisors, super checks are also carried out at the Officers' level to maintain alertness towards safety. In view of the fact that quality audits and super checks of Coaches in Workshops and Depots are vital to the safety of trains, the Committee desire that the deficiencies detected during quality audits and super checks be rectified unfailingly and suggestions be complied with promptly for system improvements.

4. As there is always a possibility of damage to the freight Wagons which are utilized for mechanized loading/unloading of different types of commodities, Indian Railways have adopted the philosophy of Preventive maintenance of Wagons. Such maintenance activities of the Wagons involve Rolling-in, Rolling-out, Safe to Run, Terminating Load and Intensive

Examinations and the Guard and Driver check of the Wagons. Besides, Periodic Overhaul (POH) and Routine Overhaul (ROH) of Wagons are being carried out at various Workshops/Depots/Sick Lines nominated for the purpose at prescribed intervals. The Committee note that under the Preventive maintenance system, Wagons are inspected for any defects which are attended to promptly and effectively so as to ensure that Wagons remain fit for traffic use, till the next schedule falls due. Further, detention during such examinations and repairs is kept to the minimum to ensure availability of the Wagons for traffic use for the maximum time period. In view of the fact that Wagons are capital assets of high value having a useful life range of 30 to 40 years, the Committee desire that the Ministry should continue according top priority for timely maintainenece/repair of Wagons to avoid occurrence of defects/failures while in service as well as to ensure optimum performance of the Wagon fleet. The Committee are also of the considered opinion that as the major source of earning of the Indian Railways is the transportation of goods, it is imperative on their part to strive to continuously upgrade the technology of freight Wagons enabling them to run at higher speed thereby maximizing throughput and effectively competing with other transporters.

5. The Committee note that like different maintenance activities of the Coaching stock and freight Wagons, various maintenance schedules/periodicity have been prescribed for the Local trains viz. DEMUs, EMUs, MEMUs and Kolkata Metro in order to improve their availability and reliability. The Committee desire that, as is being done in the case of Coaching Stock, periodic inspections, super checks and safety drives should also be carried out in the maintenance Base Home Shed, Out pits, Car shed and nominated Workshops that examine the maintenance schedule of DEMUs, EMUs, MEMUs and Kolkata Metro so as to ensure proper maintenance of the Critical Components/sub-systems of such local trains and alertness towards safety.

6. The Committee note that during the year 2016-17, 49663 Wagons, 30433 Coaches, 760 DEMUs, 4556 EMUs and 276 Electric Locos were given Periodic Overhaul (POH). According to the Ministry, sending Coaches and Wagons, not due for POH for repairs is not permitted as a routine practice. However, in special cases after obtaining permission from respective Zonal Head Quarters, Coaches can be booked for POH. Similarly, Wagons with heavy body damage are allowed to be sent to the Workshop for major body repairs provided their date of POH becoming due within next six months which has been reduced to three months w.e.f. December, 2016. In this context, the

Committee are surprised to find that as many as 6921 Wagons and 237 Coaches, not due for POH, were sent to the Workshops for repairs during the years 2014-15 to 2016-17. The Ministry have contended that since the time taken for major body repairs is usually 7 to 10 days, it is considered beneficial to send them for POH along with body repairs so as to get both the activities done together, thus saving on downtime of the Wagons. The Committee are not convinced with the reasoning adduced by the Ministry since there is every possibility of Wagons and Coaches, not due for POH, being sent to the Workshops for repair resulting in avoidable wastage of time and loss of revenue. The Committee, therefore, impress upon the Ministry to revisit their decision to send the Wagons and Coaches, not due for POH to the workshops on the plea of special cases. The Committee further recommend that the Railways should ensure that Wagons and Coaches, due for POH and sent to the Workshops, should be attended to /repaired within the prescribed cycletime so that they are timely pressed into service to generate potential revenue.

7. The Committee are concerned to note that time taken for removal of Wagons, after POH, varies from Workshop to Workshop depending upon the operational requirement of the Railways. As detention of Wagons prior to and after POH, beyond the stipulated time line, could result in avoidable loss of substantial earning capacity of

the Indian Railways, which they can ill afford, the Committee urge the Ministry to prescribe a uniform time limit for removal of Wagons from the Workshops after POH, notwithstanding the alibi of operational requirements.

8. The Committee note that a number of measures are taken by the Railways for proper handling of Coaches and Wagons which *inter-alia* include Rolling-in examination at enroute stations, provision of proper training and material handling equipment to the staff, inspection of Wagons at loading/unloading points etc. As it warrants to have a close watch on the health and fitness of Wagons which are prone to damage because of loading/unloading of variety of commodities, the Committee recommend that along with the maintenance activities, the Railways should ensure proper handling and careful operation of the freight Wagons so as to minimize incidences of damage at the time of loading/unloading and the subsequent need for repairs.

9. The Committee note that during the years 2014-15 to 2016-17, 15875 Wagons, 5082 Coaches, 616 EMUs/MEMUs, 194 Electric Locos and 03 Diesel Power Cars have been condemned with the approval of the competent Authority and based on the prescribed parameters like age-cum-condition basis, completion of codal life etc. According to the Ministry, senior

supervisors and Officers concerned are advised to frequently undertake inspections and submit report for processing the condemnation of the Rolling Stock for approval of the Competent Authority as per the procedure prescribed. However, the Committee are dismayed to find that as on 31 July, 2017, as many as 827 Wagons not fit for use were lying in the sick line yards of various Zonal Railways, implying that prompt action is not taken for timely condemnation of not fit for use Wagons. The Committee, therefore, stress that the system devised to condemn the Rolling Stock be further strengthened so as to ensure that Wagons/Coaches not fit for use are promptly condemned with the approval of the competent Authority.

10. The Committee note that rejected Coaching and Wagon stock are clearly given various identification marks on their body and segregated from the fit for use Wagons so that all yard and operational staff are made aware that the identified Coach/Wagon is not to be put in service. It is a step in right direction and the Committee desire the Railways to put in place other appropriate measures so as to ensure that not a single condemned/rejected Coach/Wagon is put into service for the sake of safety.

11. The Committee are surprised to observe that as on 31 July, 2017, around 4400 repaired and fit for use Wagons

were lying idle in various Zonal Railways. The Ministry have contended that most of these 4400 fit Wagons were available in the maintenance yards as part of the cushion required for topping up rakes after detachment of Wagons marked sick. Taking into account the Ministry's assurance that holding of piecemeal empty and fit Wagons is closely monitored at the Divisional, Zonal and Railway Board level on a daily basis, the Committee trust that detention of fit for use Wagons on the plea of forming a cushion for rejected Wagons, would be kept to the barest minimum period so as to avoid delay in smooth freight operation and consequential revenue loss to the Indian Railways.

12. The Committee are surprised to note that indents for procurement of Rolling Stock are not taken from the Zonal Railways and the requirements of Wagons, Coaches etc. are projected by the Traffic Directorate on a Pan-India basis and centrally approved by the Railway Board. In view of the fact that the performance and operational efficiency of the Zonal Railways differ from one another, the Committee find no plausible reason for not getting inputs from the Zonal Railways regarding their requirements of Rolling Stock. The Committee, therefore, exhort the Railway Board to henceforth associate the Zonal Railways, the ultimate users, in the consultation process for their respective requirements of Rolling Stock which would in

no way impede the central procurement system and rather would establish a scientific and pragmatic approach.

13. The Committee note that during the year 2016-17 the target was induction of 11,000 Wagons out of which 10,718 Wagons were actually inducted, the marginal shortfall being due to cancellation of induction of BCNHL Wagons upon the decision of the Traffic Directorate. However, for Coaches, DEMUs and EMUs/EMEMUs, the target was 4302 during 2016-17 while the achievement was induction of 4321 such Rolling Stock. While appreciating more than hundred percent achievement of target in the induction of Coaches, DEMU and EMU/EMEMU Rolling Stock, the Committee would however, like the Ministry to have a realistic projection of the induction of Wagons, which is the major source of earnings for the Indian Railway, so as to ensure optimum achievement of physical targets in future.

14. The Committee are concerned to find that during the years 2015-16 and 2016-17, the fund allocations for repair and maintenance work of the Rolling Stock were Rs. 12647. 95 crore and Rs. 14,412.98 crore respectively whereas the corresponding actual utilization was Rs. 12,004.41 crore and Rs. 14,023.62 crore, the major shortfalls being in DEMU/EMU and Train lighting, fans and Air-conditioning. In view of the fact that savings are

tantamount to bad budgeting, more so in safety and passenger comfort aspects, the Committee call upon the Ministry to take all requisite steps for optimum utilization of allocated funds.

15. According to the Ministry, maintenance of some Rolling Stock at some Units/Workshops is constrained by the shortfalls of capacity for meeting the enhanced maintenance schedule requirement. Further, in few places, there are deficiencies like improper drainage, insufficient lighting, inadequate maintenance of infrastructure etc. The Committee note that to tackle the situation, a work of Rs. 100 crore each for Rolling Stock maintenance Depots and Workshops has been proposed and similar action will be taken in future also on need basis. As removal of infrastructural deficiencies in the Workshops/Depots, engaged in maintenance/repair of Coaches and Wagons, is of paramount importance, the Committee urge the Railways to prioritize and pay focused attention towards ironing out the bottlenecks so as to enable the maintenance units to effectively cater to the extant and future maintenance requirements.

New Delhi:
02 August, 2018
11 Sharavana, 1940 (SAKA)

BHARTRUHARI MAHTAB
CHAIRPERSON
RAILWAY CONVENTION COMMITTEE

RAILWAY CONVENTION COMMITTEE (2014)**MINUTES OF THE THIRTY NINTH SITTING OF THE COMMITTEE**

The Committee sat on Monday, the 11th September, 2017 from 1130 hrs. to 1300 hrs. in Committee Room-2, First Floor, Block-A, Parliament House Annexe Extension, New Delhi.

PRESENT

Shri Bhartruhari Mahtab - **Chairperson**

Members**Lok Sabha**

2. Shri K. Ashok Kumar
3. Shri Sanganna Amarappa Karadi
4. Shri Nana Patole
5. Shri Janak Ram
6. Shri Bharat Singh
7. Shri L.K. Vaghela
8. Shri Rahul Ramesh Shewale

Rajya Sabha

9. Shri T.K. Rangarajan
10. Shri Ranvijay Singh Judev

Secretariat

1. Sh. M.K. Madhusudhan - Director
2. Sh. D. R. Mohanty - Additional Director

Witnesses**Representatives of the Ministry of Railways (Railway Board)**

1. Sh. Ashwani Lohani - Chairman, Railway Board
2. Sh. Ravindra Gupta - Member (Rolling Stock)
3. Sh. Ghanshyam Singh - Member (Traction)
4. Sh. Raman Lal Gupta - Addl. Member (Mech. Engg.)

2. At the outset, the Chairperson welcomed the Members and the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee, convened to have evidence on the subject "**Maintainence of Rolling Stocks**". Impressing upon the witnesses to keep the proceedings of the Committee "**Confidential**", the Chairperson asked the Chairman, Railway Board, to give an overview of the subject matter highlighting *inter-alia* various types of Rolling Stocks placed online. mechanism put in place for their maintenance, percentage of ineffective Rolling Stocks, Periodic overhaul of the Rolling Stocks, Physical targets and achievements, budgetary provisions and their adequacy, constraints faced in the maintenance activities, etc.

3. The Chairman, Railway Board and the Member (Rolling Stocks) accordingly briefed the Committee underlining *inter-alia* maintenance types and periodicity of various Coaches/Rakes, Wagons, Diesel Electric Multiple Units (DEMUs) and EMUs/MeMUs; Intermediate Overhaul (IOH) and Periodic Overhauls (POH) of the Rolling Stocks, Quality Check of the Rolling Stocks by Neutral Train Examiner etc. The representatives of the Railway Board also responded to various queries raised by the Members on the subject matter. The Chairperson asked the Chairman, Railway Board, to furnish written replies to those queries, which remained unanswered, within a period of 15 to 20 days. The Chairman, Railway Board, assured to comply.

4. The Chairperson thanked the witnesses for appearing before the Committee and for furnishing the available information that the Committee desired in connection with the examination of the subject.

The witnesses then withdrew.

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

5. The Committee then decided to undertake an On-the-spot Study Visit during the second week of October, 2017 to examine various subjects relating to the Southern and West Central Zonal Railways.

The Committee then adjourned.

RAILWAY CONVENTION COMMITTEE (2014)**MINUTES OF THE FIFTIETH SITTING OF THE COMMITTEE**

The Committee sat on Thursday, the 02nd August, 2018 from 1030 hrs. to 1100 hrs. in Room No. 215, Chairperson's Chamber, Parliament House Annexe Extension, New Delhi.

PRESENT

Shri Bhartruhari Mahtab - **Chairperson**

Members**Lok Sabha**

- 2 Shri K. Ashok Kumar
- 3 Shri Kamalbhan Singh Marabi
- 4 Shri Bharat Singh
- 5 Shri Rahul Ramesh Shewale
- 6 Shri L.K. Vaghela

Rajya Sabha

- 7 Shri T.K. Rangarajan
- 8 Shri Sanjay Seth

Secretariat

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

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee which was convened to consider and adopt four Draft Reports on the subjects (i) Maintenance of Rolling Stock; (ii) Internal Resource Generation by Indian Railways; (iii) Action Taken by Government on the Sixteenth Report (Sixteenth Lok Sabha) on 'Track Upgradation & Modernisation'; and (iv) Action Taken by Government on the Twentieth Report (Sixteenth Lok Sabha) on 'Vigilance in Indian Railways'. Giving an

overview of the important Recommendations contained in the Draft Reports, the Chairperson solicited the views/suggestions of the Members.

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

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

5. The Committee, then, authorized the Chairperson to finalize the Reports in the light of the factual verifications, if any, received from the Ministry and present the same to both the Houses of Parliament.

The Committee then adjourned.