

BLOCKAGE OF CAPITAL DUE TO NON-COMPLETION OF APPROACH ROADS: CENTRAL RAILWAY

[Action Taken by the Government on the Observations and Recommendations of the Committee contained in their Ninety third Report (17th Lok Sabha)]

MINISTRY OF RAILWAYS

**PUBLIC ACCOUNTS COMMITTEE
(2024-25)**

FIFTH REPORT

EIGHTEENTH LOK SABHA



**LOK SABHA SECRETARIAT
NEW DELHI**

F I F T H R E P O R T

PUBLIC ACCOUNTS COMMITTEE
(2024-25)

(EIGHTEENTH LOK SABHA)

**BLOCKAGE OF CAPITAL DUE TO
NON-COMPLETION OF APPROACH
ROADS: CENTRAL RAILWAY**

[Action Taken by the Government on the Observations and Recommendations of the Committee contained in their Ninety third Report (17th Lok Sabha)]



Presented to Lok Sabha on: 17.12.2024

Laid in Rajya Sabha on: 17.12.2024

L O K S A B H A S E C R E T A R I A T
N E W D E L H I

December 2024/ Agrahayana 1946 (Saka)

Contents

	PAGE
COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE (2024-25)	(ii)
INTRODUCTION	(iii)
CHAPTER I REPORT.....	
CHAPTER II Observations/Recommendations which have been accepted by the Government.....	
CHAPTER III Observations/Recommendations which the Committee do not desire to pursue in view of the replies received from the Government.....	
CHAPTER IV Observations/Recommendations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration.....	
CHAPTER V Observations/Recommendations in respect of which Government have furnished interim replies/no replies.....	
<u>APPENDIX</u>	
I Minutes of the sitting of the Public Accounts Committee (2024-25) held on	
II Analysis of the Action Taken by the Government on the Observations/Recommendations of the Public Accounts Committee contained in their Ninety third Report (Seventeenth Lok Sabha)	

COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE

(2024-25)

Shri K. C. Venugopal - Chairperson

MEMBERS

LOK SABHA

2. Shri T. R. Baalu
3. Dr. Nishikant Dubey
4. Shri Jagdambika Pal
5. Shri Jai Parkash
6. Shri Ravi Shankar Prasad
7. Shri C. M. Ramesh
8. Shri Magunta Sreenivasulu Reddy
9. Prof. Sougata Ray
10. Smt. Aparajita Sarangi
11. Dr. Amar Singh
12. Shri Tejasvi Surya
13. Shri Anurag Singh Thakur
14. Shri Balashowry Vallabhaneni
15. Shri Dharmendra Yadav

RAJYA SABHA

16. Shri Ashokrao Shankarrao Chavan
17. Shri Shaktisinh Gohil
18. Dr. K. Laxman
19. Shri Praful Patel
20. Shri Sukhendu Sekhar Ray
21. Shri Tiruchi Siva
22. Shri Sudhanshu Trivedi

Secretariat

1. Dr. Sanjeev Sharma - Joint Secretary
2. Shri Muraleedharan. P - Director
3. Shri Alok Mani Tripathi - Deputy Secretary
4. Dr. Faiz Ahmad - Under Secretary

INTRODUCTION

I, the Chairperson, Public Accounts Committee (2024-25), having been authorised by the Committee, do present this Fifth Report (Eighteenth Lok Sabha) on Action Taken by the Government on the Observations and Recommendations of the Committee contained in their Ninety third Report (17th Lok Sabha) on "**Blockage of capital due to non-completion of approach roads: Central Railway**" relating to the Ministry of Railways.

2. The Ninety third Report was presented to Lok Sabha/laid on the Table of Rajya Sabha on 07.02.2024. The Committee considered the draft Action Taken Report on the subject and adopted the same at their sitting held on 03.12.2024. Minutes of the Sitting of the Committee form appendix to the Report.

3. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in **bold** in the body of the Report.

4. The Committee place on record their appreciation of the assistance rendered to them in the matter by the Committee Secretariat and the office of the Comptroller and Auditor General of India.

5. An analysis of the Action Taken by the Government on the Observations/Recommendations contained in the 93rd Report (17th Lok Sabha) is given at Appendix-II

NEW DELHI:
03 December, 2024
12 Agrahayana, 1946 (Saka)

K. C. VENUGOPAL
Chairperson,
Public Accounts Committee

CHAPTER - I
REPORT

This Report of the Public Accounts Committee deals with the Action Taken by the Government on the Observations and Recommendations of the Committee contained in their Ninety third Report (17th Lok Sabha) on “Blockage of capital due to non-completion of approach roads: Central Railway”

2. The Ninety third Report was presented to Lok Sabha/laid in Rajya Sabha on - 07.02.2024. It contained two Observations/Recommendations. The Action Taken Notes on all the Observations/Recommendations have been received from the Ministry of External Affairs, and are categorized as under:

i. Observations/Recommendations which have been accepted by the Government:

Para Nos. 2 and 3

Total: 2
Chapter - II

ii. Observations/Recommendations which the Committee do not desire to pursue in view of the replies received from the Government:

Para No. NIL

Total: 0
Chapter - III

iii. Observations/Recommendations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration:

Para No. NIL

Total: 0
Chapter - IV

iv. Observations/Recommendations in respect of which Government have furnished interim replies/no replies:

Para No. NIL

Total:
0
Chapter - V

3. The detailed examination of the subject by the Committee had revealed certain shortcomings/deficiencies on the part of the Ministry of Railways, which *inter-alia* included non-compliance with the directives of the Ministry of Railways (Railway Board and non-commissioning of ROBs etc. The Committee had accordingly given their observations/recommendations in their Ninety Third Report.

4. The Action Taken Notes furnished by the Ministry of Railways, on each of the Observations/Recommendations of the Committee contained in their Ninety Third Report have been reproduced in the relevant Chapters of this Report. The Committee will now deal with the action taken by the Government, on some of their Observations/Recommendations which either need reiteration or merit comments.

5. The Committee desire the Ministry of Railways to furnish Action Taken Notes in respect of Observations/ Recommendations contained in Chapter I of the Report, positively within three months of the presentation of the Report to the Parliament.

Need for stringent regulatory mechanism for compliance

Paragraph 2 of PAC Report No. 93 (17th Lok Sabha)

6. *The Committee note from audit observation that despite Ministry of Railways directives of May 2008, Central Railway Administration did not obtain the requisite Undertakings from the State Government in case of both the ROBs and executed the work of ROBs without ensuring the commensurate progress by the State PWD. As a result, the ROBs could not be commissioned even after a lapse of four years after completion of Railway's portion of the work of bridge proper and Capital expenditure of Rs 18.75 crore incurred by Railway Administration on the above two ROBs remain blocked due to non-completion of approach portion of ROBs by PWD. Work of construction of the two ROBs was to be completed within a period of 18 months from the date of commencement of work. However, in both the cases, work could not be completed even after seven years after commencement and Level Crossings (LCs) could not be closed. From the submissions of the Ministry, the Committee note that Consent of cost sharing and closure of level crossing after construction of ROB had been taken from the state government and the Railway had started the portion of ROB*

within Railway boundary in 2014 and would have possibly been completed by October, 2016. The Committee are of the view that the requisite undertaking for timely completion of work and encumbrance free land should have been taken from the State Government in case of both the ROBs. The Committee also desire that the Ministry need to find out the officers responsible for not undertaking the necessary consultation process before executing the project and apprise the Committee of the action taken, if any of the officials in this regard

7. The Ministry of Railways (Railway Board) in their Action Taken Notes have stated as under:-

“The Ministry of Railways directives were issued in May 2008 after sanction of Road Over Bridge in lieu of LC no. 99-A (Sanction year 1996). Consent of cost sharing and consent of level crossing gate closure was taken in the year 2011-12 and 1996-97 respectively. Railway started the work of construction of ROBs after start of work in the approaches of both ROBs by State Govt. The start of the work in the approaches is sufficient to prove their priority for the work and commitment towards early land acquisition. Therefore, Railway took up the work for completion more or less simultaneously with the completion of the State Portion. Land acquisition is one of the major constraints in construction of the Road Over Bridge. The state government had been requested to expedite and complete the work in approaches as fast as possible but land acquisition is a time consuming and complex process, hence there is no specific undertaking of time period to complete the work of approaches. Due to delay in work of approaches in state portion, state government was chased regularly by Central Railway through letters as mentioned in table given below.”

S. No.	Letter date	Subject	From	To
1	15.09.2017	Expediting the	Dy.CE(C)	District Collector and Public Works Department, (Nashik)
2	07.12.2017	land acquisition	BSL/DO/NiphadROB/III	
3	20.03.2018	process and		
4	25.03.2018	completing the		
5	30.09.2020	approach road of		
6	29.10.2020	the ROB at LC no.		
7	30.04.2021	99/A		
8	21.02.2022			
9	23.06.2022			
10	29.06.2022			

11	27.12.2021		EW/ROB/Genl/N iphad	District Collector and Public Works Department, (Nashik)
12	24.06.2022	ROB at LC No. 144 Various correspondences were made in the past with State PWD for expediting the progress of work.	Dy.CE(C) BSL/DO/MWD ROB	District Collector and Public Works Department, (Nashik)
13	29.06.2022			
14	05.05.2022			
15	21.02.2022			
16	27.12.2021			
17	30.04.2021			
18	29.10.2020			
19	30.09.2020			
20	25.03.2019			
21	20.08.2018			
22	20.03.2018			

8. While vetting the above ATNs, the Audit made the following comments:-

“Audit vide their U.O. No. 427-Rly/CR/12-09/2021 dated 05.06.2024 vetted the Action Taken Note with the following remarks:- Road Over Bridge in lieu of LC no. 144 (at Mhasawad) was sanctioned in the year 2012-13 after issuance of the directive (May 2008) of MoR. Hence, fact remains that CR administration did not take requisite Undertaking from State Government which was in contrary to MoR's order issued (May 2008) in this regard. MoR has not furnished any information regarding the measures taken to find out the officers responsible for not undertaking necessary consultation process before executing the project and the action taken in this regard, as recommended by the Committee. MoR is requested to forward the ATR along with Audit comments to the PAC for their consideration.”

Ministry's comments:

Railway and state Govt. started the construction of LC no. 144 (at Mhasawad) ROB in their respective portion almost simultaneously but work on approaches stopped many times and for many years due to land acquisition issue and later court case regarding this. Railway pursued the matter with state Govt. regularly for expediting the work.

Present status of approach road:

Land acquisition for both the approach roads at LC 144 has been completed. The work for construction of ROB in lieu of LC no. 144 is targeted to be commissioned by Dec-2024. Nobody is individually responsible in this matter because Railway had already completed Railway portion work in Dec 2016 i.e. 8 years back. Approach work is being done by State PWD and they have already completed the UP side approach 2 years back and DN side work was held up for many years due to a court case in land acquisition issue. The same has already been resolved in Dec 23 and work is in progress in full swing and likely to be completed by Dec.' 24.

9. The Committee had observed a persistent delay in the construction of Road Over Bridges (ROBs). Based on the responses from the Ministry of Railways, the Committee believe there are significant lapses in the regulatory and compliance mechanisms between the Ministry and the State Government of Maharashtra, particularly since directives were issued by the Ministry in 2008. The Committee note that the Railway Administration failed to secure the necessary commitments from the State Government regarding LC No. 144 at Mhasawad. This failure not only contravened official directives but also resulted in a blockage of capital expenditure amounting to Rs. 18.75 crores due to the incomplete work on the State's part.

The Ministry's justification that simultaneous work on both portions of the ROB indicates the State Government's commitment is found by the Committee as questionable. The prolonged delays, primarily attributed to land acquisition and court cases, could have been mitigated if the Ministry had enforced a more stringent compliance mechanism and initiated effective consultations from the outset. Moreover, the Committee highlight the numerous communications between the Railways and the State Public Works Department (PWD), which reveal a bureaucratic stalemate. In response to the Committee's recommendation that the Ministry identify the officials responsible for failing to engage in the necessary consultation process prior to project execution, the Ministry stated that no individual could be held accountable. The Committee find it surprising that, despite a

delay of over four years and the blocking of public funds amounting to Rs. 18.75 crores, the Ministry's assertion that no one is individually responsible raises several concerns.

While the Committee acknowledge the external challenges, such as land acquisition issues and court cases, the failure to hold anyone accountable reflects a broader failure of governance and oversight. Therefore, the Committee recommend identifying officials accountable for the Ministry's failure to secure commitments from the State Government and to actively engage with them. The ROB project, originally expected to be completed within 18 months, has now extended over eight years. The Ministry's stance that the Railway portion of the ROB was completed in 2016, while the State Government's delay in finishing the approach road halted the project, suggest that Railway authorities are more focused on their responsibilities rather than the overall completion and utilization of the project. This indicates a clear lack of decisive action or accountability and reflects a lack of urgency and proper oversight from the Ministry. Consequently, the Committee urges the Ministry to fix accountability on the involved officials and to review systemic errors in the procedures.

Consultative mechanism to iron out land related issues

Paragraph 3 of PAC Report No. 93 (17th Lok Sabha)

10. *Noting from audit observation, the Committee find that due to non-commissioning of the ROBs and non-closure of Level Crossings Central Railways further incurred an avoidable expenditure of Rs. 1.04 crore towards pay and allowances of Gatemen manning the two LCs in addition to the expenditure on maintenance of these LCs for the period April 2017 to December 2021. Besides, Railway would continue to incur the expenditure on manning and maintenance of LCs until their closure. Though the State government also started the work in 2012 but work couldn't be completed as few issues in land acquisitions surfaced. From the submissions of the Ministry, the Committee note that there is no failure in following the system and following the procedure laid down. The Committee are of the view that the Ministry should have ensured the commensurate progress by the PWD before execution of work. The Committee are of*

the view that most of the ROB infrastructure projects face challenges relating to land acquisition and right-of-way for construction. ROBs often require substantial land area and acquiring private properties and negotiating with landowners can be time consuming and complex. Legal and administrative procedures have to be followed to ensure fair compensation to the parties so as to minimize the possibility of disputes. For this, planning and coordination with local authorities as also shareholders is necessary with a view to effectively ironing out the difficulties. The Committee opine that MoR, while preparing the detailed project should invariably consult the local elected representatives and also consider appointment of consultants to oversee the planning and coordination with local authorities/landowners so that such projects do not suffer delays due to land acquisition/right of way related disputes. The Committee are also of the view that the Ministry of Railways need to henceforth explore the possibility of arriving at a cost sharing agreement with the concerned State Government and thereafter pay the full cost in the first instance and realize the State's share of the cost alongside the execution of work and deposit the amount so realized in a dedicated account for the project. This would not only ensure completion of work in time but would also rationalize cost sharing agreements between the Railway administration and the concerned State(s). The Committee desire to be apprised of the latest status in the matter.

11. The Ministry of Railways in their Action Taken Notes have stated as under:-

“Railway started the work of construction of ROBs after start of work in the approaches of both ROBs by State Govt. The start of the work in the approaches is sufficient to prove their priority for the work and commitment towards early land acquisition. Therefore, Railway took up the work for completion more or less simultaneously with the completion of the State Portion. Legal and administrative procedures have also been followed in this case to ensure fair compensation to the parties. Similarly, planning and co-ordination of the Road crossing works is done in consultation with local authorities. Accordingly, the General Arrangement Drawing (GAD) and Alignment plan are jointly signed with the State Govt. However, the committee opinion regarding consultation with local elected representatives will also be considered in the future planning and execution of Road Over Bridges. Moreover, as per revised policy, Road crossing works at all LCs can be sanctioned at 100% Railway cost irrespective of TVU of LCs, except on National Highways (NH) and where State Govt./ Road Owning Authority/ Local Authority wants to take-up the works at its cost. As such the requirement of cost sharing agreement has been minimized.

The latest status of both the Road Over Bridges given below:

1. LC no. 144 Rly Portion Completed in Oct '16. Approach-I (Jalgaon end) - Completed. Approach-II (Mhasawad end) Land acquisition completed in Dec '23. Now work has started. TDC-Dec '24.

2. LC no. 99-ARly Portion Completed in Mar '17. Approach-I and II Only part work done. Balance held up due to land acquisition issues. Land Acquisition in progress (600 m approach length) - Towards Pimpalgaon side affected patch A3-A4 about 400 m length. Towards Niphad about 200 m patch (A6 to CH:1300m) is pending due to Land Acquisition dispute and matter in High Court.

System Improvement

No officer is therefore responsible for delay in the execution of these ROB works. To streamline the system, Railway Board has now issued guidelines and made it mandatory to prepare the Detailed Project Report at the proposal stage itself i.e. before sanctioning of work, so that area and cost for land acquisition and likely issues in land acquisition and utility shifting may be predetermined and action can be taken accordingly.”

12. Audit vide their U.O. No. 427-Rly/CR/12-09/2021 dated 05.06.2024 vetted the Action Taken Note with the following remarks:-

“No further comments.”

13. The Committee had opined that Ministry of Railways, while preparing the detailed project should invariably consult the local elected representatives and also consider appointment of consultants to oversee the planning and coordination with local authorities/landowners so that such projects do not suffer delays due to land acquisition/right of way related disputes. The Ministry in their reply have stated that committee opinion regarding consultation with local elected representatives will also be considered in the future planning and execution of Road Over Bridges. However, details of the mechanism for its implementation have not been spelt out for this purpose. The Committee desire that the status in this regard be apprised to the Committee. The Committee had also observed that the Ministry of Railways needed to henceforth explore the possibility of arriving at a cost sharing agreement with the concerned State Government and thereafter pay the full cost in the first instance and realize the State's share of the cost alongside the execution of work and deposit the amount so realized in a dedicated account for the project. This would not only ensure completion of work in time but would also rationalize cost sharing agreements between the Railway administration and the concerned State(s). The Ministry in their action taken reply have stated that as per revised policy, the requirement of cost sharing agreement has been minimized. The Committee, while appreciating the steps taken by the Ministry in this regard, desire that latest status of action taken in compliance with the recommendation be apprised to the Committee.

CHAPTER II

OBSERVATIONS/RECOMMENDATIONS OF THE COMMITTEE WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Observation/Recommendation

The Committee note from audit observation that despite Ministry of Railways directives of May 2008, Central Railway Administration did not obtain the requisite Undertakings from the State Government in case of both the ROB's and executed the work of ROB's without ensuring the commensurate progress by the State PWD. As a result, the ROB's could not be commissioned even after a lapse of four years after completion of Railway's portion of the work of bridge proper and Capital expenditure of Rs 18.75 crore incurred by Railway Administration on the above two ROB's remain blocked due to non-completion of approach portion of ROB's by PWD. Work of construction of the two ROB's was to be completed within a period of 18 months from the date of commencement of work. However, in both the cases, work could not be completed even after seven years after commencement and Level Crossings (LCs) could not be closed. From the submissions of the Ministry, the Committee note that Consent of cost sharing and closure of level crossing after construction of ROB had been taken from the state government and the Railway had started the portion of ROB within Railway boundary in 2014 and would have possibly been completed by October, 2016. The Committee are of the view that the requisite undertaking for timely completion of work and encumbrance free land should have been taken from the State Government in case of both the ROB's. The Committee also desire that the Ministry need to find out the officers responsible for not undertaking the necessary consultation process before executing the project and apprise the Committee of the action taken, if any of the officials in this regard

[Observations/Recommendation No. 2 of 93rd Report of the Public Accounts Committee (17th Lok Sabha)]

Action taken

“The Ministry of Railways directives were issued in May 2008 after sanction of Road Over Bridge in lieu of LC no. 99-A (Sanction year 1996). Consent of cost sharing and consent of level crossing gate closure was taken in the year 2011-12 and 1996-97 respectively. Railway started the work of construction of ROBs after start of work in the approaches of both ROBs by State Govt. The start of the work in the approaches is sufficient to prove their priority for the work and commitment towards early land acquisition. Therefore, Railway took up the work for completion more or less simultaneously with the completion of the State Portion. Land acquisition is one of the major constraints in construction of the Road Over Bridge. The state government had been requested to expedite and complete the work in approaches as fast as possible but land acquisition is a time consuming and complex process, hence there is no specific undertaking of time period to complete the work of approaches. Due to delay in work of approaches in state portion, state government was chased regularly by Central Railway through letters as mentioned in table given below.”

Vetting comments of Audit

“vetted the Action Taken Note with the following remarks:- Road Over Bridge in lieu of LC no. 144 (at Mhasawad) was sanctioned in the year 2012-13 after issuance of the directive (May 2008) of MoR. Hence, fact remains that CR administration did not take requisite Undertaking from State Government which was in contrary to MoR's order issued (May 2008) in this regard. MoR has not furnished any information regarding the measures taken to find out the officers responsible for not undertaking necessary consultation process before executing the project and the action taken in this regard, as recommended by the Committee. MoR is requested to forward the ATR along with Audit comments to the PAC for their consideration.”

Ministry's comments:

Railway and state Govt. started the construction of LC no. 144 (at Mhasawad) ROB in their respective portion almost simultaneously but work on approaches stopped many times and for many years due to land acquisition issue and later court case regarding this. Railway pursued the matter with state Govt. regularly for expediting the work.

Present status of approach road:

Land acquisition for both the approach roads at LC 144 has been completed. The work for construction of ROB in lieu of LC no. 144 is targeted to be commissioned by Dec-2024. Nobody is individually responsible in this matter because Railway had already completed Railway portion work in Dec 2016 i.e. 8 years back. Approach work is being done by State PWD and they have already completed the UP side approach 2 years back and DN side work was held up for

many years due to a court case in land acquisition issue. The same has already been resolved in Dec 23 and work is in progress in full swing and likely to be completed by Dec.' 24.

Ministry of Railway's case No. 2024-BC-PAC-XVII/93rdReport)

***This has been vetted by Audit vide U.O. No. 427-Rly/CR/12-09/2021 dated
05.06.2024***

Observation/Recommendation

Noting from audit observation, the Committee find that due to non-commissioning of the ROBs and non-closure of Level Crossings Central Railways further incurred an avoidable expenditure of Rs. 1.04 crore towards pay and allowances of Gatemen manning the two LCs in addition to the expenditure on maintenance of these LCs for the period April 2017 to December 2021. Besides, Railway would continue to incur the expenditure on manning and maintenance of LCs until their closure. Though the State government also started the work in 2012 but work couldn't be completed as few issues in land acquisitions surfaced. From the submissions of the Ministry, the Committee note that there is no failure in following the system and following the procedure laid down. The Committee are of the view that the Ministry should have ensured the commensurate progress by the PWD before execution of work. The Committee are of the view that most of the ROB infrastructure projects face challenges relating to land acquisition and right-of-way for construction. ROBs often require substantial land area and acquiring private properties and negotiating with landowners can be time consuming and complex. Legal and administrative procedures have to be followed to ensure fair compensation to the parties so as to minimize the possibility of disputes. For this, planning and coordination with local authorities as also shareholders is necessary with a view to effectively ironing out the difficulties. The Committee opine that MoR, while preparing the detailed project should invariably consult the local elected representatives and also consider appointment of consultants to oversee the planning and coordination with local authorities/landowners so that such projects do not suffer delays due to land acquisition/right of way related disputes. The Committee are also of the view that the Ministry of Railways need to henceforth explore the possibility of arriving at a cost sharing agreement with the concerned State Government and thereafter pay the full cost in the first instance and realize the State's share of the cost alongside the execution of work and deposit the amount so realized in a dedicated account for the project. This would not only ensure completion of work in time but would also rationalize cost sharing agreements between the Railway administration and the concerned State(s). The Committee desire to be apprised of the latest status in the matter.

*[Observations/Recommendation No. 3 of 93rd Report of the Public
Accounts Committee (17th Lok Sabha)]*

Action Taken

“Railway started the work of construction of ROBs after start of work in the approaches of both ROBs by State Govt. The start of the work in the approaches is sufficient to prove their priority for the work and commitment towards early land acquisition. Therefore, Railway took up the work for completion more or less simultaneously with the completion of the State Portion. Legal and administrative procedures have also been followed in this case to ensure fair compensation to the parties. Similarly, planning and co-ordination of the Road crossing works is done in consultation with local authorities. Accordingly, the General Arrangement Drawing (GAD) and Alignment plan are jointly signed with the State Govt. However, the committee opinion regarding consultation with local elected representatives will also be considered in the future planning and execution of Road Over Bridges. Moreover, as per revised policy, Road crossing works at all LCs can be sanctioned at 100% Railway cost irrespective of TVU of LCs, except on National Highways (NH) and where State Govt./ Road Owning Authority/ Local Authority wants to take-up the works at its cost. As such the requirement of cost sharing agreement has been minimized.

The latest status of both the Road Over Bridges given below:

1. LC no. 144 Rly Portion Completed in Oct '16. Approach-I (Jalgaon end) - Completed. Approach-II (Mhasawad end) Land acquisition completed in Dec '23. Now work has started. TDC-Dec '24.
2. LC no. 99-ARly Portion Completed in Mar '17. Approach-I and II Only part work done. Balance held up due to land acquisition issues. Land Acquisition in progress (600 m approach length) - Towards Pimpalgaon side affected patch A3-A4 about 400 m length. Towards Niphad about 200 m patch (A6 to CH:1300m) is pending due to Land Acquisition dispute and matter in High Court.

System Improvement

No officer is therefore responsible for delay in the execution of these ROB works. To streamline the system, Railway Board has now issued guidelines and made it mandatory to prepare the Detailed Project Report at the proposal stage itself i.e. before sanctioning of work, so that area and cost for land acquisition and likely issues in land acquisition and utility shifting may be predetermined and action can be taken accordingly.”

Ministry of Railway’s case No. 2024-BC-PAC-XVII/93rdReport)

Vetting comments of Audit

No further comments

***This has been vetted by Audit vide U.O. No. 427-Rly/CR/12-09/2021 dated
05.06.2024***

CHAPTER III

**OBSERVATIONS/RECOMMENDATIONS WHICH THE COMMITTEE DO NOT
DESIRE TO PURSUE IN VIEW OF THE REPLIES RECEIVED FROM THE
GOVERNMENT**

NIL

CHAPTER IV

**OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF THE
GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH
REQUIRE REITERATION**

NIL

CHAPTER V

**OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH GOVERNMENT
HAVE FURNISHED INTERIM REPLIES/NO REPLIES**

NIL

**NEW DELHI:
03 December, 2024
12 Agrahayana, 1946 (*Saka*)**

**K. C. VENUGOPAL
Chairperson,
Public Accounts Committee**

APPENDIX-I

MINUTES OF THE EIGHTH SITTING OF THE COMMITTEE ON PUBLIC ACCOUNTS (2024-25) HELD ON 03rd DECEMBER 2024

The Committee on Public Accounts sat on Tuesday, the 3rd of December 2024, from 1600 hrs to 1745 hrs in Committee Room '3', Block A, First Floor, Extension to Parliament House Annexe, New Delhi.

PRESENT

Shri K.C. Venugopal - Chairperson

Members

LOK SABHA

2. Dr. Nishikant Dubey
3. Shri Jagdambika Pal
4. Shri Jai Parkash
5. Shri Ravi Shankar Prasad
6. Shri C. M. Ramesh
7. Shri Magunta Sreenivasulu Reddy
8. Smt. Aparajita Sarangi
9. Dr. Amar Singh
10. Shri Tejasvi Surya
11. Shri Anurag Singh Thakur
12. Shri Balashowry Vallabhaneni
13. Shri Dharmendra Yadav

RAJYA SABHA

14. Shri Shaktisinh Gohil
15. Dr. K. Laxman
16. Shri Praful Patel
17. Shri Sukhendu Sekhar Ray
18. Shri Tiruchi Siva
19. Shri Sudhanshu Trivedi

LOK SABHA SECRETARIAT

1. Dr. Sanjeev Sharma - Joint Secretary
2. Shri Muraleedharan. P - Director
3. Shri Alok Mani Tripathi - Deputy Secretary
4. Shri Pankaj Sharma - Deputy Secretary
5. Shri Atul Bhawe - Deputy Secretary

REPRESENTATIVES OF THE OFFICE OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA

1. Sh. Rebecca Mathai - Dy. CAG
2. Ms. Atreyee Das - Dy. CAG
3. Ms. Smita S. Chaudhari - Dy. CAG
4. Sh. Samar Kant Thakur - Director General

REPRESENTATIVES OF THE MINISTRY OF XXXXXX

1. XXXXXXXXXXXXX
2. XXXXXXXXXXXXX
3. XXXXXXXXXXXXX
4. XXXXXXXXXXXXX
5. XXXXXXXXXXXXX
6. XXXXXXXXXXXXX
7. XXXXXXXXXXXXX
8. XXXXXXXXXXXXX
9. XXXXXXXXXXXXX

PART A

XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

PART B

Thereafter, Hon'ble Chairperson stated that the following six draft reports may be taken up for consideration and adoption :-

- a) XXXXX XXXXX XXXXX;
- b) XXXXX XXXXX XXXXX;
- c) XXXXX XXXXX XXXXX;
- d) XXXXX XXXXX XXXXX;
- e) Action Taken by the Government on the Observations/ Recommendations of the Public Accounts Committee contained in their 93rd Report (Seventeenth Lok Sabha) on "Blockage of capital due to non-completion of approach roads: Central Railway"; and
- f) XXXXX XXXXX XXXXX.

After some deliberations, the Committee adopted the aforesaid Draft Reports without any modifications and authorised the Chairperson to finalise the Reports in the light of factual verification done by the Audit.

The Committee then adjourned.

A copy of the transcript of audio recording of the proceedings of the sitting has been kept on record.

APPENDIX-II

(Vide Paragraph 5 of Introduction)

ANALYSIS OF THE ACTION TAKEN BY THE GOVERNMENT ON THE OBSERVATIONS/RECOMMENDATIONS OF THE PUBLIC ACCOUNTS COMMITTEE CONTAINED IN THEIR NINETY THIRD REPORT (SEVENTEENTH LOK SABHA)

(i)	Total number of Observations/Recommendations	2
(ii)	Observations/Recommendations of the Committee which have been accepted by the Government: Para Nos. 2, and 3	Total: 2 Percentage: 100
(iii)	Observations/Recommendations which the Committee do not desire to pursue in view of the reply of the Government: Para No. – NIL	Total: 0 Percentage: 0
(iv)	Observations/Recommendations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration: Para No. – NIL	Total: 0 Percentage: 0
(v)	Observations/Recommendations in respect of which the Government have furnished interim replies: Para No. – NIL	Total: 0 Percentage: 0