

**14**

**STANDING COMMITTEE ON RAILWAYS  
(2022-23)**

**(SEVENTEENTH LOK SABHA)**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**FOURTEENTH REPORT**

**DEMANDS FOR GRANTS  
(2023-24)**



**LOK SABHA SECRETARIAT  
NEW DELHI**

13 March, 2023/ 22 Phalguna, 1944 (Saka)

**FOURTEENTH REPORT**

**STANDING COMMITTEE ON RAILWAYS  
(2022-23)**

**(SEVENTEENTH LOK SABHA)**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**DEMANDS FOR GRANTS  
(2023-24)**

**Presented to Lok Sabha on 13<sup>th</sup> March 2023**

**Laid in Rajya Sabha on 13<sup>th</sup> March 2023**



**LOK SABHA SECRETARIAT**

**NEW DELHI**

13<sup>th</sup> March, 2023/22 Phalguna, 1944 (Saka)

## CONTENTS

		<b>PAGE</b>
COMPOSITION OF THE COMMITTEE		(ii)
INTRODUCTION		(iv)
<b>REPORT</b>		
<b>PART I</b>		
	CHAPTER-I	1
	Introductory	1
	CHAPTER-II	3
	Budget Analysis	3
	Annual Plan 2023-24	9
	Internal Resources	12
	Extra Budgetary Resources (EBR)	13
	Rashtriya Rail Sanraksha Kosh (RRSK)	14
	Appropriation to Funds	18
	Depreciation Reserve Fund (DRF)	21
	Development Fund (DF)	22
	Capital Fund (CF)	22
	Pension Fund	23
	Gross Traffic Receipts (GTR)	24
	Railway Revenue	27
	Operating Ratio	28
	Physical Target vis-à-vis Achievements	29
	Railway Electrification	30
	Safety Related Works	34
	Road Safety Works And Road Over Bridge (ROB)/Road Under Bridge (RUB)	35
	Rolling Stock	36
	Budget Announcements (2022-23)	41
	Budget Announcements (2023-24)	45
	Redevelopment of Railway Stations	47
	Concession to Senior Citizens	48
<b>PART II</b>		
	Recommendations/Observations	49
<b>ANNEXURES</b>		
I.	Annexure-I	64
II.	Annexure-II	70
III.	Annexure-III	72
<b>APPENDICES</b>		
I.	Minutes of the sitting of the Standing Committee on Railways held on 21.02.2023	73
II.	Minutes of the sitting of the Standing Committee on Railways held on 06.03.2023	77

## COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2022-23)<sup>@</sup>

Shri Radha Mohan Singh - Chairperson

### MEMBERS

#### LOK SABHA

2. Dr. Farooq Abdullah
3. Shri Thalikkottai Rajuthever Baalu
4. Smt. Ranjanben Dhananjay Bhatt
5. Shri Abu Hasen Khan Choudhury
6. Shri Kotagiri Sridhar\*
7. Shri Ramesh Chander Kaushik
8. Shri Suresh Kodikunnil
9. Shri Kaushalendra Kumar
10. Km. Diya Kumari
11. Shri Dhairyasheel S. Mane
12. Smt. Jaskaur Meena
13. Ms. Chandrani Murmu
14. Smt. Keshari Devi Patel
15. Shri Ramulu Pothuganti
16. Shri Mukesh Rajput
17. Smt. Satabdi Roy (Banerjee)
18. Shri Achyutananda Samanta
19. Shri Sumedhanand Saraswati
20. Smt. Sangeeta Kumari Singh Deo
21. Shri Gopal Jee Thakur

#### Rajya Sabha

22. Shri Narhari Amin
23. Shri Chh. Udayanraje Bhonsle
24. Shri Ajit Kumar Bhuyan
25. Shri Ahmad Ashfaque Karim
26. Shri Khiru Mahto
27. Dr. Prashanta Nanda
28. Shrimati Phulo Devi Netam
29. Ms. Saroj Pandey
30. Shri Sandeep Kumar Pathak
31. Dr. Sumer Singh Solanki

---

<sup>@</sup> Constituted w.e.f. 13.09.2022 vide Lok Sabha Bulletin Part II No. 5296 dated 04.10.2022.

\* Nominated to the committee w.e.f. 16.11.2022 vide Lok Sabha Bulletin Part II No. 5382 dt 16.11.2022 in place of Shri N.Reddeppa, MP (Lok Sabha)

**LOK SABHA SECRETARIAT**

- |    |                     |   |                          |
|----|---------------------|---|--------------------------|
| 1. | Smt. Suman Arora    | - | Joint Secretary          |
| 2. | Smt. Maya Lingi     | - | Director                 |
| 3. | Shri R.L. Yadav     | - | Additional Director      |
| 4. | Shri Kunal K. Singh | - | Asstt. Committee Officer |

## INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2022-23) having been authorised by the Committee to submit the Report on their behalf, present this Fourteenth Report on 'Demands for Grants (2023-24) of the Ministry of Railways'.

2. The Committee considered the Demands for Grants (2023-24) pertaining to the Ministry of Railways which were laid on the Table of the House on 3<sup>rd</sup> February, 2023. This Report is based on facts and figures submitted by the Ministry of Railways and the depositions made by the representatives of the Ministry of Railways (Railway Board) before the Committee on 21.02.2023. The Committee considered and adopted the Report at their sitting held on 06.03.2023. Minutes of the related sittings are given in the Appendix to the Report.

3. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the information that the Committee desired in connection with the examination of the Demands for Grants (2023-24). They would also like to place on record their appreciation for the assistance rendered to them by the officials of Lok Sabha Secretariat attached to the Committee.

4. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Part-II of the Report.

New Delhi;  
6<sup>th</sup> March, 2023  
15 Phalguna, 1944 (Saka)

**RADHA MOHAN SINGH**  
**Chairperson**  
**Standing Committee on Railways**

**REPORT**  
**PART-I**  
**CHAPTER-I**  
**INTRODUCTORY**

After merger of Rail Budget to the General Budget in 2017-18, like other Ministries/Departments of the Union, the Ministry of Railways is an integral part of the Union Finance/Budget. Broadly, the revenue expenditure of the Railway is expected to be met from the revenue receipts of the Railways. The excess of revenue receipts over the revenue expenditure is put into the Railway Reserve Funds like Development Fund, Capital Fund, Rashtriya Rail Sanraksha Kosh (RRSK) and Debt Service Fund mainly for being used as internal resources for CAPEX. The Capital Expenditure of the Railways is met from the Gross Budgetary Support from the General Exchequer, Extra Budgetary Resources from the market and partnerships besides the internal resource generation.

2. In pursuance of the recommendations of Railway convention Committee (1991), as contained in their Second Report, Railway Capital Fund has come into operation from 1992-93. Appropriation to the Fund is from Revenue Surplus and it intends to finance expenditure on assets of capital nature. Further, as per the recommendations, the two existing funds, viz. Accident Compensation, Safety and Passenger Amenities Fund and Revenue Reserve Fund have been restructured to accommodate expenditure on Safety and Passenger Amenity works.

3. The aim of Government is to make Indian Railways the growth engine of the economy. To this end, the Government is increasing investment and introducing modern technology while focusing on safety, speed and service to passengers, which is evident from increasing trend of CAPEX in line with the objectives/thrust areas of the Annual Plan. Infrastructure creation, augmentation and modernisation are the thrust areas for Indian Railways.

4. Indian Railways has set ambitious targets for itself and is all geared up to achieve the same. To this effect, Indian Railways has taken several steps to prioritize and timely delivery of project such as Indian Railways has formulated the National Rail Plan. The National Rail Plan is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to more than 40%. Gati-Shakti Units have been created in IR at Board as well as field level, to bring synergy and team working among all Ministries and Departments in

sanctioning and execution of projects. This has facilitated single window clearance of projects for Zonal Railways, other ministries and State Govt. units/ directorates. It has started showing results in terms of the delivery of projects in the field such as the pace of construction of railway line has improved from 4 km per day in 2009-14 to 11 km per day currently.

5. As a follow up to the National Rail Plan, Indian Railways has prepared an ambitious plan of expansion in rail infrastructure and network by FY28 so that freight loading in absolute tonnage of 3000 MT could be achieved by FY30 (Mission 3000 MT). Under Mission 3000 MT over 1200 works have been identified/prioritised to be completed within 5 years with projected Capex of 8.45 LCr, which are at various stages of execution.

6. Safety of the passengers and safe upkeep of railways assets are the topmost priority of IR. With a continuing focus on safety of passengers with an increase of 22.83 %, Rs. 32,500 cr. has been provided in the Budget Estimates (2023-24).

7. The main objectives/thrust areas of the Annual Plan 2023-24 are the execution of projects/works required for infrastructure development, throughput enhancement, development of terminal facilities, redevelopment of stations, augmentation of speed of trains, improvement in signaling system for safe running of trains and creation of network capacity which will help Railways enhance its modal share. These projects/works include completion of Dedicated Freight Corridor, increase in sectional speeds of important routes, improvement in signaling and telecommunication, multitracking/New line/Gauge Conversion works, Loco production and capacity augmentation of Loco sheds, Rolling Stocks induction, Energy management, Railway Electrification, Terminal facility improvement, ROB/RUBs proliferation, Bridges rehabilitation, augmenting Metro transport (suburban), Mumbai-Ahmadabad High Speed Rail and Track renewals. (LOP 5/P9)

8. The CAPEX has been increased substantially for IR from an average annual CAPEX during 2014-15 of Rs. 58,719 cr to Rs. 2,60,200 cr. for 2023-24 (BE).

## CHAPTER-II

### BUDGET ANALYSIS

9. After the merger of the Railway budget with the General Budget from the year 2017-18, the Railway receipts and expenditure have been a part of the documents of the General Budget. The expenditure of the Railways is now a part of Demands for Grants of the Ministry of Finance like other Ministries/Departments of Government of India. The entire expenditure of Railways is now covered in 'Demand for Grant No. 85' with sub-sections as 'Revenue' and 'Capital'.

10. The Demands pertaining to the Ministry of Railways for the year 2023-24 were laid in Lok Sabha on 3 February, 2023. These Demands are detailed as under:

(Rs. in thousands)

Sl. No.	Details	Total Demand (2022-23)	
		Voted	Charged
	<b>Revenue</b>		
1	Indian Railways – Policy Formulation, Direction, Research, and other Miscellaneous Organization	2594,51,00	5,50,00
2	General Superintendence and Services on Railways	9631,18,99	2,92,70
3	Repairs and Maintenance of Permanent Way and Works	18725,69,97	40,65
4	Repairs and Maintenance of Motive Power	6883,25,19	-
5	Repairs and Maintenance of Carriages and Wagons	19742,83,71	-
6	Repairs and Maintenance of Plant and Equipment	9975,58,55	10,00,00
7	Operating Expenses – Rolling Stock and Equipment	21127,43,87	-
8	Operating Expenses – Traffic	45695,95,29	6,00
9	Operating Expenses – Fuel	34889,19,04	2,60,00
10	Staff Welfare and Amenities	9094,86,45	3,00
11	Miscellaneous Working Expenses	8413,51,04	411,45,55
12	Provident Fund, Pension and Other Retirement Benefits	68699,87,90	12,10
13	Appropriation to Funds	73826,00,00	-
14	Other Transport Services	1267,51,00	-
	<b>Total Revenue</b>	<b>330567,42,00</b>	<b>433,10,00</b>
	<b>Capital</b>		
15	Assets – Acquisition, Construction and Replacement	440409,78,00	219,29,00
	<b>Grand Total (Revenue + Capital)</b>	<b>770977,20,00</b>	<b>652,39,00</b>

11. The Railway Budget Statement shows the total revenue receipts, revenue and works expenditure, distribution of excess of receipts over expenditure and position of various Funds viz., Depreciation Reserve Fund, Development Fund, Pension Fund, Capital Fund, RRSK and Railway Safety Fund.

12. The Revenue receipts of the Railways consist of earnings from passenger traffic, other coaching earnings (which include parcels and luggage), earnings from goods traffic and sundry earnings like rent, catering receipts, interest and maintenance charges from outside bodies, commercial utilisation of land and air space, commercial publicity on rolling stock and station buildings, reimbursement of operating losses of strategic railway lines by the Ministry of Finance, etc.

13. There are also other Miscellaneous receipts like receipts of Railway Recruitment Boards from sale of application forms and examination fees, etc. and Government's share of surplus profits which includes receipts from subsidised Railway companies in which the Government has no capital interest. The total of Revenue and Miscellaneous receipts makes up the total receipts of the Railways.

14. The portion of the earnings which is due to the Railways during the financial year but has not actually been realized is held in a "Suspense" account. The expenditure incurred by the Railways is on Revenue account and on Works account.

15. The Revenue account consists of Ordinary Working Expenses incurred by the various Departments on the Railways in their day-to-day working and other miscellaneous expenditure like the expenditure on Railway Board, Audit, Surveys and other miscellaneous establishments etc. The Revenue Account also includes appropriation to the Depreciation Reserve Fund and the Pension Fund.

16. The Indian Railways are financed primarily through the following three sources:

- (i) Budgetary Support from the Government.
- (ii) Internal Resources (Passenger and freight earnings from leasing Railway lands, other coaching, other sundry heads and RRB earnings).
- (iii) Extra Budgetary Resources (EBR)(which include market borrowings, PPP, institutional financing and Foreign Direct Investment).

Investment by IRFC

17. Since 1987-88, Indian Railways Finance Corporation Ltd. (IRFC), a PSU under the administrative control of the Ministry of Railways has been mobilizing market borrowings to finance capital expenditure in the Railways. Market funds raised by IRFC constitute Extra-Budgetary Resources (EBR) for Railway Plan and are invested in rolling Stock and projects which are leased by IRFC to MOR.

18. A source of funding viz. Extra-Budgetary Resources (Institutional Finance) or EBR-IF has been introduced from FY 2015-16. EBR-IF funds are long term funds which are being deployed to finance throughput enhancement projects of Railways like doubling and electrification projects which are otherwise not adequately funded due to resource constraints.

19. The total Capital Outlay for the Ministry of Railways for the year 2023-24 has been kept at Rs. 2,60,200 cr including Rs. 10,000 cr. as Gross Budgetary Resource contribution for RRSK, Rs. 200 cr for Nirbhaya Fund and Rs. 1,000 cr. from the contribution by IR from their Internal Resources. A Capital outlay of Rs. 2.40 Lakh Cr. has been provided for the Railways in the General Budget 2023-24. This highest-ever outlay is about 9 times the outlay made for the Railways in 2013-14. The proposed Capex outlay for 2023-24 is as under:

#### Financing of Plan

Financing Component	Amount (Rs. In Crore)
<b>Gross Budgetary Support *</b>	<b>2,40,200</b>
<b>Internal Resources **</b>	<b>3000</b>
<b>Extra Budgetary Resources (P)</b>	<b>17,000</b>
<b>Total</b>	<b>2,60,200</b>

\* Gross Budgetary Resource contribution for RRSK 10,000 cr.

\* Nirbhaya Fund 200 cr.

\*\* Includes Indian Railway's contribution for RRSK 1000 cr.

20. The share of Gross Budgetary Support (GBS), Internal Resources(IR) and Extra Budgetary Resources(EBR) and Actual Expenditure 2020-21, 2021-22, Budget Estimates, Revised Estimates and Actuals for 2022-23 (upto 31.01.2023), and Budget Estimates 2023-24 are shown in the following table :

(Rs. in crore)

	Actuals 2020-21	Actuals 2021-22	BE 2022-23	RE 2022-23	Actuals 2022-23 (upto 31.01.23)	BE 2023-24
Gross Budgetary Support	29923*	117508	137300	159300	134406	240200
%age to total Capex	46.60	61.75	55.85	64.94	81.66	92.31
Internal Resources	2062	1654	7000	4300	1377	3000
%age to total Capex	0.87%	0.86	2.84	1.75	0.83	3
Extra Budgetary Resources	123196	71066	101500	81700	28,804	17000
%age to total Capex	52.51%	37.35	41.29	33.30	17.50	0.06
Total CAPEX	155181	190268	245800	245300	1,64,587	260200

\*Excludes Loan to Railways Rs. 79,398 crore.

21. The percentage of variations between RE 2022-23 and BE 2023-24 in the shares of Gross Budgetary Support, Internal Resources and Extra Budgetary Support is as under:

Heads	RE 2022-23	BE 2023-24	% age of variation
Gross Budgetary Support	159300	240200	+ 50.08
Internal Resources	4300	3000	-30.02
Extra Budgetary Resources	81700	17000	-79.20
Total CAPEX	245300	260200	+6.01

22. It may be seen from the table mentioned above that a huge and historic increase in BE 2023-24 over RE 2022-23 of Rs. 80,900 cr. i.e. 50.08 % has been made in the Union Budget 2023-24. While in the Internal Resource generation, a steep decrease of Rs. 1,300 cr. in the BE 2023-24 i.e. Rs. 3000 cr. as compared to the RE 2022-23 of Rs. 4300 cr has been provisioned. However, in the Extra Budgetary Resources, a huge decrease of Rs. 64,700 cr. i.e. 79.20% as compared to the RE 2022-23 has been made in the budget.

23. When enquired about the reasons / factors behind the increase in GBS at RE (2022-23) and drastic decrease in Internal Resources and EBR at RE (2022-23), the Ministry of Railways, in their written replies, submitted as under:

“In RE 2022-23, the GBS from General Exchequer has been increased by Rs 22000 cr and fixed Rs 159300 cr. The rapid pace of infrastructure works and a robust trend of utilisation assessment till September, 2022 led to receipt of more GBS from Government at RE stage. In Internal Resource segment, against Rs 7000 cr of BE 2022-23, the RE provision has been restricted to Rs 4300 cr. There has been sharp increase in working and operating expenses such as staff

cost and fuel bill on account of higher operations. The Ordinary Working Expenses, envisaged at Rs 170000 cr at BE stage rose to Rs 181000 cr. Similarly, the total provision for fuel which was Rs 29283 cr in BE 2022-23 has risen to Rs 36409 cr in RE 2022-23. Therefore, in spite of increase in Revenue target, higher working expenses did not permit the Railways to appropriate sufficient funds to internal resources for Plan financing. As a result there is a decrease in Capex under internal resources. As regards borrowings under EBR, there is no drop in outlays from borrowings. The EBR from borrowing, which was Rs 66500 cr in BE 2022-23 has been fixed at Rs 67000 cr in RE 2022-23.

Therefore, while efforts are being made to realistically formulate the Plan at BE stage, factors as mentioned above do not allow provision of sufficient funds for Capex”.

24. On being asked about the recovery ratio and challenges in terms of finances after normalization of train operations post Covid-19 pandemic and challenges faced /dealt by the Indian Railways and whether all the services have been resumed/normalized, the Ministry of Railways, in their written replies, submitted as under:

“The trend of revenue receipts in 2022-23 is encouraging and Railway operations are rapidly recovering from the adverse impact of Covid 19 pandemic. To end of January 2023, total traffic receipts reflect a CAGR of 10.4% over corresponding period of 2019-20(pre-covid stage).

To deal with the adverse impact of the pandemic, the Government in 2020-21, extended a Special Loan of Rs.63,000cr for the Covid related resource gap and Rs. 16,398 cr for liquidating adverse balance occurred in Public Account in 2019-20. Railways have resorted to special financing [EBR(S)] in 2020-21 and utilised Rs 50,515 cr to ensure adequate resources for capacity augmentation and other safety works.

In 2021-22, due to continuation of adverse impact of the pandemic on Railway receipts, the Government has allowed Railways to incur revenue expenditure in excess of receipts.

The operation of Railways has normalized in the post Covid stage and has even achieved normal growth. Railways incrementally loaded 184 MT in 2021-22 and is likely to load additional 84MT in 2022-23. Passenger revenues have resumed to pre-covid levels.”

25. The details of revenue figures from passenger and freight traffic are follows:

	<b>Actuals 2019-20</b>	<b>Actuals 2020-21</b>	<b>Actuals 2021-22</b>	<b>BE 2022-23</b>	<b>RE 2022-23</b>	<b>Actuals 2022-23(Up to 31.01.2023)</b>	<b>BE 2023-24</b>	<b>% Growth in 2023- 24 BE over 2022-23 RE</b>
<b>Passenger</b>	50,669	15,248	39,214	58,500	64,000	52,140	70,000	9.4%
<b>Freight</b>	113,488	117,232	1,41,096	1,65,000	1,65,000	1,32,828	179,500	8.8%

26. It may be seen from the table above that there was a huge decline in the Actuals of 2020-21 and 2021-22 in the passenger traffic compared to other years. It was due to the COVID pandemic when the passenger trains services were almost suspended. During 2022-23, it shows a better recovery of Rs. 52,140 cr. (up to January 2023) against the revised target of Rs. 64,000 cr. (for 2022-23). However, in the Freight segment, Railways had shown a robust performance over the years. In a clarificatory response, the Ministry has further submitted as under:

“During the lockdown, towards the end of 2019-20 to 2020-21, the passenger trains were largely suspended while the freight operations continued. After the relaxation of lockdown in 2020-21, the passenger services were gradually resumed with Covid restrictions and normalised. The freight performance during the period was however robust despite Covid restrictions. Railways incrementally loaded 184 MT in 2021-22 and are likely to load additional 84MT in 2022-23. The impact of the above may be seen in the revenue trends.”

## ANNUAL PLAN 2023-24

27. The Annual Plan for the year 2023-24 is as under:

(Rs in cr)								
S.No.	Head	Annual Plan						
		2020-21		2021-22		2022-23		2023-24
		RE	Actual	RE	Actual	RE	Actual (31.1.2023)	BE
1	<b>Gross Budgetary Support (GBS)</b> <i>[includes]</i>	<b>29250</b>	<b>29923</b>	<b>117300</b>	<b>117507</b>	<b>159300</b>	<b>134406</b>	<b>240200</b>
2	<i>Capital</i>	29250	29926	81700	81670	114300	103647	185200
3	<i>Railway Safety Fund</i>	0	-3	20600	11105	35000	23374	45000
4	<i>RRSK contribution</i>	0	0	15000	24732	10000	7385	10000
5	<b>Internal Resources</b> <i>[include] -</i>	<b>3875</b>	<b>2062</b>	<b>2500</b>	<b>1694</b>	<b>4300</b>	<b>1377</b>	<b>3000</b>
6	<i>CF</i>					1300		
7	<i>DRF</i>	750	672	1000	661	1000	521	1000
8	<i>DF</i>	1125	1076	1500	1033	1000	856	1000
9	<i>RRSK contribution</i>	2000	314			1000		1000
10	<b>Total RRSK (4+9)</b>	<b>2000</b>	<b>314</b>	<b>15000</b>	<b>24732</b>	<b>11000</b>	<b>7385</b>	<b>11000</b>
11	Market Borrowing (Bond)	34567	29110	32952	28171	36500	12842	
12	Market Borrowing (Institutional Finance)	28000	27635	37248	32507	30500	10087	
13	Market Borrowing (EBR/Spl)	51000	50515					
14	<b>Total Market Borrowing (11+12+13)</b>	<b>113567</b>	<b>107260</b>	<b>70200</b>	<b>60678</b>	<b>67000</b>	<b>22929</b>	<b>0</b>
15	Funding through EBR(P)	15000	15935	25000	10388	14700	5875	17000
16	<b>Total Plan size</b>	<b>161692</b>	<b>155180</b>	<b>215000</b>	<b>190267</b>	<b>245300</b>	<b>164587</b>	<b>260200</b>

28. The plan-head wise Capex outlays in RE 2022-23 and BE 2023-24 are as follows:

	RE 2022-23	BE 2023-24	Increase over RE
New Lines	30875	37710	22%
Gauge Conversion	3870	4600	19%
Doubling	42526	30749	-28%
Traffic Facilities	4930	6865	39%

Computerisation	462	425	-8%
Railway Research	107	62	-43%
Rolling Stock	60569	51510	-15%
Leased Assets	18898	22229	18%
Road Safety Works-Level Crossings	750	700	-7%
Road Safety Works-ROBs/ RUBs	6945	8000	15%
Track Renewals	15388	17297	12%
Bridge Works	1215	1255	3%
Signal & Telecom Works	2428	4198	73%
Electrification Projects	8030	8070	0%
Other Electrical Works, incl TRD	6826	4590	-33%
Machinery & Plant	538	740	38%
Workshops Including Production Units	2671	4601	72%
Staff Welfare	463	629	36%
Customer Amenities	6008	16805	180%
Inv. in PSU/JV/SPV and others etc.	28981	34354	19%
Other Specified Works	857	1300	52%
Training/HRD	154	305	98%
Metropolitan Transport Projects	3536	5000	41%
Inventories (Net)	350	250	-29%
<i>Credits or Recoveries</i>	<i>2078</i>	<i>2042</i>	<i>-2%</i>
<b>Total Capex</b>	<b>245300</b>	<b>260200</b>	<b>6%</b>

29. It may be seen from the table above that an increase of 180% in the BE 2023-24 over RE 2022-23 has been seen in the head 'Customer Amenities', 98 % increase in Training / HRD head and 72% increase in Workshops including Production Units. While decrease of 28% in doubling, 43% in Railway research and 15% in Rolling Stock has been seen. In this regard, the Ministry has submitted as under:

"The Ministry is taking measures on a continuous basis to improve the financial position and enhance internal resource generation. The endeavor includes initiatives aimed at maximizing revenue receipts like expansion of commodity basket through creation of Business Development Units (BDUs) at the Ministry, Zonal and Divisional levels for better coordination for movement of bulk commodities like coal, effective and innovative marketing strategies to capture more traffic, creation of additional capacity and optimum utilization of the existing rail infrastructure including rolling stock etc. Improvement of passenger interface, periodic rationalization of fare and freight rates and focus on increasing the share of non-fare revenue sources in Railways is also being undertaken to increase total revenue.'

30. On being asked about the rationale behind this mammoth increase in the 'Customer Amenities' and the areas in which the funds were utilized, the Ministry in their written reply, submitted as under:

“Ministry of Railways has identified 1275 railway stations across the country for development under newly launched ‘Amrit Bharat Station Scheme’ wherein Engineering, Procurement & Construction (EPC) contracts have already been awarded at 50 stations under this scheme. EPC tenders have been initiated for 9 stations. Since, a large number of stations have been identified for development/ redevelopment under this scheme, the budget allocation has been substantially increased.”

31. In regard to the main objectives/thrust areas of the Annual Plan 2023-24, the Ministry in their written replies, submitted as under:

“The main objectives/thrust areas of the Annual Plan 2023-24 are the execution of projects/works required for infrastructure development, throughput enhancement, development of terminal facilities, redevelopment of stations, augmentation of speed of trains, improvement in signaling system for safe running of trains and creation of network capacity which will help Railways enhance its modal share.

These projects/works include completion of Dedicated Freight Corridor, increase in sectional speeds of important routes, improvement in signaling and telecommunication, multi-tracking/New line/Gauge Conversion works, Loco production and capacity augmentation of Loco sheds, Rolling Stocks induction, Energy management, Railway Electrification, Terminal facility improvement, ROB/RUBs proliferation, Bridges rehabilitation, augmenting Metro transport (suburban), Mumbai-Ahmadabad High Speed Rail and Track renewals.

Infrastructure creation, augmentation and modernisation are the thrust areas for Indian Railways. Indian Railways has set ambitious targets for itself and is all geared up to achieve the same. To this effect, Indian Railways has taken several steps to prioritize and timely delivery of project such as:

- Indian Railways has formulated the National Rail Plan. The National Rail Plan is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to more than 40%.
- Gati-Shakti Units have been created in IR at Board as well as field level, to bring synergy and team working among all Ministries and Departments in sanctioning and execution of projects. This has facilitated single window clearance of projects for Zonal Railways, other ministries and State Govt. units/directorates. It has started showing results in terms of the delivery of projects in the field such as the pace of construction of railway line has improved from 4 km per day in 2009-14 to 11 km per day currently.
- As a follow up to the National Rail Plan, Indian Railways has prepared an ambitious plan of expansion in rail infrastructure and network by FY28 so that freight loading in absolute tonnage of 3000 MT could be achieved by FY30 (Mission 3000 MT). Under Mission 3000 MT over 1200 works have been identified/prioritised to be completed within 5 years with projected Capex of 8.45 Lakh Cr, which are at various stages of execution.”

## INTERNAL RESOURCES

32. The Ministry have furnished the details of Internal Resource Generations of the Railways for the last three years which are as follows:

(In Rs. Cr.)

Actuals 2020-21	Actuals 2021-22	BE 2022-23	RE 2022-23	Actuals 2022-23 (upto 31.01.23)	BE 2023-24
2,062	1,694	7,000	4,300	1,377	3000

33. Internal Resources continued to show a downward trend from year to year. The BE 2022-23 was at Rs. 7,000 cr, which was reduced drastically and kept at Rs. 4,300 cr at RE stage. Even the BE for 2023-24 is further reduced drastically and kept at Rs. 3,000 cr. which shows a decrease of 30.20 % (i.e. Rs. 1300 Cr. From Rs. 4300 crore of the RE of 2022-23).

34. Noting that the Internal Resources continued to show a downward trend from year to year even after the normalization of trains services after the COVID-19 pandemic, the Committee asked the Ministry to specify the reasons for the downward trend of the generation of Internal Resources from year to year over the last few years, the rationale for reduction in budgetary allocation at RE 2022-23, the concrete initiatives taken to increase the internal resources of the Railways, the Ministry replied as under:

“Contribution from Railways’ internal resources to capex is determined primarily on the basis of Railways’ internal resource generation after meeting all obligatory revenue expenses.

The internal resources target of Rs. 7000 cr. in BE 2022-23 was fixed taking into account the ordinary working expenses (OWE) estimated at Rs. 170000 cr. However due to increase in operating cost due to increase in traffic and steep escalation in HSD prices and other essential elements of expenditure, the OWE provision had to be increased to Rs. 181000 cr. Thus, despite increase in the revenue receipts target in RE to Rs. 2,42,693 cr. vis-s-vis BE 2022-23 of Rs. 2,39,600 cr., the contribution of internal generation to Railway Capex was reduced to Rs. 4,300 cr in RE.

This downward revision has had no impact on Railways’ total Capex as RE has been maintained almost at the level of BE, with the support of enhanced GBS.

The Ministry is taking measures on a continuing basis to improve the financial position and internal resource generation. The endeavor includes initiatives aimed at maximizing revenue receipts like expansion of commodity basket through creation of Business Development Units (BDUs) at the Ministry, Zonal and Divisional levels for better coordination for movement of bulk commodities like coal, effective and innovative marketing strategies to capture more traffic, creation of additional capacity and optimum utilization of the existing rail infrastructure including rolling stock etc. Improvement of passenger interface,

periodic rationalization of fare and freight rates and focus on increasing the share of non-fare revenue sources in Railways is also being undertaken to increase total revenue.

Expenditure control measures include strict economy and austerity measures, improved man-power planning, better asset utilization, inventory management, optimizing fuel consumption etc.

As a result of all these ongoing measures, the trends of revenue receipts in 2022-23 has been encouraging and has recovered from the adverse impact of the Covid 19 pandemic. To end of January 2023, total traffic receipts have increased by a CAGR of 10.4% over corresponding period of 2019-20(pre-covid stage). Railways are therefore hopeful of achieving much better financial performances in 2022-23 and 2023-24. Accordingly, the Operating Ratio (OR) target in RE 2022-23 and BE 2023-24 has been kept at 98.22% and 98.45% vis-à-vis 107.39% in 2021-22.”

The percentage share of internal resources in the total capital expenditure of the Indian Railways last three years is given below:

	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>
<b>Total Capex (Rs.in cr)</b>	<b>148064</b>	<b>155181</b>	<b>190267</b>
Internal Resources (Rs. in cr)	1685	2062	1694
Internal resource as % of total Capex	1.14%	1.33%	0.89%

Railways are intending to increase its modal share of freight traffic which will allow for higher internal generation for capital investments.

### **EXTRA BUDGETARY RESOURCE (EBR)**

35. The details of Extra Budgetary Resources (EBR) of the Railways for the last three years are as follows:

(In Rs. Cr.)

<b>Actuals 2020-21</b>	<b>Actuals 2021-22</b>	<b>BE 2022-23</b>	<b>RE 2022-23</b>	<b>BE 2023-24</b>
1,23,196	71,066	1,01,500	81,700	17000 (EBR(P))

36. When asked about to furnish the details of expenditure to be met from this EBR, in their written replies, the Ministry furnished as under:

“The details of expenditure to be met from EBR in BE 2023-24 is given below-

(Rs in crore)

<b>Plan-heads</b>	<b>BE 2023-24</b>
New Lines	5860
Traffic Facilities	150
Rolling Stock	4000
Road Safety Works – ROBs/ RUBs	600
Other Electrical Works excl. TRD	2940
Customer Amenities	3450
<b>Total (EBR)</b>	<b>17000</b>

37. In BE 2023-24, the EBR has been kept at Rs.17,000 Cr. in comparison to RE 2022-23 of Rs.81,700 cr i.e., a whopping decrease of 79.20%. When asked to explain the impact of this decreased EBR on the financial health of Railways, the Ministry, in their written replies, stated as under:

“The GBS in BE 2023-24, which is Rs 240,200 cr, has been increased by Rs 80,900 cr over RE. The higher GBS has been deployed for projects, which were earlier financed through EBR(IF) and EBR(Bonds). In view of increase in GBS from General Exchequer, Railways have not resorted to borrowings under EBR, so as to save on lease charges / interest obligations. The outlay under EBR segment is for estimated investment from public/private partnerships and other stakeholders under EBR(P). The increased investment through enhanced GBS will allow Railway to augment capacity without increasing its repayment liabilities. This will help Railways to become financially sustainable.”

### **RASHTRIYA RAIL SANRAKSHA KOSH (RRSK)**

38. RRSK was created in 2017-18 for 5 years to ring-fence funds for execution of works for renewal/ replacement with safety related implication with annual contribution of Rs. 20,000 cr. (Rs 15,000 cr. from Gross Budgetary Support (GBS) and Rs. 5,000 cr. from Railways' internal resources).

39. The objective of creation of the 'Rashtriya Rail Sanraksha Kosh' (RRSK) in 2017-18 was to provide financial support for critical safety related works, and to curb accidents, including those at un-manned level crossings.

40. Since its inception in 2017-18, the expenditure from RRSK under different plan-heads are as follows:

<b>Plan head</b>	<b>Actual 2017-18</b>	<b>Actual 2018-19</b>	<b>Actual 2019-20</b>	<b>Actual 2020-21</b>	<b>Actual 2021-22</b>	<b>RE 2022-23</b>	<b>BE 2023-24</b>
Traffic Facilities	654.02	498.23	370.78	0.02	476.93	800.00	700.00
Railway Research						1.00	1.00

Rolling Stock	1099.10	1637.28	1116.15	830.59	2798.26	2000.00	1600.00
Level Crossings	535.99	678.60	570.25				
Road Over Bridges	3175.23	3488.82	2334.15	2.19	1736.18	1500.00	1900.00
Track Renewals	8903.99	9697.31	8314.30	0.17	16262.45	2041.21	1400.00
Bridgeworks	451.34	516.72	752.59	1.33	1286.13	1200.00	1200.00
Signal & Tele Works	1201.01	1461.29	1536.60	5.43	2058.25	2048.12	2178.12
Other Electrical Works	18.76	47.02	301.10		488.53	400.00	800.00
Traction Distrib Works	331.48	302.77					
Machinery & Plant	127.10	179.82	162.94		349.48	188.79	240.00
Workshops Pus	240.96	202.67	256.08		354.82	300.00	380.00
Staff Welfare							
Customer Amenities	462.55	795.10	870.12	1447.19	1176.02	1400.00	1150.00
Other Specified Works		42.00	141.17		329.44	305.00	510.00
Training/HRD	58.00	48.01	73.38		58.00	125.00	250.00
<i>Credits (-)</i>	<i>1168.80</i>	<i>1580.31</i>	<i>1775.73</i>	<i>1972.65</i>	<i>2642.96</i>	<i>1309.12</i>	<i>1309.12</i>
<b>Total</b>	<b>16090.73</b>	<b>18015.32</b>	<b>15023.88</b>	<b>314.25</b>	<b>24731.53</b>	<b>11000.00</b>	<b>11000.00</b>

*\*In 2020-21, works funded out of RRSK were allocated funds under EBR(S)*

41. On being asked to furnish the major areas/works that have been carried out through RRSK funds since 2017, the Ministry of Railways, in their written replies , submitted as under:

“Under RRSK, initially, Rs.20,000 cr outlay was allocated to works spread over 30 critical categories, as prescribed in the Bibek Debroy report. For budgetary monitoring, these works are further categorized over 14 Plan Heads. The primary focus is on reduction of Collisions, Derailments and unmanned level crossing accidents (causing 90% of accidents on IR). The major areas/works that have been carried out through RRSK funds since 2017 are as under:-

- i. Civil Engineering Works (fixed infrastructure): Mainly Track, Bridges, ultrasound testing/rail weld system etc.
- ii. Safety works at Level Crossings including elimination of LC/ROB/RUB/Subways, etc.
- iii. S&T Works: Train Protection & Warning System, Train Collision Avoidance System, Up gradation of standard of interlocking etc.
- iv. Mechanical & Electrical Engineering: Wagon and Coach Designs, AC EMUs, Locomotive Maintenance, Crew Management systems etc.
- v. Electrical Engineering: Replacement of OHE, masts/portals, transformers, cables, earthing, panels, wiring, etc.

- vi. Safety works at stations: FOBs, High Level Platforms, Trolley pathways for inter platform transfer etc.
- vii. Human Resource Development: Training and monitoring of frontline staff.”

42. The primary focus under RRSK is on reduction of Collisions, Derailments and unmanned level crossing accidents (causing 90% of accidents on Indian Railways). Since the creation of RRSK in the year 2017-18, the number of consequential train accidents and fatalities therein, has decreased considerably, as can be seen from the following table-.

<b>Year</b>	<b>No. of Consequential Train Accidents</b>	<b>No. of Fatalities</b>	<b>Accident per Million Train Kilometer (APMTKM)</b>
2017-18	73	58	0.06
2018-19	59	37	0.05
2019-20	55	5	0.05
2020-21	22*	4	0.03
2021-22	35	17	0.03

*\*Number of consequential train accidents reduced to 22 during the financial year 2020-21 due to reduced train traffic because of Covid pandemic.*

43. Appropriations to the RRSK has been falling short ever since it was introduced. Given that the objective of creation of the fund was to finance critical safety related works, asking whether the very purpose of the creation of the funds was defeated, the Ministry of Railways, in their written replies, submitted as under:

“RRSK was created in 2017-18 for 5 years to ring fence funds for execution of works for renewal/ replacement with safety related implication with annual contribution of Rs. 20,000 cr. (Rs 15,000 cr. from GBS and Rs. 5,000 cr. from Railways’ internal resources). However, due to implementation of the recommendations of the 7th CPC and adverse impact of Covid 19 pandemic on Railways’ resources, Railways could not appropriate the desired amount to RRSK. MOF has also provided Rs. 10,000 cr in additional GBS contribution in 2021-22. Thus, with unhindered contribution from GBS, inspite of inadequate contribution from internal resource generation, the expenditure on Safety related works has not been impacted.

Taking note of overall improvement in safety indicators due to financing of safety works through RRSK and also pending safety related works to be executed, the Government extended the currency of RRSK for another period of 5 years w.e.f. 2022-23 with a total provision of Rs.45,000 crores from GBS.”

44. Based on the progress made by the Railways, the Niti Ayog has appreciated the implementation of RRSK and stated that after implementation of RRSK, there has been

improvement in the safety aspects in Railways. On the recommendation of the Niti Ayog, the Government has agreed to increase the tenure of RRSK for the next five years i.e. from 2021-22 to 2025-26. When asked the Ministry to furnish their comments on it, in their written replies, submitted as under:

“NITI Aayog has appreciated Railways’ progress on safety and implementation of RRSK and held that safety indicators have shown improvement after implementation of RRSK. On the recommendation of NITI Aayog, the Government has agreed to extend the currency of RRSK for another five-year term beyond 2021-22 with contribution of Rs. 45,000 cr from GBS. The Fund is in operation in 2022-23 and 2023-24. A provision of Rs. 11,000 cr both in RE 2022-23 and BE 2023-24 has been made from GBS and internal resources.”

45. Regarding the progress/achievements made under RRSK, the Ministry, in a written reply, submitted as under:

“The objective of creation of the ‘Rashtriya Rail Sanraksha Kosh’ (RRSK) in 2017-18 was to provide financial support for critical safety related works, and to curb accidents, including those at un-manned level crossings. As per the available records, the number of consequential accidents has reduced considerably, as per the following table:

S.No	Particulars	2017-18	2018-19	2019-20	2020-21	2021-22
<b>1</b>	<b>Category-wise Consequential Train Accidents</b>					
i	Number of Derailments	54	46	40	17	27
ii	Number of Collisions	3	0	5	1	2
iii	Number of Manned Level Crossing Accidents	3	3	1	1	1
iv	Number of Un-Manned Level Crossing Accidents	10	3	0	0	0
v	Number of Fire accidents	3	6	8	3	4
vi	Misc. Accidents	0	1	1	0	1
	<b>Total</b>	<b>73</b>	<b>59</b>	<b>55</b>	<b>22*</b>	<b>35</b>
<b>2</b>	<b>Cause Wise Analysis of Train Accidents</b>					
i	Failure of Railway Staff	43	41	44	16	20
ii	Failure of other than Railway staff	18	9	6	5	4
iii	Failure of Equipment	3	3	4	0	5
iv	Incidental	5	6	1	0	3
v	Sabotage	2	0	0	0	1
vi	Combination of factors	2	0	0	0	0
vii	Could not be established/None Held responsible	0	0	0	1	2
viii	Under investigation	0	0	0	0	0

	<b>Total</b>	<b>73</b>	<b>59</b>	<b>55</b>	<b>22</b>	<b>35</b>
3	<b>Accident Per Million Train Kilometer(APMTK)</b>	<b>0.06</b>	<b>0.05</b>	<b>0.05</b>	<b>0.03</b>	<b>0.03</b>

*\*Number of consequential train accidents reduced to 22 during the financial year 2020-21 due to reduced train traffic because of Covid pandemic.” (LOP 15 i/P21)*

## **APPROPRIATION TO FUNDS**

46. Different Funds are being administered by Railways. While the Depreciation Reserve Fund is meant to meet the capital expenditure on replacement and renewal of Railway assets, the Development Fund is to meet capital expenditure on passenger amenities, labour welfare works etc. Capital Fund is to meet the debt servicing obligations of principal component of market borrowing from IRFC and works of capital nature. The Ministry is also to administer the Pension Fund as well as to finance pensionary payments to the retirees.

47. The details of appropriations to and from the various Railway Funds in a tabular form showing the BE, RE and Actuals during the last three years are as follows:

( in cr.)									
	2019-20			2020-21			2021-22		
	BE	RE	Actual	BE	RE	Actual	BE	RE	Actual
<b>Pension Fund</b>									
Opening Balance as on 1st April	1984	196	196	156	-28398	-28398	179	3268	3268
Appropriation to Fund	50600	48950	21308	53760	80049	80521	53900	49600	48700
Withdrawal from Fund	51000	49000	49188	53000	51000	48435	54000	52500	51935
Interest on balances	103	10	-715	31	-472	-420	4	62	55
Closing balance on 31st March	1687	156	-28398	947	179	3268	84	429	88
<b>Depreciation Reserve Fund</b>									
Opening Balance as on 1st April	959	718	718	348	834	834	506	585	585
Appropriation to Fund	700	600	600	1000	400	400	1000	700	200
Withdrawal from Fund	1000	1000	524	1000	750	672	1000	1000	661
Interest on balances	47	30	39	20	22	24	17	15	12
Closing balance on 31st March	705	348	834	368	506	585	523	300	136
<b>Development Fund</b>									
Opening Balance as on 1st April	617	248	248	68	519	519	206	1016	1016
Appropriation to Fund	1000	1311	1389	1500	800	1547	1561	875	0
Withdrawal from Fund	1500	1500	1137	1500	1125	1076	1500	1500	1033
Interest on balances	21	9	19	4	12	26	8	24	17
Closing balance on 31st March	138	68	519	72	206	1016	275	415	0
<b>Capital Fund - Railways</b>									
Opening Balance as on 1st April	395	381	381	402	400	400	414	414	414
Appropriation to Fund	3035	0	0	0	0	0	0	0	0
Withdrawal from Fund	3000	0	0	0	0	0	0	0	0
Interest on balances	24	22	20	23	14	14	14	14	14
Closing balance on 31st March	454	402	400	426	414	414	428	428	428
<b>Debt Service Fund</b>									
Opening Balance as on 1st April	204	204	204	216	215	215	222	222	222
Appropriation to Fund	0	0	0	0	0	0	0	0	0
Withdrawal from Fund	0	0	0	0	0	0	0	0	0
Interest on balances	12	12	11	12	7	7	8	8	7
Closing balance on 31st March	216	216	215	228	222	222	230	230	230
<b>Railway Safety Fund</b>									
Opening Balance as on 1st April	147	141	141	141	505	509	505	512	512
Appropriation to Fund from GBS	15250	17250	17250	18500			20600	20600	20600
Appropriation to Fund from Revenue									
Withdrawal from Fund	15250	17250	16886	18500		-3	20600	20600	21106
Closing balance on 31st March	147	141	505	141	505	512	505	512	7
<b>Rastriya Rail Sanraksha Kosh(RRSK)</b>									
Opening Balance as on 1st April	9	18	18	18	195	191	195	876	876
Appr. to Fund from Revenue	5000	2500	201	5000	2000	1000	5000	5000	0
Appr. to Fund from other sources	15000	15000	15000	15000			15000	20000	25000
Withdrawal from Fund	20000	17500	15024	20000	2000	314	20000	25000	24732
Closing balance on 31st March	9	18	195	18	195	876	195	876	1144

# Includes Special Loan of Rs. 63000 cr. for Covid related resource gap in 2020-21 and Rs. 16398 cr. for liquidating the adverse balance of 2019-20.

48. In a specific query on reasons for variations / mismatch in appropriation to funds, the Ministry of Railways, in their written replies, submitted as under:

“For the year 2019-20, the reasons for variation of Actual over BE are:

- Lesser appropriation to Pension Fund due to inadequate internal resource generation on account of drop in Railway revenue due to adverse impact of Covid-19 on Railway operations towards last few day of the year.
- Lower appropriation to DRF due to generation of lesser internal resources as also due to lesser expenditure requirement from DRF for capex
- Lower appropriation to RRSK due to lesser internal resources generation.
- Higher appropriation to DF due to higher expenditure requirement for capex.
- No appropriation to CF due to inadequate Internal Resources.

### Variation of Actual over RE

- Lesser appropriation to Pension Fund due to inadequate internal resource generation on account of drop in Railway revenue due to adverse impact of Covid-19 on Railway operations towards last few day of the year.
- Higher appropriation to DF due to higher expenditure requirement for capex.
- Lesser appropriation to RRSK due to non availability of internal resources for appropriation to the Fund.

For the year 2020-21, the reasons for variation of Actual over BE are:

- Lesser appropriation to Pension Fund due to inadequate internal resource generation on account of drop in Railway revenue due to adverse impact of Covid-19 on Railway operations.
- Lower appropriation to DRF due to generation of lesser internal resources as also due to lesser expenditure requirement from DRF for CAPEX.
- Lower appropriation to RRSK due to lesser internal resource generation.
- Higher appropriation to DF due to higher expenditure requirement for CAPEX.

### Variation of Actual over RE

- Lesser appropriation to Pension Fund was due to inadequate internal resource generation on account of drop in Railway revenue due to adverse impact of Covid-19 on Railway operations.
- Higher appropriation to DF was needed to meet actual expenditure as also to maintain fund balance for future CAPEX requirement.
- Lesser appropriation to RRSK was account of non availability of internal resources for appropriation to the Fund.

For the year 2019-20, the reasons for variation of Actual over BE are:

For the year 2021-22, the reasons for variation of Actual over BE are:

- Lesser appropriation to Pension Fund was made as MoR receipts were lower and MoF has allowed excess expenditure over receipts. The appropriation was therefore limited to actual pension expenditure.
- Non-appropriation to DRF, RRSK and DF was due to non availability of internal resources generation for appropriation to the Fund.

### Variation of Actual over RE

- Lesser appropriation to Pension Fund was made as MoR receipts were lower and MoF has allowed excess expenditure over receipts. The appropriation was therefore limited to actual pension expenditure.
- No appropriation to DRF and DF due to non availability of internal resources generation for appropriation to the Fund.

## Depreciation Reserve Fund (DRF)

49. Appropriation to Depreciation Reserve Fund (DRF) stood at Rs 800 cr in BE of 2021-22, which was decreased to Rs. 500 cr at RE stage. The BE for this fund for the year 2022-23 was kept at Rs. 2,000 cr. with an increase of Rs. 1,500 cr. compared to RE of Rs. 500 cr in 2021-22. For the year 2023-24, this fund has been reduced and kept at Rs. 1,000 cr. In regard to these steep variations and the mandate / utility of the DRF especially in view of creation of RRSK, the Ministry, reasoned in a written reply, as under:

“The mandate of Depreciation Reserve Fund (DRF) is to meet capital expenditure on replacement and renewal of railway assets.

Appropriation to DRF is from Railway revenues. Railways have not been able to appropriate required funds on account of lower internal generation of resources. As Railways financial position improves (as evident from increased loading), it is expected that Railways shall be able to provide for required funds.

Keeping in view the need to enhance safety of Railways and to meet present challenges including fresh assessment, planning and implementation of the safety plans as also to ensure assured funding for implementing the assessed safety works, the Government has created a dedicated reserve fund i.e. Rashtriya Rail SanrakshaKosh (RRSK) w.e.f. 2017-18 with a committed funding of Rs.1 lakh cr in 5 years with 75% of annual contribution from GBS and 25% from Railways' internal resources. Taking note of the positive impact of RRSK on safety performance of Railways, the government has extended the operation of RRSK for another 5 years with effect from 2022-23 with total provision of GBS of Rs. 45000 cr.

Since most of the safety centric renewal and replacement works earlier funded out of DRF have been shifted to RRSK, the appropriation to DRF has been in tune with the reduced requirement for executing works specifically from DRF. Thus, appropriation to DRF is now need based and subject to resource availability.”

50. In a specific query as to whether any works mandated from RRSK have ever been funded through DRF/other funds, the Ministry in their written replies submitted as follows:

“Before the introduction of RRSK in 2017-18, all works of replacement & renewal were charged to DRF, while works relating to improvement of operational efficiency and other upgradation & developmental works were charged to DF. At present all identified works of renewal, replacement, upgradation etc on safety considerations are being charged to RRSK. DRF is mainly used to fund those works which are due for renewal but not required for safety of train operations.”

## **Development Fund**

51. Noted that the RE (2021-22) in respect of Development Fund had been decreased drastically (about 50%), i.e., Rs. 875 cr. from BE of 2021-22 i.e. Rs.1,561 cr. The BE for 2022-23 was kept at Rs.1,000 cr. which was increased / revised upward at RE stage and kept at Rs. 1092.77 cr. The BE for 2023-24 has been kept at 1,210 cr. When enquired about the reasons for variations in BE / RE and the developmental projects which have been targeted out of this fund, the Ministry, in a written reply, submitted as under:

“Development Fund (DF) is to meet capital expenditure on passengers and railway users’ amenities, labour welfare works, unremunerative operating improvements and safety works of smaller value. Appropriation to this fund is done from Railways’ net revenue keeping in view the annual requirement of capex from this Fund. Sanctioned works of specified nature, mainly Passenger Amenities, Staff Amenities, Computerization and other specified work are targeted to be executed through this fund in 2022-23 and 2023-24.

Provision for DF at BE stage is usually fixed much earlier to the commencement of the year based on the assessment of internal resource generation. The same is reviewed downward/upward at RE stage depending upon resource availability and requirement of expenditure from the fund.”

## **Capital Fund**

52. As per figures provided by the Railways, appropriations to Capital Fund have been 0 (zero) from the years 2017-18, 2018-19, 2019-20, 2020-21 and 2021-22. In the BE of 2022-23, Rs. 2360 Cr. had been allocated which was revised downward and kept at Rs. 1300 cr. at RE stage. In the BE of 2023-24, no funds are appropriated to this fund.

53. In regard to the mandate of this fund, reason of nil appropriation / withdrawal etc. of about 50% amount, utilization and financial approval from Ministry of Finance for utilizing the fund anywhere from the mandated utilization, the Ministry of Railways, in their written replies, submitted as under:

“The mandate of Capital Fund (CF) is to meet the debt servicing obligation of principal component of market borrowings from Indian Railway Finance Corporation (IRFC) and for expenditure on works of capital nature. Appropriation to this fund is made from Railways’ net revenue after meeting obligatory revenue expenditure.

Railways' internal resources were under stress during the period 2011-12 to 2013-14. Hence, required amount from railway revenues could not be appropriated to Capital Fund to meet the liability on account payment of Capital component of Lease Charges to IRFC. Being an obligatory payment, the same was made out of GBS. While examining this issue, RCC (2014) in their 4th Report on "Role of IRFC and use of SPV methodology in financing development needs of Indian Railways" had objected to this practice. Subsequently, in the Action Taken Note (ATN) Para 6 of their 13th Report, RCC recommended that the accounting policy of the Railways should urgently be corrected/updated in consonance with the extent rules of allocation so that capital nature of works can be legally financed also from the GBS. Accordingly, the Codal provisions relating to rules of allocation for Capital and Capital Fund were modified vide Board's letter No.2002/AC-II/1/3 dated 25.07.2017 allowing payment of Principal component of Lease Charges to IRFC from Capital (GBS) in case adequate funds are not available under the Capital Fund.

Pursuant to implementation of recommendation of 7th Central Pay Commission, there was a sharp increase in staff cost and pension expenditure. This led to reduction in Railways net revenue after meeting its obligatory revenue expenditure. Railways was therefore was not in a position to appropriate desired fund from internal resources to CF. The payment of principal component of lease charges to IRFC being obligatory, the same had to be paid from GBS. Utilization of GBS for expenditure of capital nature is as per the codal provision.

Provisioning for appropriation of fund to CF at various budgetary stages is decided based primarily on the resource position assessed at these stages. Till Railways resource position perceptibly improves, Railways have no option but to pay the principal component of lease charges from GBS. During RE, a provision of Rs 1300 cr has been made which will be used to pay the capital component of lease charges and other remunerative works in future."

## **Pension Fund**

54. While noting that appropriation to the Pension Fund form the bulk of the total working expenses of the Railways, during BE 2021-22, the appropriation to the Pension fund was kept at Rs.53,400 cr. which was revised downward at RE Stage to Rs.49,100 cr. The BE for 2022-23 is Rs. 60,100 cr. which was revised at RE stage and kept Rs. 56,100 cr. The BE for 2023-24 is Rs. 70,616 cr. which is an increase of Rs. 14,516 cr. (25.92%) over the RE of 2022-23. When asked about the reason for downward trend of actuals till 31.12.2022 and the rationale behind keeping the BE for the year 2023-24 at higher stage i.e., Rs.70,616 Cr., the Ministry of Railways, in their written replies, submitted as under:

"Railways usually attempts to appropriate adequate amounts to Pension Fund (PF) to meet current liabilities on 'pay as you go' basis. The reduction of appropriation to PF in RE 2021-22 was in line with assessment of lower expenditure, internal resource position as also available balances in pension fund.

In 2022-23, Pension expenditure to end of January, 2023 is Rs. 48108 cr. and has been assessed to be around Rs. 56000 cr. by the end of the year. Accordingly, based on the resource position as also pension expenditure, appropriation to PF has been reduced in RE vis-à-vis BE 2022-23.”

In 2023-24 BE, the pension expenditure was assessed at Rs. 62,000 cr. However, with a view to build up fund reserves, Railways have estimated to appropriate Rs. 70,616 cr. from revenue to PF.”

55. In a specific query regarding part financing of the Pension Fund by the Government of India in view of the recommendations made by the Committee in their third Report while examining the ‘Demands for Grants (2020-21) of the Ministry of Railways, the Ministry of Railways in their written replies submitted as under:

“As recommended by Hon’ble committee in their various reports, proposal(s) for partly financing Pension fund of Indian Railways by Government of India, was sent to MoF. However, the same was not agreed upon by MoF. During the year 2019-20 and 2020-21 there was a shortfall in appropriation to the Pension Fund of IR, for which MoF has extended a loan of Rs 79,398 cr (rather than providing a pension support or partly funding the Pension of IR). However in 2021-22, the Government (MoF) has allowed Railway to incur revenue expenditure in excess of revenue receipts which was used to meet pension expenditure.”

### **Gross Traffic Receipts (GTR)**

56. The Revenue receipts of the Railways consists of earnings from goods traffic, passenger traffic, other coaching earnings, including parcels, luggage and sundry other earnings like rent, catering receipts, interest and maintenance charges from non-railway bodies, commercial utilization of land and airspace and commercial publicity on rolling stock and station buildings etc. Further, there are miscellaneous receipts like receipts of Railway Recruitment Boards from the sale of application forms and examination fees etc.

The Gross Traffic Receipts (GTR) for the last five years are given in the table below:

(Rs. In cr.)

<b>Year</b>	<b>BE</b>	<b>RE</b>	<b>Actuals</b>
<b>2018-19</b>	2,00,840	1,96,714	1,89,907
<b>2019-20</b>	2,16,675	2,05,833	1,74,357
<b>2020-21</b>	2,25,613	1,46,309	1,40,571
<b>2021-22</b>	2,17,110	2,01,750	1,91,206
<b>2022-23</b>	2,39,600	2,42,693	

57. It may be seen from the table above that the BE targets for GTR have been consistently revised downwards at RE stage. To illustrate, while a target of Rs. 2,00,840 cr was kept at BE during 2018-19, it was reduced to Rs.1,96,714 cr at RE whereas actuals were to the tune of Rs.1,89,907 cr. In the same manner, GTR at BE 2019-20 was reduced at RE to Rs.2,05,833 cr from Rs.2,16,675 cr while actuals were Rs.1,74,357 cr.

58. The trend continued in the subsequent years i.e., 2020-21 and 2021-22. During 2020-21, however, the RE dropped significantly from BE of Rs.2,25,613 cr to Rs.1,46,309 cr reduction of nearly Rs.79,304 cr or around 35%. In 2021-22, GTR at BE was reduced at RE to Rs. 2,01,750 cr. while actual were Rs. 1,91,206 cr. A sharp change in the actuals were visible in 2021-22 of Rs. 50,635 cr. vis-à-vis actual of 2020-21 which was mainly due to normalization of passenger train operations after the COVID-19 pandemic.

In this regard, the Ministry of Railways, in their written reply, submitted as under:

“BE targets are basically estimates made on certain assumptions before the commencement of a fiscal. These are subsequently modified at RE stage considering the trends during the year as a part of budgeting exercise. Target of traffic receipts for a year at BE stage is decided taking into consideration the traffic plan as also other tariff and non-tariff measures undertaken/to be undertaken during the year. Further, the BE targets for revenue are usually kept at a reasonably challenging level so as to encourage the entire set up to achieve it by mobilizing itself. Since most of Railways’ traffic receipts (about 90%) comes from two major segments of Railway revenues i.e. passenger and goods, upward or downward revision of Gross Traffic Receipts target largely depends upon the performance under these segments during the year. Further, the years 2019-20, 2020-21 and 2021-22 were adversely impacted by the Covid 19 pandemic leading to reassessment of estimates. In 2022-23, it may however, be seen that the target of GTR has been revised upwards in RE vis-à-vis BE keeping in view the healthy trend of growth in receipts.”

59. During evidence, the Chairman & CEO, Railway Board deposed before the Committee as follows:

“.....in the passenger segment, the anticipated growth of passenger booking is kept at 7 billion 475 million passengers in 2023-24, compared to 6 billion 565 million in the present year.”

60. The revenue figures from passengers and freight traffic are as follows:

	2020-21			2021-22			2022-23			2023-24
	BE	RE	Actual	BE	RE	Actual	BE	RE	Actual (up to 31.01.2023)	BE
<b>Passengers</b>	61000	15000	15248	61000	44375	39214	58500	64000	52140	70000
<b>Freight</b>	147000	124184	117232	137810	145275	141096	165000	165000	132828	179500

61. As may be seen from the data provided, the passenger earnings were kept at Rs.61,000 cr at BE 2020-21 which was reduced to Rs.15,000 cr at RE understandably due to restricted service of passenger trains. In BE 2022-23, the passenger earnings were kept at Rs. 61,000 cr which again reduced to Rs. 44,375 cr. while the actual was Rs. 39,214 cr. In 2022-23, the passenger earnings were kept at Rs. 58500 cr. at BE stage which was increased by Rs. 5,500 cr. at RE stage and kept at Rs. 64,000 cr. while up to January, 2023 the actuals were at Rs. 52,140 cr. The BE for 2023-24 has been kept at Rs. 70,000 cr.

62. In freight earnings, the BE for 2021-22 of Rs. 1,37,810 cr. was increased at RE stage to Rs. 1,45,275 cr. and the actuals were at Rs. 1,41,096 cr. The BE and RE were kept at Rs. 1,65,000 cr. during 2022-23 and up to January, 2023 the actuals were at Rs. 1,32,828 cr. The BE for 2023-24 has been kept at Rs. 1,79,500 cr. which is the highest estimates in freight earnings by the Railways.

63. Asked to clarify the variations between RE and the actuals and the rationale behind keeping the targets at higher side at BE stage which have to be revised to lower side at RE stage and finally not achieving the revised targets, the Ministry in their written reply, submitted as under:

“The Hon’ble committee may appreciate that the year 2020-21 and 2021-22 were impacted by Covid 19 pandemic as a result of which passenger revenue remained volatile. In 2022-23 however, keeping in view the trend during the year, the passenger revenue target has been increased in RE 2022-23 vis-à-vis BE. As far as freight revenue is concerned, the same is linked to multiple factors like commodity mix, average lead and overall performance of the economic activity. There has however, been a year on year increase in freight receipts.”

## RAILWAY REVENUE

64. Net revenue is excess of Railway receipts over expenditure. The details of Railway revenue for the last five years have been given in the table below:

(Rs. in cr.)

SI. No.	Year	BE	RE	Actuals
1	2018-19	12990	6014	3773.86
2	2019-20	9035	3811	1589.62
3	2020-21	6500	2800	2547.48
4	2021-22	6561	875	-15024.58
5	2022-23	5360	2393	

65. Regarding Net Revenue, the Ministry further clarified that Railways was not able to appropriate requisite amount to Pension Fund from its revenue. There was an adverse balance of Rs 28,398 cr in Pension fund to end of 2019-20. In 2020-21, special loan of Rs 79,398 cr was appropriated in Pension Fund. Net Revenue is calculated only at the end of the fiscal.

66. As it may be seen from the table above, the net revenue had been inconsistent for the last five years. Further, over the last five years, Budget Estimates are being drastically reduced at RE stage, and even the reduced targets nowhere matched the actuals. Asked to state the reasons for this huge reduction in the revised estimates as well as actual Net Revenue, the Ministry have submitted as under:

“In recent past, the sharp rise in staff cost pursuant to implementation of 7<sup>th</sup> CPC in 2016-17 & 2017-18 and the adverse impact of pandemic during 2019-20 to 2021-22 have limited the Railways ongoing efforts for enhancing net revenue. However, in the current year 2022-23, taking note of recovery in Railways trend of receipts, Railways net revenue target has been kept at Rs. 2,393 cr. against Rs.(-)15,025 cr. in 2021-22.

Maximizing net revenue requires progressively higher growth rate in railway receipts vis-a-vis the growth in railway expenditure. Since about 90% of Railways' total receipts come from Passenger and Goods, these two segments have all along been the focus area for revenue mobilisation.

The Ministry has been taking measures on a continuing basis to improve the financial position and net revenue. The endeavour comprises of a combination of initiatives aimed at maximizing revenue receipts and minimizing controllable revenue expenses. Revenue enhancing measures, inter alia, include targeting progressively higher traffic throughput, expansion of commodity basket, effective and innovative marketing strategies to capture more and more traffic, creation of additional capacity and optimum utilization of the existing rail infrastructure including rolling stock, enhancement in productivity and efficiency, improvement

of passenger interface, periodic rationalization of fare and freight rates and focus on increasing the share of non-fare revenue sources in Railways' total revenue.

Expenditure control measures include strict economy and austerity measures, improved man-power planning, better asset utilization, inventory management, optimizing fuel consumption etc”.

## Operating Ratio

67. The financial health of the Indian Railways is determined by the operating ratio. Operating ratio indicates how much Indian Railways spends to earn 1 rupee. A lower figure of operating ratio is, therefore, regarded as indicative of robust financial health of the system. The overall position of the operating ratio in the last five years is provided below:

Sl.No.	Year	BE	RE	Actuals
1	2018-19	92.8	96.2	97.29
2	2019-20	95.0	97.46	98.36
3	2020-21	96.28	96.96	97.45
4	2021-22	96.15	98.93	107.39
5	2022-23	96.98	98.22	

68. The Ministry have further clarified that Railways' Operating Ratio (OR) is calculated at the close of the year when the whole year's financial performance is compiled. Operating Ratio target in current year's RE is 98.22%. Due to Covid related resource gap, Railways appropriated less than required amount to Pension Fund in 2019-20 and 2020-21. With required level of appropriation to Pension Fund from Railway Revenues in Actual 2019-20 and 2020-21, the Operating Ratio would be 114.19% and 131.55%.

69. When enquired about the reasons/factors anticipated by the Ministry while keeping BE 2023-24 for operating ratio and the reasons for higher operating ratio in 2023-24 compared to 2022-23, the Ministry in their written reply, submitted as under:

“Railways have recovered from pandemic impact in current year and are expected to stage a better performance in 2023-24. The operating ratio target of 98.45% in BE 2023-24 is marginally higher than 98.22% in RE 2022-23. It may be noted that Railways have estimated to appropriate Rs. 70516 cr. from Railways revenues to pension fund as against an estimated pension expenditure of Rs. 62,000 cr. to build up fund balances.”

70. In regard to the appropriate parameter for reducing Operating Ratio indicating the good health of Railway finances and the long-term measures that are being taken to decrease the operating ratio to a permissible limit, the Ministry in their written reply, submitted as under :

“The Operating Ratio for Railways in a year should be considered appropriate/reasonable if the same ensures adequate Net Revenue for catering to Railways’ Capex needs from internal resources during a year after fully meeting its revenue expenditure.

While, adjudging the reasonableness of Railways OR, the ever growing social service obligations borne by Railways should not be lost sight of. The same is Rs. 49,854 cr. in 2021-22 which impacts the Railways’ Operating Ratio adversely.

As regards the long term measures, Railways have been putting thrust on capacity improvement works like Dedicated Freight Corridor, doubling/quadrupling and electrification etc. Ongoing last mile projects and priority projects are getting ring fenced allocation for early completion so that these along with the capacity enhancement projects enhance traffic throughput substantially and thereby increase railway revenues. These are expected to contribute to improvement in the operating ratio to a reasonable level.”

#### PHYSICAL TARGETS VIS-À-VIS ACHIEVEMENTS

71. The physical targets vis-a-vis achievements are as below:

Progress of Monitorable Targets-Ministry of Railways							
Items/Unit	Annual Target 2020-21	Achievement 2020-21	Annual Target 2021-22	Achievement 2021-22	Annual Target 2022-23	Achievement 2022-23 (upto 31.12.22)	Annual Target 2023-24
New Lines (Kms)	500	286	300	287	300	1467 (including DFC)	600
Doublings (Kms)	2650	1614	1600	1985	1700	1929	2800
Gauge Conversion (TKM)	600	470	500	636	500	117	150
Electrification Projects (RKM)	6000	6015	6000	6366	6500	2686	6500
<b>Rolling Stock</b>							
Locomotives (Diesel+Electric Locos) (Nos)	750	754	981	965	685	703	1190
Wagons (Nos.)	10000	10062	9600	8386	21000	11787	26000
Coaches (Nos.)	6200	6277	8115	6838	5500	3738	6978
Track Renewals	3200	4363	3600	4275	4200	3852	4800

## **NEW LINES**

72. It may be seen from the tables above that during 2020-21 target was set at 500 km, while achievement was 286 km. During 2021-22, the target was set at 300 km while achievement was 287 km. Targets for 2022-23 were set at 300 km. Till December 2022, 1467 km (including 1318 km DFC) of new lines were laid. For the year 2023-24 a target of 600 km has been set by the Ministry.

## **DOUBLING**

73. Regards doubling, during 2020-21, a target of 2650 km was set and achievement was only 1614 km. For the year 2021-22 and 2022-23, the Railway has achieved 1985 km and 1929 km (up to December 2022) against the target set as 1600 km and 1700 km, respectively that is a remarkable achievement by the Railways. the target of 1600 km and the achievement was to the tune of 1985 km which was more than the target set for the year. For 2023-23, a target of 2800 km have been kept for doubling.

74. During evidence, the Chairman & CEO, Railway Board deposed before the Committee as under:

“.....Sir, 3,989 kilometers for new line, doubling or gauge conversion have been commissioned to the end of January, 2023 in 2022-23 against a total of 2,910 kilometers commissioned in 2021-22. This is the highest ever commissioning of new line, doubling or gauge conversion projects in a year. The pace of commissioning of projects has improved from four kilometers per day of a few years back to now 12 kilometers per day.”

## **RAILWAY ELECTRIFICATION**

75. As may be seen from the table above that since 2020-21 and 2021-22, the Railways had achieved to electrify more RKMs against the target fixed. As regards the target for FY 2022-23, actuals were only 2686 km against the target of 6500 km upto 31.12.2022. For the year 2023-24 a target of 6500 km has been set by the Ministry.

76. On being asked about the progress, so far made in this regard, and whether the Railways would achieve this target, and the measures being taken to accomplish the target within the stipulated time and percentage of works yet to be achieved, the Ministry, in their written replies, submitted as follows:

“As on 01.02.2023, 55,622 Route Kilometer RKM (i.e. 85.39%) has been electrified out of 65, 141 RKM of Indian Railways Broad Gauge (BG) Network. Presently, Electrification works are under different stages of execution on balance BG routes and planned for completion in Mission mode.

To achieve the target of railway electrification, steps taken include among others, granting sanctions for electrification of the entire existing Broad Gauge (BG) network of Indian Railways (IR), award of Engineering Procurement and Construction (EPC) contracts for better execution of works, proactive project monitoring mechanism, delegating more power to field units for award of contracts/sanction of estimates and close monitoring at highest level.

As on 01.02.2023, 9,519 (14.61%) Route Kilometer RKM of Broad Gauge (BG) routes of Indian Railways are yet to be electrified which are in different stages of execution.

77. The financial allocation vis-à-vis actual expenditure for the last three years on the Central Sector Schemes/heads and proposed allocation for the year 2023-24 is provided below.

**Planhead wise outlay (Capex)**

(in crore)

Plan Heads	RE	Actual	RE	Actual	RE	Actual	RE	BE
	2019-20	2019-2	2020-21	2020-21	2021-22	2021-22	2022-23	2023-24
New Lines	8480.86	12929.36	15009.74	14978.21	19071.83	21353.50	26014.07	31850.00
Gauge Conversion	3193.30	4218.53	3515.96	4065.41	3038.09	2899.82	3870.00	4600.00
Doubling	23828.44	22688.83	22231.24	24553.36	32478.77	32458.22	42526.06	30749.40
Traffic Facilities-Yard Remodelling & Others	1691.89	1634.24	1741.05	1246.91	4273.44	2679.72	4740.00	6715.00
Computerisation	423.45	282.81	563.00	390.02	485.05	317.80	462.16	425.00
Railway Research	43.58	26.80	50.10	57.26	23.48	30.82	107.00	61.50
Rolling Stock	41692.97	37339.34	41881.29	32627.07	43433.11	41680.34	60198.86	47510.00
Leased Assets - Payment of Capital Component	10557.53	10462.21	11966.72	11948.25	14702.00	14580.80	18898.00	22228.57
Road Safety Works-Level Crossings	546.50	570.61	800.03	544.92	731.00	450.35	750.00	700.00
Road Safety Works-Road Over/Under Bridges	3697.31	3521.74	5449.73	4139.19	3862.13	4225.25	6000.00	7400.00
Track Renewals	8461.71	9390.55	10500.01	13522.65	15229.72	16557.87	15388.05	17296.84
Bridge Works, Tunnel Works and Approaches	752.58	781.50	878.63	772.40	1365.49	1302.18	1215.00	1255.00
Signalling and Telecommunication Works	1374.82	1622.62	1858.45	1908.61	2332.41	2145.08	2428.47	4198.22
Electrification Projects	7603.55	7145.46	6600.75	6147.78	8171.51	6967.20	8030.22	8070.00
Other Electrical Works, incl TRD	483.61	482.86	739.70	652.89	662.81	628.21	676.17	1650.00
Machinery & Plant	434.65	458.38	758.85	676.75	866.59	898.18	537.91	740.00

Workshops Including Production Units	2026.10	2124.69	2176.69	2339.37	2513.34	2669.93	2671.46	4600.50
Staff Welfare	516.84	481.28	505.00	470.40	518.96	473.35	462.56	628.82
Customer Amenities	1881.39	1903.10	2675.99	2582.92	2351.42	1995.75	3824.20	13355.00
Investment in PSU/JV/SPV and others etc.	16634.98	16924.88	15620.00	15629.65	32244.41	25750.57	28980.87	34353.55
Other Specified Works	708.94	455.83	830.64	483.41	862.24	543.02	856.82	1300.00
Training/HRD	102.55	85.73	150.00	86.93	144.93	76.13	154.00	305.00
Inventories (Net)	1580.00	1515.18	1693.50	1548.05	2000.00	2524.31	3536.00	5000.00
Metropolitan Transport Projects	200.00	915.50	0.00	686.09	250.00	-122.45	350.00	250.00
New Lines (Const.) - Dividend free projects	3300.00							
EBR (Partnership)	17776.33	12609.38	15000.00	15935.02	25000.00	10388.41	14700.00	17000.00
Credits or Recoveries	1641.92	2506.94	1505.09	2812.47	1612.69	3207.30	2077.88	2042.40
<b>Total Capex</b>	<b>156351.96</b>	<b>148064.47</b>	<b>161691.98</b>	<b>155181.05</b>	<b>215000.04</b>	<b>190267.06</b>	<b>245300.00</b>	<b>260200.00</b>

78. Regarding the throw forward of rail expansion projects, notably those of new lines, gauge conversion, track renewals, doubling and railway electrification, the Ministry furnished the details as under:

“As on 01.04.2022 the throw forward in respect of New Lines, Gauge Conversion & Doubling are as under: -

Plan Head	No of Projects	Total Length NL/GC/DL (km)	Length Commissioned till Mar'22 (Km)	Balance length As on 01.04.22 (Km)	Cost (Cr.)	Total Exp upto Mar'22 (Cr)	Throw Forward As on 01.04.22 (Cr)
New lines	183	20,937	2,831	18,106	399,625	113,189	86,436
Gauge conversion	42	5,667	3,488	2,179	50,250	19,235	31,015
Doubling	227	22,719	5,199	17,520	283,212	102,196	81,016
<b>TOTAL</b>	<b>452</b>	<b>49,323</b>	<b>11,518</b>	<b>37,806</b>	<b>733,087</b>	<b>2,34,620</b>	<b>4,98,467</b>

**Electrification:** As on 01.04.2022 the throw forward is 12,894 km costing Rs. 16,700 Cr.

**Track Renewal:** As on 01.04.2022 the throw forward is 9,090 km costing Rs. 54,402 Cr.”

79. On being enquired about the remedial steps taken in order to minimize the throw forward, the Ministry in their written reply, submitted as under:

“Ministry of Railways have adopted strict measures to complete the execution of Infrastructure projects in a time bound manner. With these measures progress of commissioning has increased in last 8 years from about 4km/year to about 12km/year in the current year. These measures include:-

- Indian Railways has setup multi-disciplinary Gati Shakti Directorate in Railway board immediately after announcement of PM Gati Shakti National Master Plan

for synergy among all departments of railways and single window clearances for all the ministries, States and Zonal railways. Similar Gati Shakti Units have also been set up in all the 68 divisions across Indian Railways.

- To ensure faster implementation of Infrastructure projects, Railways have been issued directions to station Chief Engineers and other officers of major projects nearer to the sites for better coordination and to ensure prompt resolution of issues.
- Guidelines have also been issued empowering Zonal Railways to go for Engineering Procurement Construction (EPC) tenders irrespective of the value of tender. A model document of EPC and Project Management Services (PMS) has been issued for its faster implementation.
- In order to fast pace the completion of projects to reap the intended benefits and to empower the Construction organization to take expeditious decisions, Chief Administrative Officers have been given enhanced powers.
- Regular follow up is being done with State Governments seeking personal intervention at highest levels for resolution of issues pertaining to land acquisition and forestry clearances and deposition of state's share in cost Sharing Railway projects.
- In the overall interest to ensure that projects are completed in time without cost overrun, monitoring in Railways at various levels (field level, divisional level, zonal level and Board level) have been increased and regular meetings are held with the all the Stake holders to resolve the pending issues that are obstructing the progress of projects.
- For Financial year 2023-24, highest ever budget outlay of Rs 2.4 lakh crore for Indian Railways has been proposed .

Steps taken to improve track renewal works are

- Mechanization of track laying activities through use of track machines like PQRS, TRT and T-28 etc to improve progress of track renewals along with improved quality.
- Improvement in quantum of supply of rails through close coordination with SAIL.
- Maximizing supply of 10 rail/20 rail panels for increasing progress and safety.

80. In an another query regarding initiatives contemplating by the Railways to meet the future challenges especially ambitious project like Bullet Trains, Semi-High Speed Trains etc. and the details of projects which are under pipeline, the Ministry in their written reply, submitted as under:

“Presently, Mumbai-Ahmedabad High Speed Rail (MAHSR) Project is the only sanctioned High Speed Rail (HSR) project in the country which is under execution with financial and technical assistance of Government of Japan.

Further, Ministry of Railways has assigned the task of preparing Detailed Project Report (DPR) of following seven High Speed Rail (HSR) Corridors to National High Speed Rail Corporation Limited (NHSRCL). The DPRs are in different stages of study:-

- i. Delhi - Varanasi
- ii. Delhi - Ahmedabad

- iii. Delhi - Amritsar
- iv. Mumbai - Nagpur
- v. Mumbai - Pune - Hyderabad
- vi. Chennai - Bangalore - Mysore
- vii. Varanasi - Howrah

None of the above corridor is sanctioned as yet. Being highly capital intensive projects, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility, availability of resources and financing options.”

## 81. **SAFETY RELATED WORKS**

Kavach is an Automatic Train Protection system, indigenously developed by the Indian Railway's Research Design and Standards Organization (RDSO) in association with Indian Vendors. In the spirit of vision Aatma Nirbhar Bharat, Kavach has been adopted as National Automatic Train Protection system. Kavach aids the Loco driver in train running within specified speed limits. It also helps the Loco driver in train running during inclement weather such as dense fog. Kavach initiates automatic application of brakes in case of over speeding by loco driver.

The Ministry informed that Kavach is planned to be implemented on all High density network (HDN) and Highly Utilized Network (HUN), approximately 35000 RKms of Indian Railways, for which the works have been sanctioned. At present Kavach system has been implemented on 1455 RKm of South Central railway. Further, Kavach works have been awarded on 3000 RKm of Delhi-Howrah and Delhi-Mumbai sections of Indian railways and work is in progress.

Kavach system is certified for Safety Integrity Level-4 by reputed International Safety Assessors (ISA's), which is same as followed in similar safety systems in other countries. Further operational improvement of Kavach has been taken up including change over from Ultra High Frequency (UHF) communication to LTE-4G communication.

82. The Ministry further informed that there are no accidents reported, due to loco driver passing signal at danger and collision, with Kavach fitted trains plying in the Kavach deployed section.

83. When enquired about the year wise target to cover the remaining routes with this facility and the proposed work to be undertaken in the FY 2022-23, the Ministry in their written reply, submitted as under:

“Kavach work has been sanctioned on high density (HDN) and highly utilized (HUN) routes on Indian Railways covering about 35000 Rkms. Kavach tenders have been awarded for Delhi-Mumbai & Delhi-Howrah corridors (approx. 3000 Rkm) in Dec.2022 and the work is in progress & planned, to be completed during 2024. Further Kavach implementation, to cover all the rolling stocks and entire network of Indian Railways, will be taken up in a phased manner.”

84. During evidence, the Chairman & CEO, Railway Board deposed before the Committee as under:

...Keeping focus on safe train operation, allocation for safety-related works has been proposed at Rs.32,500 cr. against the Revised Estimate of Rs.26,458 crore of 2022-23. The higher allocation for signal and telecom will expedite implementation of KAVACH and automatic signaling. For customer amenities including station development, the allocation in financial year of 2023- 24 is Rs.13,355 cr., which is more than three times of the revised estimate of 2022- 23.”

### ROAD SAFETY WORKS AND ROAD OVER BRIDGE/ROAD UNDER BRIDGE

85. The physical and financial targets set and achievements made in regard to Road Safety Works (level crossings) and Road Over Bridge/Road Under Bridge as on date for the last three years are as under:

#### Physical Targets & achievement (Figures in Nos.)

SN	Item	2019-20		2020-21		2021-22		2022-23	
		Target	Progress	Target	Progress	Target	Progress	Target	Progress (upto Jan'23)
1	Elimination of Unmanned Level Crossings	#		#		#		#	
2	Closure of Manned Level Crossings	1000	1273	1000	961	1000	867	1000	618
3	Construction of ROBs/ RUBs/ Subways	1500	1315	1100	1133	1100	994	1000	768

# All UMLCs on Broad Gauge were eliminated in Jan.'2019.

#### Financial Target & Utilization of Funds (Figures-Rs. in crores)

SN	Item	2019-20		2020-21		2021-22		2022-23		
		Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure (upto Jan.'23)	
1	PH-30 (ROB/ RUB Works)	BE	5350	3522	4350	4140	5500	4225	6500	3084
		RE	3697		5294		3862		5916	
2	PH-29 (Level Crossing works)*	BE	700	571	700	545	800	450	1000	351
		RE	547		742		731		734	

\* Note: Major portion pertains to S&T Deptt.

86. Regarding the current position in respect of level crossings (manned) across the Indian Railways and the targets set for removal of level crossings, the Ministry of Railways in their written replies submitted as under:

“Railway is working for elimination of LCs (Manned) as much as possible to improve safety and mobility. As on 01.04.2022, there were 18746 manned level crossings, out of which 618 manned level crossings have been eliminated up to Jan.’2023 in this FY 2022-23. Construction of ROB/RUBs depends upon the consent of State Government for closure of LCs & cost sharing, wherever applicable, availability of encroachment free land for approach roads, technical feasibility, shifting of utilities, allocation of adequate funds by State agencies, public support etc. Therefore, it is not feasible to fix timelines for completion of these ROB/RUBs.”

87. On being asked about the problems related to water logging in RUBs and the measures taken and how does the Railways deal with such problem, the Ministry of Railways, in their written replies, submitted as under:

“Zonal Railways have identified 1624 Nos. of Road under Bridges (RUBs) where problem of water logging was reported. Out of it 1398 completed and balance 226 Nos. will be completed before monsoon.”

## **ROLLING STOCK**

88. The main categories of rolling stock include:

- (i) locomotives
- (ii) coaches
- (iii) wagons
- (iv) EMU/MEMU/Train sets
- (v) DEMU

89. The financial and physical targets set and achievements made in regard to Rolling Stock for the last three years are as under :

### **Financial Targets and Achievements**

(Rs in crore)

	<b>Revised Estimate</b>	<b>Actual Expenditure</b>
<b>2020-21</b>	41181.29	32627.07
<b>2021-22</b>	43433.11	41680.34
<b>2022-23 (Expenditure) upto Jan'23</b>	60198.86	34007.37

## Physical Targets and Achievements

(Figures in Nos.)

Rolling Stock	Year					
	2020-21		2021-22		2022-23	
	Target	Actual	Target	Actual	Target	Actual till Jan'23
<b>Coaches</b>	4802	4920	8115	7151	7520	4644
<b>Locomotives</b>	906	963	1181	1214	1390	970
<b>Wagon</b>	10000	10062	9600	8386	21000	14026

90. In regard to furnishing the details of new technological innovations introduced/proposed with respect to rolling stock, the Ministry of Railways, in their written replies, submitted as under:

**“1. Induction of semi-high speed Vande Bharat (Train-sets):-**

- i. Ten Vande Bharat trains are presently running in service over Indian Railways as indicated below:-
  - a. Two Vande Bharat trains are running between New Delhi – Varanasi & New Delhi- Shri Mata Vaishno Devi Katra since 2019.
  - b. Eight new and improved version of Vande Bharat trains with enhanced safety features, better ride index and passenger amenities have been introduced recently between Mumbai Central- Gandhi Nagar Capital, New Delhi- Amb Andaura, Chennai-Mysore, Bilaspur-Nagpur, Howrah-New Jalpaigudi, Secundrabad-Vishkhapatnam, Mumbai-Sholapur and Mumbai Shirdi.
- ii. Indian Railway has planned to manufacture initial 104 Rakes Vande-Bharat trains in its own production units (ICF, RCF and MCF).
- iii. In addition to the above, IR plans to manufacture 400 Vande Bharat trains (Sleeper version) in its production Units in phases, engaging different Technology Partners to be selected through tenders.
- iv. Sanction for additional 1000 rakes of Vande-Bharat normally 08 Car configuration i.e. 8000 Vande-Bharat Coaches has further been proposed in Budget 2023-24.

**2. Hydrogen for Heritage:**

- i. Indian Railways (IR) has envisaged to run 35 (thirty five) Hydrogen trains under “Hydrogen for Heritage” at an estimated cost of Rs 80 crores per train and ground infrastructure of Rs 70 crores per route on various heritage/hill routes.
- ii. Besides, IR has also awarded a pilot project for retrofitment of Hydrogen Fuel cell on existing Diesel Electric Multiple Unit (DEMU) rake along with ground infrastructure at the cost of Rs 111.83 crores which is planned to be run on Jind – Sonipat section of Northern Railway.
- iii. Field trials of the first prototype on Jind –Sonipat section of Northern Railway is expected to commence in 2023-2024.

### **3. Vistadome coaches:**

- i. Vistadome coaches provide panoramic view, through wider body side windows as well as through transparent sections in the roof, thus enabling the passengers to enjoy the scenic beauty of the places through which they travel.
- ii. At present 87 Nos. of VISTADOME coaches of different gauges are in operation over IR.
- iii. Manufacturing of total 40 Vistadome coaches is planned in 22-23.
- iv. In addition to the above 50 VISTADOME coaches have also been proposed under Budget 2023-24.

### **4. Introduction of NMGH/NMGHS coaches:**

- i. There has been increase in demand of Automobile Carrying vehicles over Indian Railways. Accordingly, to capture traffic of automobile movement, there has been increased emphasis for manufacturing of NMG coaches from conversion of existing ICF coaches
- ii. While NMG coaches have speed potential of 75 kmph, NMGH coaches were introduced with higher speed potential of 110 kmph which shall create more line capacity.
- iii. Subsequently, NMGHS coaches with speed potential of 110 kmph and provision of side entry have been introduced.
- iv. In 2022-23, 250 NMGH and 358 NMGHS coaches have been manufactured
- v. Conversion of 4000 ICF coaches into NMGHS have been proposed under Budget 2023-24.

### **5. EMU/MEMU and Kolkata Metro :**

Newly manufactured Electric Multiple Unit (EMU) trains, Mainline Electrical Multiple Unit (MEMU) trains and Kolkata Metro have been introduced with common technical features as under:

- Introduction of IGBT based 3- Phase propulsion system with energy efficient regenerative braking features
- Microprocessor based Train Control and Management System (TCMS)
- Corrosion less Stainless Steel car body
- Installation of GPS based Passenger Announcement cum Passenger Information System. This system informs the passengers about next approaching station/ destination station through audio announcement on speakers as well as through visual display on LED/LCD screens simultaneously
- Touch-screen Driver's Display Unit provides live status of healthiness of major equipments of all basic units such as lights or fans etc.
- To ensure security of passengers, Close Circuit Tele Vision Cameras in Coaches as well as in Driver's cabs have been provided. Live streaming from these Cameras is visible on Display in Driver's/Guard's cabs.
- Front view CCTV Cameras to record Signal aspects and Rear view cameras on both sides of Driver's Cab for recording platform status
- Emergency Talk Back system/Panic Buttons. By pressing this button Passengers can communicate with Guard/Driver in case of emergency
- Aesthetic plush interiors for comfort of passengers
- Ergonomically designed Driver's desk
- Provision of energy efficient LED lights in coaches for better illumination
- Fully Air conditioned EMU rakes have also been introduced

- Introduction of under-slung Fully Air conditioned, Kolkata Metro rakes with Automatic doors, end to end vestibules, fitted with Train Protection and warning system and fully suspended Traction Motors.
- Following technological improvement has been made in Main line Trains:
- Conversion of EOG trains into HOG trains to reduce noise and air pollution at stations and in trains. It is also expected to significantly reduce the diesel used in power cars. All LHB EOG trains have been converted into HOG compliant. As on date all 1742 trains (1199 rakes) have been converted into HOG system.
- VVVF based reverse cycle RMPUs in coaches .

## **6. Development of High Horse Power new design HP Freight Electric Locomotive:**

- a) Indian Railways had acquired used GTO technology in 1995 for Electric locomotive. It is necessary to upgrade the locomotive technology suitable to increase speed of freight trains for hauling 4500/6000T load. New state of the art High Horsepower locomotive will be modern and customized designed fit for 4500/6000T freight trains and having features of high haulage capacity, high speed, reliability and high energy efficiency.
- b) These locos have the special integrated features like Artificial Intelligence (AI) and machine learning based Energy Optimizer that helps train drivers operate their trains in a smooth and energy-efficient manner, AI based Digital tracking with Smart features for fault diagnostics of equipments, Electronically Controlled Pneumatic Brakes/Electro Pneumatic (ECP/EP) Assist to improve the operational efficiency of rolling stocks because of the shorter braking distance and thus the potential for the closer spacing of trains, Integrated Vehicle Control Unit with modern safety & operational subsystems namely Distributed Power Wireless Control System (DPWCS)/Kavach/End of Train Telemetry (EoTT) etc.

## **7. New energy electric locomotives for shunting, inferior services (1400 HP)**

Indian Railways are going for new energy electric locomotives for shunting, inferior services (1400 HP). Existing Shunting Locos are Diesel operated locomotives. 100% Electrification of Railway network will also obviate the need of diesel eventually from the system. Shunting locomotives mainly works at station/yard areas. It will help in greening the Delhi and other Metro Areas as a project of Green Delhi or Green Metro. Main objective is to replace the fleet of diesel shunting loco with a electric hybrid shunting locos capable of performance better than existing WDS6 diesel shunting locos. This will stop the diesel fuel consumption in shunting operation and saves railway revenue.

**8. New Wagon Design Policy** – Ministry of Railways has issued revised New Wagon Design Policy to expedite introduction of new wagon designs from private sector incorporating latest technological advancements on Indian Railways to cater to the emerging need of more efficient & cost effective transportation of existing commodities and expansion of the commodity basket.

**9. Design and development of Taller Height Auto car carrier Wagon** – RDSO has developed the design of a taller height autocar carrier wagon which

can carry SUVs in both lower and upper deck, resulting in higher throughput of SUVs, as compared to existing wagons.

**10. Development of Roll on Roll off (RO-RO) wagon:** - RDSO has developed Roll on Roll off (RO-RO) wagons for the transportation of Multi commodities like Trucks, steel coils, flats and containers. These wagons are Designed for 60t payload with Low floor height of 975 mm and enable transportation of ISO containers and trucks over Indian Railways.

**11. New Design Steel Coil wagon (BFNV)** – A new design Steel coil carrying wagon has been developed for efficient transportation of steel coils. The new design has facility of side loading/unloading of coils and has got higher carrying capacity than existing wagons.”

91. The Railways are producing diesel / electric dual locomotives. When asked about the codal life of these locomotives as compared to single service locomotives, the Ministry have informed that the codal life of Dual Diesel locomotives is 35 years same as single service electric locomotives.

92. When asked about the number of diesel locomotives which have, so far, been converted into electric locomotives, the Ministry of Railways, in their written replies, submitted as under:

“total 08 old diesel locomotives have been converted into 04 Units.”

93. In a specific query on cost effectiveness of transformation / conversion of diesel locos to electric locos, the Ministry informed as under:

“The economic viability of conversion of diesel locos to electric locos was examined and it is observed that the conversion scheme in present form is not economically viable.”

94. Regarding manufacturing of high HP freight locomotives, during evidence, the Chairman & CEO, Railway Board deposed before the Committee as under:

*“.....Sir, another feature is manufacturing and maintenance of 9,000 HP electric freight locomotives. Railways factory at Dahod is proposed to be set up to manufacture 1,200 numbers of high horse power, that is, 9,000 HP electric locomotives over a period of 11 years. The technology partner will ensure 95 per cent availability of the locomotives and 1,50,000 kilometres of trouble-free operation of locomotives. Manufacturing in country will encourage development of ancillary indigenisation, which will promote ‘Make in India’ initiative. Provision has been made for further procurement of high horse power locomotives in addition to this factory also.”*

95. When enquired about the status of production of LHB coaches and carriage wagons especially meant for DFCs, the Ministry in their written reply, submitted as under:

“Operation in DFCCIL network is presently being done by Indian Railway (IR) only. The existing Rolling stock of IR is also running on the DFC network. Therefore, there is no separate production plan of rolling stock for DFC. LBH coaches are passenger coaches and DFC is only for freight movement, therefore, production of LHB coaches are not related to DFC.

As on date, No demand for LHB/Carriage Wagons have been received from DFC. As and when received, the same will be planned in the Production Programmes.”

### **BUDGET ANNOUNCEMENTS (2022-23)**

96. In the Budget 2022-23, 400 new Vande Bharat Trains had been announced for operation. When enquired about their current status including manufacturing and operations, the Ministry in their written reply submitted as under:

“Manufacturing of 400 Vande-Bharat Rakes are planned in phases within Indian Railway Production Units engaging different Technology partners to be selected through different Tenders. All tenders with MCMA (Manufacturing cum Maintenance Agreement) have already been floated.

As on 17.02.2023, Indian Railways (IR) have introduced 10 pairs of Vande Bharat Express services, as indicated below:

1. 22435/22436 Varanasi- New Delhi Express
2. 22439/22440 New Delhi – Shri Mata Vaishno Devi Katra Express
3. 20901/20902 Mumbai Central - Gandhinagar Capital Express
4. 22447/22448 New Delhi - Amb Andaura Express
5. 20607/08 MGR Chennai - Mysuru Express
6. 20825/26 Bilaspur - Nagpur Express
7. 22301/02 Howrah - New Jalpaiguri Express
8. 20833/34 Visakhapatnam - Secunderabad Express
9. 22223/22224 CSMT-Sainagar Shirdi Express
10. 22225/22226 Solapur-CSMT Express”

97. In the budget speech (2023-24), it has been announced that 504 Vande Bharat Trains are under manufacturing stage. When enquired about the current status of manufacturing capacity, details of order placed and the present capacity of ICF, RCF and Modern Coach Factory whether viable to cater to the demands of these trains, the Ministry in their written reply, submitted as under:

“10 Rakes of Vande Bharat Express are in regular service (New Delhi-Varanasi, New Delhi-Sri Mata Vaishno Devi, Mumbai Central-Gandhinagar, New Delhi-Amb Andaura, Chennai-Mysore, Bilaspur-Nagpur, Howrah-New Jalpaiguri, Secunderabad-Vishakhapatnam, Mumbai-Solapur, Mumbai-Sainagar Shirdi).

Productions Planned have issued for manufacture of Vande Bharat are as under:

<b>Production Programme in Rakes</b>				
<b>Year</b>	<b>ICF</b>	<b>RCF</b>	<b>MCF</b>	<b>Total</b>
2022-23	31	2	2	35 (560 Coaches)
2023-24	46	10.5	10.5	67(1072 Coaches)
Total				102

Against 35 rakes planned in 2022-23, 08 rakes have already been turned out.

Manufacturing of 400 Vande-Bharat Rakes are planned in phases, engaging Technology partners to be selected through different Tenders. These 400 rakes are planned to be manufactured by Indian Railway in their own Production units i.e. 120 rakes at Marathwara Rail Coach Factory MRCF(Latur)/Central Railway, 80 rakes at ICF/Chennai, 100 rakes at Rail Coach Navinikaran Karkhana (RCNK) (Sonipat)/Northern Railway and 100 Rakes at Modern Coach Factory/Rae Bareilly.”

98. In the Budget Speech (2022-23), it had been announced that “100 Gati Shakti Terminals” will be developed in next three years. When enquired about their current status of establishment, details of PPP model/ JV etc. and to what extent these Terminals would impact the financial health of the Railways, the Ministry in their written reply submitted as under:

“So far 30 Gati-shakti Cargo Terminals (GCT) have been commissioned, and approximately 84 more locations have been provisionally identified for development of GCT.

GCT to be developed on non- Railway land, the Operators identify the location, and construct terminal after obtaining necessary approvals from Railway. For GCT to be developed either fully or partially on Railway land, the land parcels are identified by Railway. Thereafter, the Operators (for construction and operation of GCT) are selected through an open bidding process.

As mentioned above, 30 GCT have been commissioned so far. Further, the target is to commission 100 Gati-shakti Cargo Terminals within three financial years (i.e. till 2024-25)

It has been expected that setting-up of 100 GCT will bring investment worth Rs 6,000 crore approximately. These terminals are likely to bring cargo traffic in excess of One million Tone each, for Indian Railways.”

99. "One Station One Product" scheme had been announced in the General Budget (2022-23). When enquired about their implementation mechanism, current status of no. of stations covered, response / feedback received from passengers and details of promotional / awareness drive initiated by the Railways in order to promote this scheme, the Ministry in their written reply submitted as under:

"One Station One Product' (OSOP) scheme aims to provide enhanced opportunities for livelihood to local artisans, potters, wavers/handloom weavers, craftsmen etc, through provision of sale outlets at Railway Stations across the Country.

Pilot project was launched on 25.03.2022 for 15 days at 19 stations and has been progressively implemented on 536 stations with 583 outlets as on 10.02.2023. Feedback gained from the pilot projects guided the formulation of OSOP policy which has been issued on 20.05.2022 vide Commercial Circular 12 of 2022.

Under this scheme, Indian Railways is providing uniquely designed sale outlets with distinctive look, feel and logo at stations as per the design developed by National Institute of Design, Ahmedabad for showcasing, selling and giving high visibility to indigenous/local products at a nominal registration fee.

The products category would be indigenous/local to that place and could include artifacts, handicrafts, textiles and handlooms, toys, leather products, traditional appliances/ instruments, garments, gems and jewellery, etc made by local artisans, weavers, craftsmen, tribes, etc and processed, semi processed and other food products indigenously made/grown in the area.

Allotment is done to all applicants, who meet the objectives of the scheme on rotation basis by draw of lots at stations.

In the OSOP Policy, it is envisaged that the benefit of this scheme must reach the target groups i.e those at the bottom of the pyramid and to provide opportunity to all applicants. To achieve this objective, various public outreach measures including advertising in newspaper, social media, public announcements, press notifications, personal visits to artisans, etc. have been adopted by the Railway Authorities."

100. Asked to state the details of "Bharat Gaurav Trains" announced in the Budget Speech of 2022-23 including their management, operational routes, fare structure and facilities being provided to passengers, the Ministry in their written reply submitted as under:

"Indian Railways have launched theme- based Tourist Circuit trains under the Bharat Gaurav Trains (BGT) Policy issued vide Commercial Circular No. 14 of 2021 dated 23.11.2021 with an objective to showcase India's rich cultural heritage and magnificent historical places.

The Service Provider shall have freedom to adopt its own business model and decide the tariff to be charged from the tourists. The Service Provider may offer a

comprehensive package with facility of rail transportation, accommodation, meals, local sightseeing etc. The Service Provider will be free to tie up for back-end services such as marketing, booking of tickets, catering, accommodations, etc. Indian Railways to retain ownership of the coaches and provide operational assistance including coach maintenance and stabling facilities.

Ministry of Railways vide Commercial Circular No. 24 of 2022 dated 14.11.2022 have decided to give a concerted thrust to efforts for promotion of domestic tourism through provision of better quality LHB coaches under the Bharat Gaurav Train policy and give approximately 33% concession in the charges due to the Railway, for promotion of rail based tourism under Bharat Gaurav Train scheme.

Further, in order to rationalize future demand of LHB coaches for operation of Bharat Gaurav Trains, w.e.f. 13.02.2023, only IRCTC is allowed to place new rake request. The existing service providers, who have already placed their rake request/ allotted rakes shall continue to operate under the Bharat Gaurav Trains policy framework.

The first Bharat Gaurav Train viz. Shirdi Yatra was launched on 14.06.2022 from Coimbatore to Mantralayam and Shirdi & back covering a total distance of 2,880 km.

Till date 19 trips of Bharat Gaurav trains have operated on the following routes covering various tourist destinations across the country:

1. Shirdi Sai Temple Yatra (Date of trip- 14/06/2022): Coimbatore -Tirupur- Erode - Salem -Bangalore, Destinations- Mantralayam-Shirdi and back.
2. Shri Ramayana Yatra: New Delhi Ayodhya Sitamarhi Janakpur (Nepal) - Buxar - Varanasi Prayagraj Chitrakoot Nasik Hampi Rameshwaram- Kanchipuram - Bhadrachalam - Delhi Safdarjung.
3. Divya Kashi - Aadi Amavasya Special: Madurai - Chennai-Vijayawada- Puri-Kolkata-Gaya- Varanasi-Prayagraj- Vijayawada- Chennai- Madurai.
4. Shirdi Sai Temple Yatra: Coimbatore (Date of trip- 05/08/2022) -Tirupur Erode - Salem-Bangalore, Destinations- Mantralayam- Shirdi and back
5. Onam Holiday Special: Madurai - Mysore-Hosapete Hyderabad Aurangabad-Kevadia/Ekta Nagar- Madgaon- Madurai.
6. Mahalaya Amavasya Special: Madurai- Prayagraj- Gaya- Varanasi- Ayodhya-Naimisharanya Road- Haridwar- Delhi Safdarjung-Mathura- Jhansi- Madurai.
7. Sai Temple Yatra (Date of trip - 30.09.2022): Coimbatore - Mantralayam- Shirdi Coimbatore
8. Frontier Holiday Special: Madurai - Chennai- Hyderabad - Ahmedabad- Jaipur – Agra
8. Frontier Holiday Special- Madurai-Chennai-Hyderabad-Ahemdabad-Jaipur-Agra-Delhi - Amritsar - Madgaon - Managalore- Chennai- Subrahmanya Road – Madurai
9. Coimbatore Kumbakonam Coimbatore: Coimbatore Karur – Ponmalai-Thanjavur Kumbakonam – Coimbatore.
10. Karnataka Bharat Gaurav Kashi Darshan Train: (Date of trip 11/11/2022) - KSR Bengaluru-Varanasi- Ayodhya - Prayagraj - KSR Bengaluru
11. Sampoorna Yatra: Madurai - Chennai- Secunderabad - Manikpur - Prayagraj - Ayodhya - Varanasi - Gaya - Puri - Rameshwaram - Madurai - Chennai-Secunderabad (Total kms-7069)
12. Shirdi Sai Temple Yatra (Date of trip- 22/11/2022): Coimbatore - Mantralayam-Shirdi - Coimbatore (Total kms-2880)

13. Karnataka Bharat Gaurav Kashi Darshana (Date of trip- 23/11/2022)KSR Bengaluru - Varanasi- Ayodhya - Prayagraj - KSR Bengaluru (Total kms-4672)
14. New Year Eve Sai Darshan: Madurai - Pandharpur - Sainagar Shirdi - Manthralayam - Madurai (Total kms-3034)
15. Shirdi Sai Temple Yatra (Date of trip- 25/12/2022): Coimbatore - Mantralayam- Shirdi - Coimbatore (Total kms-2880)
16. Shri Jagannath Yatra (Date of trip -25/01/2023): New Delhi (DSJ) - Varanasi - Jashidih - Puri - Gaya - Delhi (Total kms-3689).
17. 05 Jyotirlinga Yatra (Date of trip- 04.02.2023): Jaipur - Nashik - Aurangabad - Pune -Dwarka - Veraval - Jaipur (Total kms-4302)
18. Shakthi Peeth Special (Date of trip- 09.02.2023): Madurai - Prayagraj - Varanasi -Gaya - Kamakhya - Kolkata - Puri - Madurai (Total kms- 6347)
19. Maha Shivaratri Special Kashi Yatra (Date of trip- 12.02.2023): Coimbatore - Secunderabad - Prayagraj Ayodhya Gaya - Varanasi - Coimbatore (Total kms-5288).

### **BUDGET ANNOUNCEMENTS (2023-24)**

101. In the budget speech of 2023-24, theme based Umbrella Works for infrastructure development through rail connectivity has been announced. The details of proposed Theme Based Umbrella Works and their financial allocation are as follows:

(Rs. In Cr.)

<b>S.No</b>	<b>Umbrella works proposed</b>	<b>Cost / proposed allocation</b>
1	New Line connectivity for energy corridors	80,000 Cr
2	Doubling / tripling / quadrupling / flyover / bypass works to augment capacity of energy corridors	45,000 Cr
3	Janjatiya Gaurav Corridor	70,000 Cr
4	New line connectivity to ports	5,000 Cr
5	New Lines for rail connectivity to un-connected towns/cities with population more than 50 thousand	60,000 Cr
6	New lines for connectivity to Hilly area and Border areas	1,20,000 Cr
7	New Lines connectivity in all Indian Railways except energy corridors	35,000 Cr
8	Doubling / tripling / quadrupling / flyover / bypass works on Indian Railways except energy corridors to augment capacity of existing lines	75,000 Cr
9	Gauge conversion of Meter Gauge/Narrow Gauge lines on Indian Railways	7,000 Cr

102. It may be seen from the table above, the highest allocation of Rs. 1,20,000 cr. has been earmarked for New lines for connectivity to Hilly area and Border areas, Rs.

80,000 cr. for New Line connectivity for energy corridors and Rs. 75,000 cr. for Doubling / tripling / quadrupling / flyover / bypass works on Indian Railways except energy corridors to augment capacity of existing lines.

103. In the Budget Speech of 2023-24, It has also been announced that One Hundred Critical Transport Infrastructure Projects for last and first mile port connectivity have been identified with an investment of Rs. 75000 Cr. including Rs. 15000 Cr. from private sector. When enquired about the Zone-wise / Port –wise details of these identified projects and whether these projects would be developed under PPP/JV model, the Ministry of Railways in their written reply submitted as under:

“The above announcement of budget includes projects by other ministries/departments such as Ministry of Road transport , Highways . Ministry of Railways has provided 24 projects (based on critical infrastructure gaps provided by DPIIT) with approximate cost of Rs 30835 Cr. These projects will enhance connectivity to Indian Ports and will also increase throughput of the Railway network.

The Port connectivity projects will result in faster, economical, environment friendly and safer transportation of freight to the various destinations across the country, this will in turn result in overall economical development of the nation.

The Railway projects are sanctioned Zonal Railway wise and not State wise/UT wise as the Railways’ projects may span across various state boundaries. Zone-wise details of all ongoing Railway Projects including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. [www.indianrailways.gov.in](http://www.indianrailways.gov.in)> Ministry of Railways> Railway Board> about Indian Railways> Railway Board Directorates> Finance (Budget)> Rail Budget/Pink Book (year)> Railway-wise Works, Machinery and Rolling Stock Programme (RSP).Umbrella Work under PH-11 ‘New Line connectivity to ports costing Rs. 5,000 crore has been included in Budget 2023-24 for approx. 155 Km length.

After budget approval, the projects will be planned across zones of Indian Railways on the basis of remunerativeness, last mile connectivity & missing links and alternate routes. Sanction of railway infrastructure projects including port connectivity projects is continuous and ongoing process of Indian Railways

These projects are planned under Gross Budgetary Support.”

104. It has been announced that Railway will use Hydrogen as fuel for its Heritage Hill and Tourist Railways under ‘Hydrogen for Heritage’ initiatives for which they have planned to acquire and operate Hydrogen Trains. When enquired about the details of this initiative and compatibility of existing locomotives with this new technology, the Ministry in their written reply submitted as under:

“Indian Railways (IR) has envisaged to run 35 (thirty five) Hydrogen trains under “Hydrogen for Heritage” at an estimated cost of Rs. 80 crores per train and ground infrastructure of Rs. 70 crores per route on various heritage/hill routes.

Besides, IR has also awarded a pilot project for retrofitment of Hydrogen Fuel cell on existing Diesel Electric Multiple Unit (DEMU) rake along with ground infrastructure at the cost of Rs 111.83 crores which is planned to be run on Jind–Sonipat section of Northern Railway.

Field trials of the first prototype on Jind –Sonipat section of Northern Railway is expected to commence in 2023-2024.”

105. In regard to details of proposed ‘Janjatiya Gaurav Corridors’, the Ministry of Railways submitted as under:

“The demands for rail connectivity to various remote and backward areas located in different parts of the country which are rich in mineral resources, have several tourist attractions, inhabited by tribal people and have low social development indicators have been received in the Ministry for several years through general public, public representatives, Members of Parliament and local Associations.

In order to push the rail infrastructure in these regions aggressively and to promote the rail connectivity in such areas in coming years, Umbrella work of New Line under Plan Head-11 “Janjatiya Gaurav Corridor” costing Rs.70,000 crore has been included in the Budget for FY 2023-24.”

## **REDEVELOPMENT OF RAILWAY STATIONS**

106. When enquired about the details of redevelopment / modernization of Railway Stations, the Ministry in their written reply, submitted as under:

“Ministry of Railways has accelerated the redevelopment of major stations across the country and has launched a new scheme ‘**Amrit Bharat Station Scheme**’. Under this scheme 1275 railway stations have been identified for development/redevelopment across the country. Contracts for 50 stations have already been awarded and works are in progress at these stations. Tenders have also been initiated for 9 more stations. The details of Stations identified, Stations for which contracts have been awarded & works are in progress and Stations for which Tenders have been invited are appended in Annexure I, II, and III.”

107. During evidence, the Chairman & CEO, Railway Board deposed before the Committee as under:

*“.....In the Amrit Bharat Station Scheme, on priority, we are planning to carry out improvement to traffic circulation and beautification of circulating area. Priority features of Phase 1 also covers adequate sized entrance porch, improvement to elevation/façade of station building, improvement to interiors of station building,*

*better illumination and good quality furniture, improvement to the toilets, high level platforms, and cover over platforms as per requirement, provision of ramps/lifts/escalators as per requirement, good quality signage for convenience for convenience of passengers, and Divyangjan friendly user facilities.*

108. In a specific query on the Adarsh Station Scheme, the Ministry in their written reply submitted as under:

“The scheme of Adarsh station has been introduced in the year 2009. Under this scheme, 1253 stations have been selected for development as Adarsh Station upto 2021-22. Out of these, 1218 stations have already been developed and remaining railway stations are planned to be developed under ‘Adarsh’ station scheme by June, 2023.

Depending upon category of the station, Adarsh Stations are provided with basic facilities such as drinking water, adequate toilets, catering services, waiting rooms and dormitories especially for lady passengers, better signage, improvement of façade, retiring room, cloak rooms, computer based public address system, pre-paid taxi booth, coach indicator boards etc.”

### **CONCESSION TO SENIOR CITIZENS**

109. The concession to senior citizens in the booking of train tickets had been withdrawn because of Covid-19 pandemic. The same has not been restored even after the operations of train services are almost restored to the pre-Covid time. The Committee in their 12th Action Taken Report (17th Lok Sabha) on Passenger Reservation System had desired that the concession to senior citizens which was available in pre-Covid time may be reviewed and considered at least in Sleeper Class and 3A Class so that the vulnerable and genuinely needy senior citizens could avail the facility in these classes.

In this regard, the Ministry were asked to furnish comments. In their written reply, the Ministry has submitted as under:

“Covid-19 Pandemic has adversely affected the financial condition of Railways. Government gave subsidy of Rs.59,837 cr. on passenger tickets in 2019-20. This amounts to concession of 53% on an average, to every person, travelling on Railways. This subsidy is continuing for all passengers. Further concessions beyond this subsidy amount are continuing for many categories like Divyangjans, students and patients.”

## PART II

### Observation/Recommendations

1. The Indian Railways is one of the largest rail network with 68043 Route KMs of track and more than 19414 number of passenger and freight trains carrying approximately 9.64 million passengers and hauling 3.88 million tones of freight per day. It has always played a pivotal role in meeting India's social obligation and its socio-economic development besides being an engine of growth in diverse economic activities. Indian Railways provide an economic mode of transportation to strata of the society especially to the poorer, managing a large volume of manpower and endeavours to fulfill the expectations of their commuters. The aim of Government is to make Indian Railways the growth engine of the economy. To meet this end, the Government is increasing investment and introducing modern technology while focusing on safety, speed and service to passengers. Infrastructure creation, augmentation and modernisation are the thrust areas for Indian Railways. Indian Railways has set ambitious targets for itself and is all geared up to achieve the same. To this effect, Indian Railways has taken several steps to prioritize and timely delivery of project such as the formulation of the National Rail Plan and creation of Gati-Shakti Units to bring synergy and team working amongst all Ministries and Departments in sanctioning and execution of projects. As a follow up to the National Rail Plan, Indian Railways has prepared an ambitious plan of expansion in rail infrastructure and network by FY28 so that freight loading in absolute tonnage of 3000 MT could be achieved by FY30 (Mission 3000 MT). Under Mission 3000 MT, over 1200 works have been identified/prioritised to be completed within 5 years with projected Capex of 8.45 Lakh Cr, which are at various stages of execution.

The Committee note that the trend of revenue receipts in 2022-23 is encouraging and Railway operations are rapidly recovering from the adverse impact of Covid 19 pandemic. By the end of January 2023, total traffic receipts reflect a CAGR of 10.4% over corresponding period of 2019-20 (pre-covid stage). The Committee further note that in the year 2021-22, due to continuation of adverse impact of the pandemic on Railway receipts, the Government has allowed Railways to incur revenue expenditure in excess of receipts. The operation of Railways has normalized in the post COVID stage and has even

achieved normal growth. In the sphere of freight, Railways incrementally loaded 184 MT in 2021-22 and are likely to load additional 84MT in 2022-23. Passenger revenues have resumed to pre-covid levels. The Committee expect the Railways to carry on their operations akin to pre covid period so as to augment their earnings.

The Demands for Grants for the year 2023-24 of the Ministry of Railways were tabled in the House on 3 February, 2023. The Committee undertook a detailed scrutiny of Demands for Grants (2023-24) pertaining to the Ministry of Railways. During the deliberations of the Committee with the representatives of the Ministry of Railways (Railway Board) and the written replies submitted by the railways, the Committee had a sense of core issues of Indian Railways.

The Committee note that the Railways are making earnest efforts towards mopping up requisite resources and initiating structural reforms through a wide range of endeavours. The Committee are of the considered opinion that these are steps in the right direction which also needs continuous follow up and effective monitoring so as to enable the Railways to garner sufficient external resources, generate adequate internal revenues and meet social obligations. Based on the information supplied by the Railways and the evidence of the representatives of the Ministry of Railways (Railway Board), the Committee have arrived at certain conclusions which have been discussed in succeeding paragraphs.

### Annual Plan

2. The Committee note that the Railway Budget consists of Budgetary Resources from the Government Exchequer, Internal Resources (Passenger and freight earnings and monetization of commercial space and leasing of Railway land) and Market Borrowings/EBR (P). They observe that the Annual Plan for the year 2023-24 of the Ministry of Railways has been pegged at Rs. 260200 crore comprising of gross Budgetary support of Rs. 2,40,200 cr including Nirbhaya Fund, Internal Resources of Rs. 3,000 crore and Extra Budgetary resources (P) of Rs 17,000 crore. The Committee are happy to note that in 2022-23, an amount of Rs. 1,37,300 cr was proposed as BE which was increased to Rs. 1,59,300 crore at RE stage. The reason for this enhancement has been attributed to the rapid pace of infrastructure works and a robust trend of utilization assessment till September, 2022 leading to receipt of more GBS from Govt at RE stage. They

note that the Ministry was not able to incur this enhanced amount. Out of this amount, they could spend only Rs. 1,34,406 cr as on 31.01.2023. The Ministry has attributed the reasons for this under-spending to sharp increase in working and operating expenses like staff and fuel costs. The Committee feel that it may not be adequate for effectively enforcing the ambitious investment plan of the Railways as also expeditious completion of long pending projects. The Committee impress upon the Ministry to formulate their planning realistically as far as possible and to escalate their efforts to optimally utilize the earmarked funds for carrying out the intended objectives.

### **Financial Allocation and Utilization**

3. The Committee note that the BE of the Ministry for the year 2022-23 was Rs. 2,45,800 cr which was decreased to Rs. 2,45,300 cr. at RE stage while the actual expenditure up to 31.01.2023 remained only to the tune of Rs. 1,64,587 cr. Likewise, during the year 2021-22, while the RE was kept at Rs. 2,15,000 cr., the actual utilization was Rs. 1,90,267 cr. During the year 2020-21, the RE was Rs. 1,61,692 cr. whereas the actual expenditure remained only Rs. 1,55,181 cr. Thus, the fiscal performance of the Railways during the last three years reveals that the earmarked allocation at RE stage could not be met in full. The Committee note that the aim of the government is to make Indian Railways the growth engine of the economy. Even, the Railways has set ambitious targets and geared up to achieve the same. The Committee trust that the Railway should be able to honour the aspirations of the government and intensify their efforts for optimally utilizing the proposed allocation of Rs. 2,60,200 cr (BE) in the FY 2023-24. The Committee are of firm belief that by virtue of optimum achievement in the fund utilization, the Railways would be on a stronger footing in achieving the goal of the Government of making Indian Railways a growth engine of the economy.

### **INTERNAL RESOURCE GENERATION**

4. The Committee are concerned to note that during the past several years, there has been a gradual shortfall in the generation of internal resources by the Indian Railways and resultant thereto, it has to depend on the Gross Budgetary Support from the Government exchequer and Extra Budgetary Support which is not desirable for the financial health of the Railways. To illustrate, for 2019-20, actual internal revenue generation was Rs. 1,685 cr. which was only 1.14 percent

of the total CapEx. Further, for the year 2020-21, Internal resources marked a rising trend of Rs. 2,062 cr. which was 1.33 percent of the outlay. For the year 2021-22, Internal Resources again dipped to Rs. 1,694 cr i.e. just 0.89 per cent of CapEx. For 2022-23, the BE was proposed at Rs. 7,000 cr. while the same was drastically reduced to Rs. 4300 cr at RE stage. This was also 1.71 % of the total outlay (RE) of 2,45,300 cr. Even, this reduced RE could not be met and the actuals remained to Rs. 1377 cr, as on 31.01.2023 i.e. 0.56% of total plan size. The main reason attributed for this decline in internal resources by the Ministry is sharp increase in working and operating expenses such as staff cost and fuel bills on account of higher operations. The Committee feel that the persistent decline in internal resource generation is an indicator towards internal deficiencies in overall planning and management of the Railways. The Committee are perturbed to note that despite enhanced budgetary support and extra budgetary Resources, the Railways have not been able to generate sufficient fund internally. Taking note of the reasoning of the Ministry that the Railways are making efforts to realistically formulate the plan at BE stage, the Committee impress upon the Railways to intensify their efforts to augment internal resource generation to ensure augmentation of revenues for meeting their ambitious planning. The Committee stress that the Ministry should endeavor to explore various other avenues like Non fare revenue such as advertisement at Railway Stations (Hoardings), Trains, Railway bridges, and other assets, monetization of surplus railway land, setting up of ATMs at Railway Stations, offering digital content on trains and platforms, Mobile assets etc. In addition, the Committee, therefore, recommend that more powers should be delegated to the Zonal / Divisional Railways for faster decision making to remove inherent deficiencies in the overall delivery mechanism, prioritize completion among Zonal Railways and commissioning of remunerative projects, besides exploring other commercial viable avenues that would not put the Railways under financial duress in order to supplement their internal resources.

#### Extra Budgetary Resources

5. The Committee note that upto the current year, the Extra Budgetary Resources (EBR) comprised a bulk portion in the Gross Budgetary Support (GBS) which had been increasing year by year in the wake of the shrinking in internal

resource generation and constraints of GBS to fund important rail projects of public importance. The decline in generating enough internal resources had led the Railways to fund their capital expenditure through GBS and EBR. The Committee note that the Railways procured assets through IRFC on lease for which total outstanding principal as on 31.03.2022 was Rs. 4.3 lakh cr. arising out of rolling stocks worth Rs. 1.8 lakh cr. and Rs. 2.5 lakh cr. (raised by IRFC) for infrastructure projects. The Ministry have stated that the Railways are restoring to EBR through IRFC on leasing model for financing a part of CapEx and annual lease charges are being paid to IRFC. The Railways have met their liability for repayment from their revenues (interest component) and from Capital Fund (GBS from servicing capital repayments). The Committee are happy to note that GBS in BE 2023-24 (Rs. 2,40,200 cr.) has been increased by Rs. 80,900 cr. over RE of 2022-23. The higher GBS has been deployed for projects which were earlier financed through EBR (IF) and EBR (Bonds). In view of the increase in GBS from General Exchequer, Railways have not resorted to borrowing under EBR so as to save on lease charges / interest obligations. The Committee have been informed that the outlay under EBR segment of Rs. 17000 crore in BE 2023-24 is for estimated investment from Public-Private partnership and other stake holders under EBR (P). The Committee note that the enhanced investment through increased GBS would allow the Railways to augment capacity without increasing its repayment liabilities and help them to become financially sustainable. The Committee, therefore, would like to suggest to the Ministry to make all out efforts for optimum utilization of the enhanced GBS with strict fiscal discipline and robust monitoring of Railway and plug leakages judiciously and keep a vigil on non-remunerative expenditure so that reliance on the borrowing component of EBR is gradually put to a halt.

#### **Rashtriya Rail Sanraksha Kosh (RRSK)**

6. The Committee note that prior to the introduction of RRSK in 2017-18, all works of replacement and renewal were charged to DRF, while works relating to improvement of operational efficiency and other upgradation and developmental works charged to DRF. They also note that, at present, all identified works of renewal, replacement, upgradation etc. on safety considerations are being charged to RRSK. DRF is mainly used to fund those works which are due for

renewal but not required for safety of train operations. The Committee are aware that RRSK was created in 2017-18 for a period of 5 years to ring-fence funds for execution of works for renewal / replacement with safety related implications with annual contribution of Rs. 20,000 cr. (Rs. 15,000 cr. from GBS and Rs. 5,000 cr. from Railways' internal resources). The Committee note that the total RRSK allocation in BE 2022-23 was to 12000 cr. (Rs. 10,000 cr. on GBS and Rs. 2000 cr from internal resources. They also note that since the Railways was not in a position to contribute to RRSK from revenues of 2022-23, they had utilized the balance fund available in RRSK from previous year and provided a total provision of Rs. 11,000 cr (Rs. 10,000 from GBS and Rs 1,000 cr. from the balance fund of previous year for RRSK i.e. Rs. 10,000 from GBS and Rs 1,000 cr. from the balance fund of previous year. The Committee, in their 13<sup>th</sup> Report (16<sup>th</sup> Lok Sabha) on Demands for Grants (2017-18) had expressed their apprehensions about the financing of RRSK and had recommended dedicated financing for it. In their 19<sup>th</sup> Report (16<sup>th</sup> Lok Sabha), the Committee again recommended the Ministry to ensure the non-fundable financing to RRSK and stressed to ensure prudent deployment of the fund strictly on the works it has been assigned for regular scrutiny of the progress. The Committee feel that the RRSK was created with a vision to have a single head in order to cater to all safety related needs of the Railways by dissolving various safety related funds and if the Railways are not able to appropriate the funds vigorously, the sole purpose of having a dedicated fund becomes futile. They, therefore, recommend that at the time when the Railways are on the path to complete recovery from the adverse impact of the pandemic and the Railways receipt have grown at a CAGR of 10.4% up to December, 2022) over corresponding period of 2019-20 i.e. pre COVID period, funding to and expenditure from RRSK for the earmarked purposes should be ensured at the highest level in order to accord paramountcy to the safety.

The Committee note that year after year there has been a noticeable gap in expenditure from the RRSK. The Committee note that the Railways did not meet the target of earmarked allocations during the past five years. In 2017-18, Rs 16,090 cr. were spent as against the RE of Rs 20,000 cr. In 2018-19 the actual expenditure remained at Rs. 18,013.32 cr. against the allocation of Rs. 19959.41 cr at RE stage. In 2019-20, Rs 17500.01 cr. was earmarked at RE but the actual expenditure remained at Rs. 15023.80 cr. In 2020-21 also, a fund of Rs. 2000 cr.

was provisioned but the actual was only Rs. 314.25 cr. Even, the Railways have been short of full spending of Rs. 25000 cr in 2021-22 and spent only Rs. 24731.53 crore. The Committee note that the primary focus under RRSK is on reduction of collisions derailments and unmanned level crossing accidents which cause 90% of accidents on IR. Though the Ministry has claimed that since the creation of RRSK in 2017-18, the number of consequential train accidents and fatalities therein have decreased considerably, yet the Committee find that in 2021-22, the number of consequential train accidents have again risen from 22 in no. in 2020-21 to 35 in number in 2021-22. They feel that since RRSK has been created with an intended objectives to cater to safety related needs, such a shortfall reflects poorly on the ability of Indian Railways. The Committee also feel that the Railways need to address such deficiencies in the overall delivery mechanism and ensure stringent monitoring so that the objective of the dedicated fund of RRSK is met in full.

The Committee are happy to note that the Niti Aayog has appreciated the Railways' progress on safety and implementation of RRSK and held that safety indicators have shown improvement after implementation of RRSK. Based on the recommendations of the Niti Ayog, the Government have agreed to extend the currency of RRSK for another five years' term beyond 2021-22 with a contribution of Rs 45,000 cr. from GBS. From the foregoing, the Committee find that the Railways have not contributed to RRSK from the revenue of 2022-23 and utilized the previous year's fund balance to appropriate the intended RE of Rs 11,000 cr. The Committee, therefore, desire the Ministry to take all out efforts for intended funding to RRSK.

#### Depreciation Reserve Fund (DRF)

7. The Committee note that though the RRSK was introduced in 2017-18 for a period of five years which has been extended for further five years beyond 2021-22 on the recommendations of Niti Aayog. In 2021-22, the Depreciation Reserve Fund (DRF) was provisioned for Rs. 800 cr at BE stage which was drastically reduced to Rs. 500 cr. at RE stage. The fund was again increased to as high as Rs. 2000 cr. in BE 2022-23 and reduced drastically at BE of 2023-24 i.e. Rs. 1,000 cr. The Committee do not understand the rationale behind adopting the ups and downs of the funding in DRF. Though the mandate of DRF has been given to meet

the capital expenditure on replacement/renewal of Railway assets, yet the Committee do not understand the rationale of less appropriation of required funds to DRF. The reasons attributed to lower internal resource generation, shifting of safety centric renewal and replacement works to RRSK and its need based appropriation subject to resource availability are not acceptable to the Committee. The Committee desire the Ministry to put in more vision in formulating the plan prudently and as far as possible realistically.

### Capital Fund

8. The Committee note that the mandate of Capital fund is to meet the debt servicing obligation of principal component of market borrowings from Indian Railway Finance Corporation (IRFC) and for expenditure on works of capital nature. Appropriation to this fund is made from Railway net revenues after meeting obligatory revenue expenditure. The Committee observe that the required amount from Railway revenues could not be appropriated to Capital Fund to meet the liability on account of payment of capital component of Lease charges to IRFC. Further, being an obligatory payment, the same was made out of GBS. While examining the subject “Role of IRFC and use of SPV methodology in financing development needs of Indian Railways” the Railway Convention Committee (RCC) (2014) in their 4<sup>th</sup> Report presented to the House objected to this practice and recommended in their 13<sup>th</sup> Action Taken Report that the accounting policy of the Railways should urgently be corrected / updated in consonance with the extant rules of allocation so that the capital nature of works can be legally financed from GBS. The Committee note that as per the recommendations the codal provisions relating to rules of allocation for capital and capital fund have been modified allowing payment of principal component of lease charges to IRFC from Capital (GBS) in case adequate funds are not available under the Capital Fund. The Committee feel that this codal provisions have been made resultant to the stressed generation of internal resources which need to be improved taking stern measures by the Railways. They, therefore, desire the Ministry to preferably make all out efforts to improve generation of internal resources to provide for adequate fund in Capital Fund. They would like to suggest to the Ministry to optimally utilize their assets for augmenting the internal resources. They would also like to recommend that the Railways should

re-examine their working model with a view to generating higher revenues so that the revenue generation could be accrued to Railway funds including the Capital Fund.

### **Pension Fund**

9. The Committee note that the Railways usually attempted to appropriate to Pension Fund to meet the liabilities on 'Pay as you go' basis. In 2022-23, Pension expenditure up to January, 2023 was Rs. 48,108 cr and was assessed to be around Rs. 56,000 cr by the end of the year. However, based on the resource position and pension expenditure, appropriation to Pension Fund has been reduced at RE vis-à-vis BE in 2022-23. The Ministry have reasoned that the reduction of appropriation to Pension Fund in RE 2021-22 was in line with assessment of lower expenditure, internal resource position and also available balances in Pension Fund. As regards the BE of 2023-24, the Ministry have stated that the pension expenditure was assessed at Rs. 62,000 crore and with a view to build up fund reserves, Railways have proposed to appropriate Rs. 70,616 cr from the revenue to the Pension Fund. The Committee note that in 2021-22, the Government has allowed Railways to incur revenue expenditure in excess of revenue receipt which was used to meet the pension expenditure. On pension liabilities, the Committee, in their 11<sup>th</sup> Report on Demands for Grants (2022-23) of the Ministry of Railways, had *inter alia* recommended to convince the Ministry of Finance for bearing at least a part of Railways pensionary liabilities keeping in view the depleting internal resources and keeping in view the social service obligations of the Railways. In this regard, the Committee have been apprised that the Ministry of Finance has not agreed to the proposal. However, as per the action taken replies contained in the 13<sup>th</sup> Action Taken Report of the Committee, the Ministry has again taken the issue with the Ministry of Finance. The Committee would like to suggest the Ministry to vigorously pursue the matter with the Ministry of Finance.

### **Gross Traffic Receipts (GTR)**

10. The Committee note that since 2018-19, the actual GTR of Indian Railways seen a declining trend. The BE was proposed at higher level which was reduced at RE stage in all the years. The Ministry have reasoned that the BE targets for

revenue are usually kept at a reasonably challenging level so as to encourage the entire set up to achieve it by mobilizing itself. Further, most of the Railways traffic receipts (about 90%) comes from two major segments of Railway revenues i.e. passenger and freight. Upward or downward revision of Gross Traffic Receipt target largely depends upon the performance under the segments during the year. Also, the years 2019-20 to 2021-22 were adversely impacted by the COVID Pandemic leading to reassessment of estimates. The Committee note that in 2022-23, the GTR target has been revised upward at RE compared to BE keeping in view of the healthy trend of growth in receipt as the operation of Railways has normalized in the post covid stage and has achieved normal growth. The Ministry have elaborated that the freight operations have seen incremental growth and passenger revenues have also resumed to pre-COVID levels. The Committee are of the firm opinion that the Railways should accord the highest priority to their projects for expansion of network including dedicated freight corridors not only to enhance the freight traffic but also to decongest the High Density Network for increasing the carrying capacity of passenger traffic as well. The Committee would like to suggest the Ministry to adhere to the timeline and monitor on real time basis of their projects for completion so that the objectives of the projects are not defeated and the earnings of the Railways exchequer could be augmented.

### Railway Revenue

11. The Committee note that the Net Revenue is the excess of Railway receipts over expenditure. This increases or decreases at various budgetary stages during a year depending upon the volume of receipts and expenditure as estimated or accrued in each budgetary stage. The Committee observe that the net revenues of the Railways witnessed a drastic downward trend since 2020-21 except in the year 2014-15 when it witnessed 8.20% increase (Rs. 16452.59 cr. At RE) over the BE of Rs. 15,198.74 cr. During the last five years i.e. with effect from 2018-19 onwards, the RE were reduced to more than 50% and the actuals were far behind from the RE in all these years. In this regard, the Ministry have reasoned that the Railways were not able to appropriate requisite amount to Pension Fund from its revenue. Also there was an adverse balance of Rs. 28,398 cr. in Pension Fund to the end of 2019-20. In 2020-21 and a special loan of Rs. 79,398 cr. was appropriated in Pension Fund. The Committee note that the Net Revenues of the year 2021-22 was

Rs. (-)15,025 crore due to sharp rise in staff cost pursuant to implementation of 7<sup>th</sup> Central Pay Commission in 2016-17 and 2017-18 and the adverse impact of pandemic during 2019-20 to 2021-22 which have limited the Railways ongoing efforts for enhancing net revenues. The Committee are happy to note that in the year 2022-23, pursuant to recovery in Railways trend of receipts, the net revenue target has been kept at Rs. 2393 cr. against Rs. (-) 15025 crore compared to the corresponding period of 2021-22. Also, the Railways are taking measures on a continuous basis to improve the financial position and net revenues. Notwithstanding the measures proposed to be taken to improve the financial position and net revenues, the Committee strongly feel that it is imperative on the part of the Railways to keep the targets for Net Revenue realistic and strive for achieving the same. They, therefore, recommend to the Ministry to institute such remedial measures so as to plug any leakages and stem the trend of declining net revenue and at the same time finding ways and means to generate and augment rail revenues. The Committee would also like to suggest to the Ministry to rigorously and sternly monitor the revenue receipts on a regular basis in order to ensure optimal achievement of proposed targets

### **Operating Ratio**

12. The Committee note that the operating ratio of Indian Railways has been persistently high. It was 97.29% in 2018-19 which noted an upward trend i.e. 98.36% in 2019-20. In 2020-21, though it noted a slight decline and stayed at 97.45% but soared high in 2021-22 i.e. 107.39%, which was the highest ever in the last four years. The Ministry have reasoned for higher operating ratio in the year 2019-20 and 2020-21 that due to COVID related resource gap, the railways appropriated less than required amount to Pension Fund in 2019-20 and 2020-21. The Committee are happy to note that the Railways have recovered from the pandemic impact in current year and are expected to stage a better performance in 2023-24. Even then, the operating ratio target of 98.45% in BE 2023-24 is higher than the previous year's Operating Ratio of 98.22% (RE of 2022-23). The Ministry has attributed the reasons for the higher value of Operating Ratio to appropriation of Rs. 70,516 cr from Railway revenues to pension fund as against an estimated pension expenditure of Rs. 62,000 cr. to build up fund balance and ever growing social service obligations borne by the Railways which impacted the Railways operating ratio adversely. Though the Railways have enumerated various

measures being taken to arrest the high value of Operating Ratio viz. capacity improvement works like Dedicated Freight Corridors, doubling /quadrupling and electrification ring-fencing allocation of ongoing last mile projects and priority projects for early completion so that these along with the capacity enhancement projects enhance traffic throughput substantially and increase railway revenues. These are expected to contribute to improvement in the operating ratio to a reasonable level. Taking note that the operating ratio is a function of total working expenditure to total traffic earnings and any effort to improve the same revolves around maximizing the traffic earning and minimizing the controllable working expenses, the Committee express their concern over the higher value of Operating Ratio and recommend the Ministry to regulate their finances and monitor in such a way so that the same could result into a subservient balancing of accounts reflecting the better value of Operating Ratio. Also, the Railways need to review their strategic outlook and adopt a long term strategy for enhancing the efficiency in operation and various maintenance units.

### **Redevelopment of Railway Stations**

13. The Committee note that in order to accelerate the redevelopment of major stations across the country, a new scheme 'Amrit Bharat Station Scheme' has been launched in the Budget of 2023-24. The stations under this scheme will have state of the art technology such as aesthetic design including enhanced passenger amenities, Roof Plaza, Multi-Model Integration, clutter free platforms, focus on local art & culture, improvement in traffic circulation, beautification of circulating area, divyangjan friendly facilities and more facilities at par with Airports. Besides, the concept of sustainable development including water harvesting / recycling and green energy would also be provided in the new aesthetic design. Under this scheme, 1275 Railway stations have been identified for redevelopment across the country. The Committee are happy to note that almost all the States / UTs have been covered under this scheme. They also noted that the contracts for 50 Stations have already been awarded and tenders have been initiated for 09 more stations. The Committee, in their 6<sup>th</sup> Report on 'Passenger Amenities including Modernization of Railway Stations' noted that the Railways had undertaken modernization of railway stations under various schemes such as Model Station, Modern Station and Adarsh Station Schemes from the years 1999 to 2009. Under the Adarsh Station Schemes, 1,253 stations

were identified in 2009 for development and out of it, 1218 stations have already been developed and rest of the stations are planned to be developed by June, 2023. Also, the Railways had proposed redevelopment of 400 erstwhile 'A-1' and 'A' category stations as world class stations by resorting to the PPP mode. The Committee inter alia noted that the first phase of station redevelopment program by Zonal Railways was launched on 08.02.2017 and bids for redevelopment of 23 railway stations were invited. The Committee were informed that bids for only two (2) stations of Jammu Tawi and Kozhikode were received. The bids for other stations had to be foreclosed owing to the not-so-encouraging response from the bidders. However, the Committee desired that the Railways should find out the reasons for low response for the bids and take out corrective measures in that regard. The Committee further noted that the railways have not indicated any time frame for the redevelopment of stations. The Committee were concerned to note that no railway station had been developed under PPP mode. They felt that there was something amiss in the planning of the Railways so far as redevelopment of Stations was concerned. The Committee desired the Ministry to chalk out a time bound action plan for redevelopment of railway stations for providing modern and state-of-the-art amenities to end users. In the extant case also, the Committee would like to impress upon the Ministry to chalk out a time bound action plan for the redevelopment of railway stations for carrying out the redevelopment works of such stations within the targeted time frame. They would also like to suggest the Ministry to accelerate the pace of tendering process for the stations selected under Amrit Bharat Stations in time bound manner.

### Vande Bharat Trains

14. The Committee note that during the budget speech of 2022-23, the Finance Minister had announced for 400 Vande Bharat trains. The Committee note that as on 17 February 2023, Indian Railways have introduced 10 pairs of Railways' flagship train called Vande Bharat Express. They have been informed that the manufacturing of 400 Vande Bharat Rakes has been planned in a phased manner within the Railway Production Units itself i.e. 120 rakes at Marathwara Rail Coach Factory (MRCF), Latur, 80 rakes at ICF, Chennai, 100 rakes at Rail Coach Navinikarn Karkhana (RCNK), Sonipat and 100 rakes at Modern Coach Factory, Rae Bareilly engaging different technology partners. During the current financial

year 2022-23, the three Production Units i.e. ICF, RCF and MCF have managed to produce 35 rakes (560 coaches) and planned to produce 67 rakes (1072 coaches) in the year 2023-24 in these three Production Units. The Committee while expressing their concern to find that out of 35 rakes of Vande Bharat planned for the year 2022-23, only 08 rakes have been turned out till date. They are of the view that with this pace of production, the Railways may find it difficult to achieve their set target. They would like to suggest to the Ministry to intensify their efforts for production of Vande Bharat rakes / coaches in order to meet the aspirations of Rail commuters. The Committee also desire that the Railways should extend the technological support to other Production Units to enable them to manufacture the rakes / coaches of Vande Bharat Trains for bringing into the fleet.

### Hydrogen for Heritage Scheme

15. The Committee note that the Finance Minister in her budget speech announced for the Hydrogen for Heritage scheme to use the Hydrogen as fuel for Heritage Hill & Tourist Railways. In this regard, the Railways have planned to acquire and operate Hydrogen Train sets on Hill Railways and on other routes which are environmentally sensitive and with tourist potential. The Committee further note that Railways have proposed to run 35 Hydrogen Trains at an estimated cost of Rs. 80 cr. per train and ground infrastructure of Rs. 70 cr. per route and as a pilot project for retrofitment of Hydrogen Fuel Cell on existing Diesel Electric Multiple Unit (DEMU) rake with ground infrastructure as planned to fund on Jind - Sonipat Section of Northern Railway at a cost of Rs. 111.83 cr. In this regard, the Committee feel that once the same is operational, it would go a long way and in right direction towards green energy. The Committee while appreciating the initiative, impress upon the Railways to make suitable preparedness and act vigorously to fulfill the concept.

### Concession to senior citizens

16. The Indian Railways used to offer a 40 per cent discount in fares to males aged 60 years or above and for females, a 50 per cent discount was given if the minimum age was 58 years. These concessions were granted in the fares of all classes of Mail / Express/Rajdhani/Shatabdi/Duranto group of trains. By the time, the Ministry had introduced 'Forgo Senior Citizen Concession Option' and the

option was given to senior citizens who wanted to contribute towards national development. The concession for senior citizens was withdrawn on 20<sup>th</sup> March, 2020 in wake of the spread of Covid-19 pandemic. From the information furnished, the Committee note that the Covid situation has now been normalized and the Railways have achieved normal growth. The Committee, in their 12th Action Taken Report (17th Lok Sabha) on Passenger Reservation System had also desired that the concessions to senior citizens which were available in pre-Covid times may be reviewed and considered at least in Sleeper Class and 3A Class so that the vulnerable and genuinely needy citizens could avail the facility in these classes. The Committee, therefore, reiterate their earlier recommendation contained in their above said Report and urge upon the Railways to consider empathically for resumption of concessions in fares to sr. citizens particularly in Sleeper Class and 3A Class under intimation to this Committee.

New Delhi;  
6<sup>th</sup> March, 2022  
15 Phalguna, 1944 (Saka)

**RADHA MOHAN SINGH**  
Chairperson  
Standing Committee on Railways

DETAILS OF STATIONS IDENTIFIED UNDER 'AMRIT BHARAT STATION '			
S.No	State	Count	Name of Stations
1	Andhra Pradesh	72	Adoni, Anakapalle, Anantapur, Anaparthi , Araku, Bapatla , Bhimavaram Town , Bobbili Jn, Chipurupalli, Chirala, Chittoor, Cuddapah, Cumbum, Dharmavaram, Dhone, Donakonda, Duvvada, Elamanchili, Eluru, Giddalur, Gooty, Gudivada, Gudur, Gunadala, Guntur, Hindupur, Ichchpuram, Kadiri, KakinadaTown, Kottavalasa, Kuppam, Kurnoolcity, Macherla, Machilipatnam, MadanapalliRoad, Mangalagiri, MarkapuramRoad, MatralayamRoad, NadikudeJn, Nandyal, Narasaraopet, Narsapur, NaupadaJn, Nellore, Nidadavolu, Ongole, Pakala, Palasa, Parvatipuram, Piduguralla, Piler, Rajampet, Rajamundry, Rayanapadu, Renigunta, Repalle, Samalkot, Sattenapalle, Simhachalam, Singaraykonda, SriKalahasti, SrikakulamRoad, Sullurpeta, Tadepalligudem, Tadipatri, Tenali, Tirupati, Tuni, Vijayawada, Vinukonda, Vishakhapatnam, VizianagaramJn
2	Arunachal Pradesh	1	Naharalagun(Itanagar)
3	Assam	49	Amguri, Arunachal, Chaparmukh, Dhemaji, Dhubri, Dibrugarh, Diphu, Duliajan, FakiragramJn., Gauripur, Gohpur, Golaghat, Gosaigaonhat,Haibargaon, Harmuti, Hojai, Jagiroad, JorhatTown, Kamakhya, Kokrajhar, Lanka, Ledo, Lumding, Majbat, MakumJn, Margherita, Mariani, Murkeongselek, Naharkatiya, Nalbari, Namrup, Narangi, NewBongaigaon, NewHaflong, NewKarimganj, NewTinsukia, NorthLakhimpur, Pathsala, RangaparaNorth, RangiyaJn, Sarupathar, SibsagarTown, Silapathar, Silchar, Simaluguri, Tangla, Tinsukia, Udalguri, ViswanathChariali
4	Bihar	86	Anugraha Narayan Road, Ara, Bakhtiyarpur, Banka, Banmankhi, Bapudham Motihari, Barauni, Barh, Barsoi Jn, Begusarai, Bettiah, Bhabua Road, Bhagalpur, Bhagwanpur, Bihar Sharif, Bihiya, Bikramganj, Buxar, Chausa, Chhapra, Dalsingh Sarai, Darbhanga, Dauram Madhepura, Dehri On Sone, Dholi, Dighwara, Dumraon, Durgauti, Fatuha, Gaya, Ghorasahan, Guraru, Hajipur Jn, Jamalpur, Jamui, Janakpur Road, Jaynagar, Jehanabad, Kahalgaon, Karhagola Road, Khagaria Jn, Kishanganj, Kudra, Labha, Laheria Sarai, Lakhisarai, Lakhminia, Madhubani, Maheshkhunt, Mairwa, Mansi Jn, Munger, Muzaffarpur, Nabinagar Road, Narkatiaganj, Naugachia, Paharpur, Piro, Pirpainti, Rafiganj, Raghunathpur, Rajendra Nagar, Rajgir, Ram Dayalu Nagar, Raxaul, Sabaur, Sagauli, Saharsa, Sahibpur Kamal, Sakri, Salauna, Salmari, Samastipur, Sasaram, Shahpur Patoree, Shivanarayanpur, Simri Bakhtiyarpur, Simultala, Sitamarhi, Siwan, Sonpur Jn., Sultanganj, Supaul, Taregna, Thakurganj, Thawe

5	Chattisgarh	32	Akaltara, Ambikapur, Baikunthpur Road, Balod, Baradwar, Belha, Bhanupratappur, Bhatapara, Bhilai, Bhilai Nagar, Bhilai Power House, Bilaspur, Champa, Dallirajhara, Dongargarh, Durg, Hathbandh, Jagdalpur, Janjgir Naila, Korba, Mahasamund, Mandir Hasaud, Marauda, Nipania, Pendra Road, Raigarh, Raipur, Rajnandgaon, Sarona, Tilda-Neora, Urkura, Uslapur
6	Delhi	13	Adarshnagar Delhi, Anand Vihar, Bijwasan, Delhi, Delhi Cantt., Delhi Sarai Rohilla, Delhi Shahadra, Hazrat Nizamuddin, Narela, New Delhi, Sabzi Mandi, Safdarjung, Tilak Bridge
7	Goa	2	Sanvordem, Vasco-da-gama
8	Gujarat	87	Ahmedabad, Anand, Ankleshwar, Asarva, Bardoli, Bhachau, Bhaktinagar, Bhanvad, Bharuch, Bhatiya, Bhavnagar, Bhestan, Bhildi, Bilimora (NG), Bilimora Jn, Botad Jn., Chandlodia, Chorvad Road, Dabhoi Jn, Dahod, Dakor, Derol, Dhrangadhra, Dwarka, Gandhidham, Godhra Jn, Gondal, Hapa, Himmatnagar, Jam Jodhpur, Jamnagar, Jamwanthali, Junagadh, Kalol, Kanalus Jn., Karamsad, Keshod, Khambhaliya, Kim, Kosamba Jn., Lakhtar, Limbdi, Limkheda, Mahemadabad & Kheda road, Mahesana, Mahuva, Maninagar, Mithapur, Miyagam Karjan, Morbi, Nadiad, Navsari, New Bhuj, Okha, Padadhari, Palanpur, Palitana, Patan, Porbandar, Pratapnagar, Rajkot, Rajula Jn., Sabarmati (BG & MG), Sachin, Samakhiyali, Sanjan, Savarkundla, Sayan, Siddhpur, Sihor Jn., Somnath, Songadh, Surat, Surendranagar, Than, Udhna, Udvada, Umargaon Road, Unjha, Utran, Vadodara, Vapi, Vatva, Veraval, Viramgam, Vishvamitri Jn., Wankaner
9	Haryana	29	Ambala Cantt., Ambala City, Bahadurgarh, Ballabgarh, Bhiwani Jn, Charkhi Dadri, Faridabad, Faridabad NT, Gohana, Gurugram, Hisar, Hodal, Jind, Kalka, Karnal, Kosli, Kurukshetra, Mahendragarh, Mandi Dabwali, Narnaul, Narwana, Palwal, Panipat, Pataudi Road, Rewari, Rohtak, Sirsa, Sonipat, Yamunanagar Jagadhari
10	Himachal Pradesh	3	AmbAndaura, BaijnathPaprola, Palampur
11	Jharkhand	57	Balsiring, Bano, Barajamda Jn, Barkakana, Basukinath, Bhaga , Bokaro Steel City, Chaibasa, Chakradharpur, Chandil , Chandrapura, Daltonganj, Dangoaposi, Deoghar, Dhanbad, Dumka, Gamharia, Gangaghat, Garhwa Road, Garhwa Town, Ghatsila, Giridih, Godda, Govindpur Road, Haidarnagar, Hatia, Hazaribagh Road, Jamtara, Japla, Jasidih, Katrasgarh, Koderma, Kumardhubi, Latehar, Lohardaga, Madhupur, Manoharpur, Muhammadganj, Muri, N.S.C.B. Gomoh, Nagaruntari, Namkom, Orga, Pakur, Parasnath, Piska, Rajkharswan, Rajmahal, Ramgarh Cant, Ranchi, Sahibganj, Sankarpur, Silli, Sini, Tatanagar, Tatisilwai, Vidyasagar

12	Karnataka	55	Almatti, Alnavar, Arsikere Junction, Badami, Bagalkot, Ballary, Bangalore Cantt., Bangarpet, Bantawala, Belagavi, Bidar, Bijapur, Chamaraja Nagar, Channapatna, Channasandra, Chikkamagaluru, Chitradurga, Davangere, Dharwad, Dodballapur, Gadag, Gangapur Road, Ghataprabha, Gokak Road, Harihar, Hassan, Hosapete, Kalaburagi, Kengeri, Kopal, Krantivira Sangolli Rayanna (Bengaluru Station), Krishnarajapuram, Malleswaram, Malur, Mandya, Mangalore Central, Mangalore Jn., Munirabad, Mysore, Raichur, Ramanagaram, Ranibennur, Sagar Jambagaru, Sakleshpur, Shahabad, Shivamogga Town, Shree Siddharoodha Swamiji Hubballi Jn, Subramanya Road, Talguppa, Tiptur, Tumakuru, Wadi, Whitefield, Yadgir, Yesvantpur
13	Kerala	34	Alappuzha, Angadippuram, Angamali For Kaladi , Chalakudi , Changanassery, Chengannur, Chirayinikil, Ernakulam, Ernakulam Town, Ettumanur, Feroke, Guruvayur, Kasargod, Kayankulam , Kollam, Kozhikode, Kuttippuram, Mavelikara, Neyyatinkara , Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram, Thrisur, Tirur, Tiruvalla , Tripunithura, Vadakara, Varkala, Wadakancheri
14	MadhyaPradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, Biyavra Rajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Hoshangabad, Indore, Itarsi Jn., Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho, Khandwa, Khirkiya, Laxmi Bai Nagar, Maihar, Maksi, Mandlafor, Mandasaur, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda, Nainpur, Narsinghpur, Neemuch, Nepanagar, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umariya, Vidisha, Vikramgarh A lot
15	Maharashtra	123	Ahmednagar, Ajni (Nagpur), Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Aurangabad, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar , Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharmabad , Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar , Hinganghat, Hingoli Deccan, Igatpuri, Itwari, Jalna, Jeur, Jogeshwari, Kalyan, Kamptee, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat , Kolhapur, Kopergaon, Kurduwadi, Kurla, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand, Lonavla, Lower Parel, Malad, Malkapur, Manmad, Manwath Road , Marine Lines, Matunga, Miraj, Mudkhed , Mumbai Central, Mumbra, Murtaapur, Nagarsol , Nagpur, Nandgaon, Nandura, Narkher, Nasik Road, Osmanabad, Pachora, Pandharpur,

			Parbhani , Parel, Parli Vaijnath, Partur , Prabhadevi, Pulgaon, Pune Jn., Purna , Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu , Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim , Wathar
16	Manipur	1	Imphal
17	Meghalaya	1	Mehendipathar
18	Mizoram	1	Sairang (Aizawl)
19	Nagaland	1	Dimapur
20	Odisha	57	Angul, Badampahar, Balangir, Balasore, Balugaon, Barbil, Bargarh Road, Baripada, Barpali, Belpahar, Betnoti, Bhadrak, Bhawanipatna, Bhubaneswar, Bimlagarh, Brahmapur, Brajrajnagar, Chatrapur, Cuttack, Damanjodi, Dhenkanal, Gunupur, Harishanker Road, Hirkud, Jajpur-Keonjhar road, Jaleswar, Jaroli, Jeypore, Jharsuguda, Jharsuguda Road, Kantabanji, Kendujhargarh, Kesinga, Khariar Road, Khurda road, Koraput, Lingaraj Temple Road, Mancheswar, Meramandali, Muniguda, New Bhubaneswar, Panposh, Paradeep, Parlakhemundi, Puri, Raghunathpur, Rairakhol, Rairangpur, Rajgangpur, Rayagada, Rourkela, Sakhi Gopal, Sambalpur, Sambalpur city, Talcher, Talcher Road, Titlagarh Jn.
21	Punjab	30	Abohar, Amritsar, Anandpur Sahib, Beas, Bhatinda Jn, Dhandari Kalan, Dhuri, Fazilka, Firozpur Cantt, Gurdaspur, Hoshiarpur, Jalandhar Cantt., Jalandhar City, Kapurthala, Kotkapura, Ludhiana, Malerkotla, Mansa, Moga, Muktsar, Nangal Dam, Pathankot Cantt., Pathankot City, Patiala, Phagwara, Phillaur, Rup Nagar, Sangrur, SASN Mohali, Sirhind
22	Rajasthan	82	Abu Road, Ajmer, Alwar, Asalpur Jobner, Balotra, Bandikui, Baran, Barmer, Bayana, Beawar, Bharatpur, Bhawani Mandi, Bhilwara, Bijainagar, Bikaner, Bundi, Chanderiya, Chhabra Gugor, Chittorgarh Jn., Churu, Dakaniya Talav, Dausa, Deeg, Degana, Deshnoke, Dholpur, Didwana, Dungarpur, Falna, Fatehnagar, Fatehpur Shekhawati, Gandhinagar Jaipur, Gangapur City, Gogameri, Gotan, Govind Garh, Hanumangarh, Hindaun City, Jaipur, Jaisalmer, Jalor, Jawai Bandh, Jhalawar City, Jhunjhunu, Jodhpur, Kapasan, Khairthal, Kherli, Kota, Lalgarh, Mandal Garh, Mandawar Mahwa Road, Marwar Bhinmal, Marwar Jn., Mavli Jn., Merta Road, Nagaur, Naraina, Nim ka Thana, Nokha, Pali Marwar, Phalodi, Phulera, Pindwara, Rajgarh, Ramdevra, Ramganj Mandi, Rana Pratapnagar, Rani, Ratangarh, Ren, Ringas,

			Sadulpur, Sawai Madhopur, Shri Mahaveerji, Sikar, Sojat Road, Somesar, Sri ganganagar, Sujargarh, Suratgarh, Udaipur City
23	Sikkim	1	Rangpo
24	Tamil Nadu	73	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dr. M.G. Ramachandran Central, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari, Karaikkudi, Karur Jn., Katpadi, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn., Mettupalayam, Morappur, Nagercoil Jn., Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi, Polur, Pudukkottai, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tiruttani, Tiruvallur, Tiruvannamalai, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.
25	Telangana	39	Adilabad, Basar, Begumpet, Bhadrachalam Road, Gadwal, Hafizpeta, Hi-tech city, Huggubuda, Hyderabad, Jadcherla, Jangaon, Kacheguda, Kamareddi, Karimnagar, Kazipet Jn, Khammam, Lingampalli, Madhira, Mahabubabad, Mahbubnagar, Malakpet, Malkajgiri, Manchiryal, Medchal, Miryalaguda, Nalgonda, Nizamabad, Peddapalli, Ramagundam, Secunderabad, Shadnagar, Sri Bala Brahmewara Jogulamba, Tandur, Umdanagar, Vikarabad, Warangal, Yadadri, Yakutpura, Zahirabad
26	Tripura	4	Agartala, Dharmanagar, Kumarghat, Udaipur
27	UT of Chandigarh	1	Chandigarh
28	UT of Jammu & Kashmir	4	Budgam, Jammu Tawi, Shri Mata Vaishno Devi Katra, Udhampur
29	UT of Puducherry	3	Karaikal, Mahe, Puducherry

30	Uttar Pradesh	149	Achnera, Agra Cantt., Agra Fort, Aishbagh, Akbarpur Jn, Aligarh, Amethi, Amroha, Ayodhya, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bulandsahar, Chandauli Majhwar, Chandausi, Chilibila, Chitrakut dham karwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmukteshwar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left bank, Kanpur Central, Kaptanganj, Kasganj, Kashi, Khalilabad, Khurja Jn.,Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur, Lambhua, Lohta, Lucknow (Charbagh), Lucknow city, Maghar, Mahoba, Mailani, Mainpuri Jn., Malhaur Jn, Manaknagar Jn, Manikpur Jn., Mariahu, Mathura, Mau, Meerut City, Mirzapur, Modi Nagar, Mohanlalganj, Moradabad, Nagina, Najibabad Jn., Nihalgarh, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit, Pokhrayan, Pratapgarh Jn, Prayag Jn, Prayagraj, Pt. Deen Dayal Upadhyay , Raebareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur, Renukoot, Saharanpur, Saharanpur Jn., Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn., Shivpur, Siddharth nagar, Sitapur Jn., Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn., Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai, Vyasnagar, Zafarabad
31	Uttarakhand	11	Dehradun, Haridwar Jn., Harrawala, Kashipur, Kathgodam, Kichha, Kotdwar, Lalkuan Jn., Ramnagar, Roorkee, Tanakpur
32	West Bengal	94	Adra , Alipur duar Jn., Aluabari Road, Ambika kalna, Anara, Andal Jn., Andul, Asansol Jn., Azimganj, Bagnan, Bally, Bandel Jn., Bangaon Jn., Bankura , Barabhum, Barddhaman, Barrackpore, Belda, Berhampore court, Bethuadahari, Bhaluka Road, Binnaguri, Bishnupur, Bolpur Shantiniketan, Burnpur, Canning, Chandan nagar, Chandpara, Chandrakona Road, Dalgaon, Dalkhola, Dankuni, Dhulian Ganga, Dhupguri, Digha, Dinhata, DumDum Jn., Falakata, Garbeta, Gede, Haldia, Haldibari, Harishchandrapur, Hasimara, Hijli, Howrah, Jalpaiguri, Jalpaiguri Road, Jangipur Road, Jhalida, Jhargram, Joychandi pahar, Kaliyaganj, Kalyani Ghoshpara, Kalyani Jn, Kamakhyaguri, Katwa Jn., Khagraghat Road, Kharagpur, Kolkata, Krishnanagar City Jn, Kumedpur, Madhukunda, Malda Court, Malda Town, Mecheda, Midnapore, Nabadwip Dham, Naihati Jn., New Alipurduar, New Cooch Behar, New Farakka, New Jalpaiguri, New Mal Jn., Panagarh, Pandabeswar, Panskura, Purulia Jn., Rampurhat, Sainthia Jn, Salboni, Samsi, Sealdah, Shalimar, Shantipur, Sheoraphuli Jn., Sitarampur, Siuri, Sonarpur Jn., Suisa, Tamluk, Tarakeswar, Tulin, Uluberia
	Total	1275	

**Annexure- II**

**Details of Stations for which Contracts have been awarded and works are in progress**

<b>S.No</b>	<b>Name of Station</b>	<b>State</b>	<b>Railway Zone</b>
1	Ayodhya	Uttar Pradesh	NR
2	Bijwasan	Delhi	NR
3	Safdarjung	Delhi	NR
4	Gomtinagar	Uttar Pradesh	NER
5	Tirupati	Andhra Pradesh	SCR
6	Gaya	Bihar	ECR
7	Udhna	Gujarat	WR
8	Somnath	Gujarat	WR
9	Ernakulam	Kerala	SR
10	Puri	Odisha	ECoR
11	New Jalpaiguri	West Bengal	NFR
12	Muzaffarpur	Bihar	ECR
13	Lucknow (Charbagh)	Uttar Pradesh	NR
14	Dakaniya Talav	Rajasthan	WCR
15	Kota	Rajasthan	WCR
16	Jammu Tawi	UT of J & K	NR
17	Jalandhar Cantt.	Punjab	NR
18	Nellore	Andhra Pradesh	SCR
19	Sabarmati	Gujarat	WR
20	Gwalior	Madhya Pradesh	NCR
21	Faridabad	Haryana	NR
22	Gandhinagar Jaipur	Rajasthan	NWR
23	Bhubaneswar	Odisha	ECoR
24	Kollam	Kerala	SR
25	Udaipur City	Rajasthan	NWR
26	Ernakulam Town	Kerala	SR
27	Jaisalmer	Rajasthan	NWR
28	Ranchi	Jharkhand	SER
29	Vishakhapatnam	Andhra Pradesh	ECoR
30	Puducherry	UT of Puducherry	SR
31	Katpadi	Tamilnadu	SR
32	Rameswaram	Tamilnadu	SR
33	Madurai	Tamilnadu	SR
34	Surat	Gujarat	WR
35	Chennai Egmore	Tamilnadu	SR
36	New Bhuj	Gujarat	WR

<b>S.No</b>	<b>Name of Station</b>	<b>State</b>	<b>Railway Zone</b>
37	Nagpur	Maharashtra	CR
38	Secunderabad	Telangana	SCR
39	Yesvantpur	Karnataka	SWR
40	Jaipur	Rajasthan	NWR
41	Chandigarh	UT of Chandigarh	NR
42	Ajni	Maharashtra	CR
43	Kanniyakumari	Tamilnadu	SR
44	Delhi Cantt.	Delhi	NR
45	Prayagraj	Uttar Pradesh	NCR
46	Bangalore cantt	Karnataka	SWR
47	Ghaziabad	Uttar Pradesh	NR
48	Jodhpur	Rajasthan	NWR
49	Ludhiana	Punjab	NR
50	Cuttack	Odisha	ECoR

<b>Details of Stations for which Tenders have been invited</b>			
<b>SNo</b>	<b>Name of Station</b>	<b>State</b>	<b>Zone</b>
1	New Delhi	Delhi	NR
2	CSMT	Maharashtra	CR
3	Ahmedabad	Gujarat	WR
4	Gurugram	Haryana	NR
5	Kashi	Uttar Pradesh	NR
6	Jalna	Maharashtra	SCR
7	Aurangabad	Maharashtra	SCR
8	Bapudham Motihari	Bihar	ECR
9	Kanpur Central	Uttar Pradesh	NCR

\*\*\*\*\*

**MINUTES OF THE FOURTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS  
(2022-23)**

The Committee met on Tuesday, the 21<sup>st</sup> February, 2023 from 1430 hrs. to 1600 hrs. in Committee Room No. 2, Parliament House Annexe Extn. Building, New Delhi.

**PRESENT**

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri Kodikunnil Suresh
3. Smt. Ranjanben Bhatt
4. Shri Kaushalendra Kumar
5. Shri Ramesh Chandra Kaushik
6. Shri Mukesh Rajput
7. Smt. Sangita Kumari Singh Deo
8. Shri Sumedhanand Saraswati
9. Shri Ramulu Pothuganti
10. Shri Gopal Jee Thakur

**RAJYA SABHA**

11. Shri Narhari Amin
12. Shri Ahmed Ashfaque Karim
13. Dr. Prashant Nanda
14. Dr. Sumer Singh Solanki

## **SECRETARIAT**

- |    |                        |   |                  |
|----|------------------------|---|------------------|
| 1. | Smt. Suman Arora       | - | Joint Secretary  |
| 2. | Smt. Maya Lingi        | - | Director         |
| 3. | Shri Ram Lal Yadav     | - | Addl. Director   |
| 4. | Smt. Archana Srivastva | - | Deputy Secretary |

### **REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)**

1.	Shri Anil Kumar Lahoti	Chairman & Chief Executive Officer, Railway Board & Ex. -officio Principal Secretary to the Government of India
2.	Ms. Anjali Goyal	Member (Finance), Railway Board & Ex. -officio Secretary to the Government of India
3.	Shri Roop N. Sunkar	Member(Infrastructure), Railway Board & Ex. -officio Secretary to the Government of India
4.	Shri Naveen Gulati	Member(Traction & Rolling Stock), Railways Board & Ex. -officio Secretary to the Government of India
5.	Shri Braj Mohan Agrawal	Director General(Safety), Railway Board
6	Ms. Roopa Srinivasan	Additional Member(Budget), Railway Board
7	Shri Rahul Agarwal	Additional Member(Signal), Railway Board

8	Shri Mukul Saran Mathur	Principal Executive Director/Infrastructure
9	Shri A. K. Chandra	Principal Executive Director/W & Dev.
10	Shri Vijay Pratap Singh	Principal Executive Director/Bridge
11	Shri Devendra Kumar	Principal Executive Director/Coaching
12	Shri Anil Kumar Khandelwal	Principal Executive Director/Gati Shakti

2. At the outset, the Chairperson while welcoming the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee, congratulated Shri Anil Kumar Lahoti on his appointment as Chairman & Chief Executive Officer, Railway Board. The Chairperson invited attention of the officials to the provisions contained in Direction 55 of the Directions by the Speaker, Lok Sabha regarding the proceedings to be treated as confidential.

3. Thereafter, a brief presentation about the salient features of the Railway budget was made by the Chairman and CEO (Railway Board) on the 'Demands for Grants (2023-24) of the Ministry of Railways'. He informed the Committee about main thrust of this year's Rail Budget viz., Budget Estimates, Capital Expenditure, Freight Loading Performance, capacity augmentation, safety related works, commissioning of new lines, gauge conversion and doubling, theme based Umbrella Works for infrastructure development, Amrit Bharat Station Scheme, manufacturing of Vande Bharat Rakes, manufacturing of freight locomotives and procurement of wagons etc. He apprised the Committee about the highest ever gross budgetary support of Rs. 2.40 Lakh cr. provided by the Government, establishment of PM Gati Shakti Units catering to Mines, Minerals, Industries and Port connectivity etc. in all the 68 Divisions of Indian Railway, Jangajiye Gaurav Corridor in order to boost rail connectivity in tribal areas, new lines for hilly and border areas, energy corridors, proposed manufacturing of 1,000 Vande Bharat Rakes with a total of 8,000 Coaches with a total cost of Rs. 65,000 cr., various measures being undertaken for optimum utilization of the budgetary allocation, measures taken to enhance safety, funding of various ongoing projects, etc. He also briefed about the proposed Railway Factory at Dahod for manufacturing of 9000 HP electric locos over a period of 11 years. Besides, various other issues such as resumption of passenger train services, measures taken to resolve the water logging in Railway Underpasses (RUBs) etc. were also discussed.

4. The Committee, then, sought certain clarifications on the issues related to the Demands for Grants (2023-24) of Ministry of Railways. The Chairman & CEO, Railway Board replied to

some of the queries. The Chairperson thanked the Chairman & CEO, Railway Board and other officials of the Ministry for appearing before the Committee for providing valuable information and also directed the Ministry to provide written replies to the queries in respect of which the information was not readily available within a week. The evidence was then concluded.

5. A copy of verbatim record of the proceedings of the Committee has been kept.

**The Committee then adjourned.**

-----

**MINUTES OF THE FIFTH SITTING OF THE STANDING COMMITTEE ON  
RAILWAYS (2022-23)**

The Committee met on Monday, the 6<sup>th</sup> March, 2023 from 1100 hrs. to 1130 hrs.  
in Committee Room 'C', Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri T.R. Baalu
3. Smt. Satabdi Roy
4. Shri Mukesh Rajput
5. Shri Ramesh Chandra Kaushik
6. Shri Achyutananda Samanta
7. Shri Sumedhanand Saraswati
8. Smt. Ranjana Ben Bhatt
9. Smt. Keshari Devi Patel
10. Shri Gopal Jee Thakur

**RAJYA SABHA**

11. Shri Narhari Amin
12. Dr. Prashanta Nanda

**SECRETARIAT**

1. Smt. Suman Arora - Joint Secretary
2. Smt. Maya Lingi - Director
3. Shri Ram Lal Yadav - Addl. Director
4. Smt. Archana Srivastva - Deputy Secretary

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took up for consideration the draft Report on Demands for Grants (2023-24) of the Ministry of Railways.

The Committee adopted the above-mentioned Report without any modifications.

3. The Committee authorized the Chairperson to finalize and present the Report to the Parliament.

4. XXXX XXXX XXXX

**The Committee then adjourned.**

-----

x. Not related to report.