

# RAJYA SABHA

Friday, the 10th July, 2009/19, Asadha, 1931/(Saka)

The House met at eleven of the clock,  
MR. CHAIRMAN in the Chair.

## ORAL ANSWERS TO QUESTIONS

### Number of Employees in Group A, B, C and D

\*101. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RAILWAYS be pleased to state:

- (a) the total number of regular Railway employees in Group A,B,C and D as on 1 January, 2008;
- (b) whether it is a fact that the Railway Department has outsourced certain functions at railway stations and inside running trains;
- (c) if so, the details thereof, zone-wise; and
- (d) what are the backlog vacancies of SC and ST as on 31 March, 2008 in Group A, B and C?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) to (d) A Statement is laid on the Table of the Sabha.

#### *Statement*

(a) The number of regular employees in group A,B, C and D as on 31.3.2008 on Indian Railways is as under :

Group	Number of regular employees
A	7968
B	8163
C	907510
D	470879
<b>TOTAL :</b>	<b>1394520</b>

(b) and (c) Outsourcing is resorted to where technical expertise is not available in Railways. Earlier, outsourcing was done in the area of catering, cleanliness of stations etc. In order to improve quality of food, it has been decided to introduce department catering in Shatabdi and Rajdhani trains. If this is successful, it will be extended gradually further to other trains.

(d) The backlog of vacancies of SC and ST in recruitment as on 31st March, 2008 in Group A, B and C is as under :

Group	SC	ST
A	Nil	Nil
B	Nil	Nil
C	1814	1688

Special drive will be launched to remove the backlog.

SHRI PRAVEEN RASHTRAPAL: Mr. Chairman, Sir, I am following this particular subject for the last two-three years, in view of the instructions given by the hon. Prime Minister to all the Ministries to fill up the backlog. The Railway Ministry, in its reply dated 8th January, 2007 to my question said, "It is expected that we would be able to complete the drive to fill the backlog of vacancies by 31st March, 2007." Today, again in the reply, they have admitted that there is backlog of vacancies. Secondly, in reply to another question put by one of my friends, the Railway Ministry has admitted that there are 1,72,444 vacancies in the Indian Railways. Now on the one hand, we talk of providing employment to the needy, to the SCs, STs and all categories of the people who are educated and well qualified, and on the other hand they are admitting that....

MR. CHAIRMAN: Question, please.

SHRI PRAVEEN RASHTRAPAL: I am coming to the question. Sir, this is not an ordinary thing for me. It is a very serious matter for me and for my people all over the country. Leave apart backlog, the Railways has admitted that they are working with the strength which is less than the sanctioned strength. The figure is 1,72,444. I would like to know from the hon. Minister why such a large number of vacancies are there as on 31st March, 2008. What is the answer of the Ministry?

SHRI E. AHAMMED: Mr. Chairman, there are two parts of this question which the hon. Member has put. The first part of the question is about backlog of SCs and STs. So far as SCs and STs are concerned, after the special drive in 2004, 9281 vacancies, that is, 99.09 per cent of the vacancies have been filled up. The balance is only 0.91 per cent. It was till 2004. After 2004, as per the information that we have, the backlog of vacancies under Group C is, SC - 1,814 and ST - 1,688; under Group D, SC - 1490 and ST 1840. This is the backlog. So far as backlog in respect of all the Groups A, B, C & D is concerned, it is true that there is backlog. It is an ongoing process. Whenever there are vacancies, the concerned zones send the indent to the concerned RRB, Railway Recruitment Board, advertises the vacancies and conducts the exam and then the people are selected. Therefore, these 1,72,444 vacancies which the hon. Member has mentioned, it is an ongoing process. It is a very big department and more than 14 lakh people are working here. Naturally, there will be some backlog. With respect to the SC and ST, the Department has done very well and reduced the backlog.

SHRI PRAVEEN RASHTRAPAL: Sir, in reply to part (b) of my question, the Minister has admitted that there is outsourcing of work in the area of cleanliness at stations. In fact, some of us are travelling by trains regularly, and we have observed that in the past, the work of cleanliness was done manually, and the sweeper community removed the human faeces from the tracks. But when mechanisation has come in, and sophisticated instruments are being introduced, that work is now being taken over from that particular caste and class and given to other communities. So,

outsourcing has two adverse effects. One, it has gone to the private sector. Secondly, it has been taken away from the poor sweepers, who were, otherwise, exploited when it was done by hand. I can give examples of airports and Railways where cleaning is done by a man sitting in the chair. At this time there is no reservation. I want to put a straight supplementary. If at all there is outsourcing for catering, it is understood. But why is the work of cleanliness being outsourced by the Railway Department, especially, when they have their own sweepers in the Railways?

KUMARI MAMATA BANERJEE: Sir, it is a fact that there is outsourcing in the area of cleanliness of stations. Now, in the matter of catering, the Indian Railway Catering and Tourism Corporation is taking care of it. After taking charge as Minister, several problems came to my notice. And, now, it is being decided that in Shatabdi and Rajdhani trains, the Railways itself would take care of food, passenger amenities, cleanliness, etc., instead of outsourcing these jobs. Cleanliness is an important area, and the Department is adequately taking care of it. As regards backlog, we will undertake a special drive, and whatever backlog is there, that will be removed.

SHRI TARINI KANTA ROY: Sir, as per the reply given by the Minister, the number of regular employees in Group 'D' as on 31.3.2008 was 4,70,879. As per the figures available with me, the number of Group 'D' employees was 6,07,493 in the year 2002. This shows that the number of employees has decreased by 1,36,614. Now, if I look at the figures given in reply to the next question, the number of vacancies in Group 'D' is only 58,329. If that is so, then, what has happened to the other posts of Group 'D'? Have they been abolished?

KUMARI MAMATA BANERJEE: No essential posts have been abolished so far. It all depends on the system. Whatever was followed earlier could change according to the system. Of course, it is a continuous Departmental process. I do not know what the position earlier was. But I can tell you what it is as of today. There are vacancies, and these will be filled. There are certain problems in RRB. You will appreciate that there are some problems in Maharashtra, Karnataka and a few other States. We have to take care of these things. I have already mentioned in my Budget speech that the RRB will be reviewed shortly. And, we will take appropriate steps to fill up the vacancies, in fact, safety is an important aspect, and wherever there is backlog, we have to fill them, more so, in the interest of safety of the Railways.

**श्री कांजीभाई पटेल** : समापति महोदय, आदरणीय मंत्री जी ने अपने बजट में कहा है कि वे backlog पूरा करने में स्पेशल ड्राइव निकालेंगे और अभी भी इन्होंने एक्सेप्ट किया है कि वे इसे पूरा करेंगे। मैं यह जानना चाहता हूँ कि क्या सरकार इस backlog को भरने के लिए, इसके ऊपर निगरानी हेतु, सीनियर मंत्रियों की कोई कमेटी बनाने के बारे में सोचेगी?

**कुमारी ममता बनर्जी** : देखिए, मिनिस्टर तो आते हैं, जाते हैं, लेकिन गवर्नमेंट तो रहती है, डिपार्टमेंट तो रहेगा, इसीलिए हम लोगों ने डिसाइड किया है कि, you will appreciate, जो कम्प्लेंट रिसीव की है, उसी के लिए

साइड किया है कि we will review the RRBs. The Group C posts are filled by the RRBs, and it has to decide how to fill it up. The Sixth Pay Commission has said that there will be no Group D posts and the existing Group D posts will be merged with the Group C. So, we have to examine all this and then we will come back.

**श्री ईश्वर सिंह :** सभापति जी, मैं आपके माध्यम से ऑनरेबल मिनिस्टर जी से पूछना चाहता हूँ कि जो जोन वाइज बैक लॉग क्या अलग-अलग किया है या जैसाकि अभी मंत्री महोदय ने आश्वासन दिया है कि एस.सी./एस.टी. का बैकलॉग जल्दी पूरा किया जाएगा, क्या यह 2009-10 के बीच में विशेष अभियान चलाकर पूरा किया जाएगा?

SHRI E. AHAMMED: Mr. Chairman, Sir, we have the entire backlog of the Railway. The zonal backlog has not been collected. But, if the hon. Member would like to have it, we will collect that.

#### Vacant posts in Railways

\*102. SHRI TAPAN KUMAR SEN:††

SHRI MOHAMMED AMIN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the sanctioned manpower in the Indian Railways, category-wise;
- (b) the number of vacant posts against the sanctioned manpower;
- (c) the time-bound action plan to fill up the vacant posts;
- (d) the number of contract workers in Railways both skilled and unskilled; and
- (e) the steps taken to regularize the contract employees in perennial services?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMAD) : (a) to (e) A Statement is laid on the Table of the Sabha.

#### Statement

(a) and (b) The sanctioned strength and vacancies on Indian Railways, category-wise as on 31.3.2008 is as under: -

Category	Sanctioned strength	Vacancies
A & B	17680	1549
C	1020076	112566
D	529208	58329
TOTAL :	1566964	172444

(c) Any large organization like the Railways will have certain vacancies at any point of time. Arising and filling up of vacancies is a continuous process. Vacancies arise due to normal retirement, voluntary retirements, deaths, promotions or creation of posts etc. Vacancies are filled in primarily through open market recruitment, promotions etc.

††The question was actually asked on the floor of the House by Shri Tapan Kumar Sen