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**STANDING COMMITTEE ON  
RAILWAYS  
(1996-97)**

**ELEVENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**MINISTRY OF RAILWAYS 'DEMANDS FOR  
GRANTS—1996-97'**

**FOURTH REPORT**



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**LOK SABHA SECRETARIAT  
NEW DELHI**

*December, 1996/Pausa, 1918 (Saka)*

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**RAILWAYS**  
**(1996-97)**

**(ELEVENTH LOK SABHA)**

**MINISTRY OF RAILWAYS (RAILWAY BOARD)**

**MINISTRY OF RAILWAYS 'DEMANDS**  
**FOR GRANTS 1996-97'**

*Presented to Lok Sabha on.....*  
*Laid in Rajya Sabha on.....* **21 FEB 1997**



**LOK SABHA SECRETARIAT**  
**NEW DELHI**

*December 1996/Pausa 1918 (Saka)*

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COMPOSITION OF STANDING COMMITTEE ON RAILWAYS  
(1996-97)

Shri Basudeb Acharia — *Chairman*

**MEMBERS**

*Lok Sabha*

2. Shri Ram Naik
3. Shri Jagdambi Prasad Yadav
4. Shri Satya Deo Singh
5. Shri Anand Ratna Maurya
6. Shri Dharendra Agarwal
7. Shri Ashok Sharma
8. Dr. Sahebrao S. Bagul
9. Dr. Ramvilas Vedanti
10. Shri Priya Ranjan Das Munsi
11. Shri Ashok Gehlot
12. Shri Nandi Yelliah
13. Shri K.P. Singh Deo
14. Km. Sushila Tiriya
15. Shri Imchalemba
16. Shri V.M. Sudheeran
17. Shri Qamarul Islam
18. Shri Chun Chun Prasad Yadav
19. Shri Raja Rangappa Naik
20. Shri P. Theertharaman
21. Shri Ram Singh Shakya
22. Shri K. Parasuraman
23. Shri K.P. Naidu
24. Shri Narayan G. Athawalay
25. Shri Sukhlal Khushwah
26. Shri Ram Bahadur Singh
27. @Shri Dinsha J. Patel
28. Dr. Prabin Chandra Sarma
29. Shri E. Ahamed
30. Shri S. Bangarappa

*Rajya Sabha*

31. Shri Dronam Raju Satyanarayana
32. Vacant\*
33. Shri Balbir Singh

---

@ Nominated on 02.12.1996 vice Sh. Basant Singh Khalsa, who expired on 21.10.1996.

\* Shri S.S. Surjewala ceased to be the member of the Committee w.e.f. 22.08.1996.

34. Shri W. Angou Singh
35. Shri Shivajirao Giridhar Patil
36. Shri Gopalsinh G. Solanki
37. Dr. Ishwar Chandra Gupta
38. Smt. Malti Sharma
39. Shri Nagmani
40. Shri Rahas Bihari Barik
41. Dr. (Smt.) Chandrakala Pandey
42. Shri S. Niraikulathan
43. Shri K.M. Saifullah
44. Shri Tridib Chowdhuri

**SECRETARIAT**

1. Shri S.N. Mishra — *Additional Secretary*
2. Smt. Roli Srivastava — *Joint Secretary*
3. Shri R.C. Gupta — *Deputy Secretary*
4. Smt. Anita Jain — *Assistant Director*

## INTRODUCTION

1. the Chairman of Standing Committee on Railways (1996-97) having been authorised by the Committee to submit the Report on their behalf, present this fourth Report of the Standing Committee on Railways (1996-97) on 'Ministry of Railways, Demand for Grant 1996-97'.

2. The Committee took evidence of the representatives of Ministry of Railways on the subject on 5.11.96, 27.11.96 and 28.11.96.

3. The Report was considered and adopted by the Committee at their sitting held on 31 December, 1996.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) who appeared before the Committee and placed their considered views. They also wish to thank the Ministry for furnishing the written replies on the Points raised by the Committee.

NEW DELHI;  
31 December, 1996

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10 Pausa, 1918 (Saka)

BASUDEB ACHARIA,  
Chairman,  
Standing Committee on Railways.

# REPORT

## PART I

### REVENUE RECEIPTS & EXPENDITURE ON RAILWAYS

#### Introductory

The main function of the Standing Committees is to examine the Demand for Grants of the respective Ministries and make Report to the House. For this purpose both the Houses of Parliament adjourn after the presentation of budget for about 20 days break during which the Committees hold sittings to examine their Demand for Grants. However the Railway Budget which was presented to the House on 16.07.1996 was passed by both the Houses on 30.07.1996 before the Houses adjourned for the break. The Committee never-the-less decided to examine the Demand for Grants of the Ministry of Railways, 1996-97 and make recommendations, thereon so that they can be incorporated in Supplementary Demands to be presented during the Winter Session of Parliament. In this connection the Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 05th, 27th & 28.11.1996.

1.2 The Railway Budget Statement shows the total revenue receipts, revenue and works expenditure, distribution of excess receipts over expenditure and position of various Funds which the Railways are keeping with Central Government.

The Revenue receipts of the Railways consist of earnings from passenger traffic, other coaching earnings, earnings from goods traffic and sundry other earnings. There are also miscellaneous receipts like receipts of Railway Recruitment Boards etc.

1.3 The estimates of expenditure included in the Budget statement are contained in 16 Demands for Grants enumerated as below:—

<i>No. of Demands</i>	<i>Name of Demands</i>
1	2
1.	Railway Board.
2.	Miscellaneous Expenditure (General).
3.	General Superintendence and Services on Railways.
4.	Repairs and Maintenance of Permanent Way and Works.
5.	Repairs and Maintenance of Motive Power.



1	2
6.	Repairs and Maintenance of Carriages and Wagons.
7.	Repairs and Maintenance of Plant and Equipment.
8.	Operating Expenses—Rolling Stock and Equipment.
9.	Operating Expenses—Traffic.
10.	Operating Expenses—Fuel.
11.	Staff Welfare and Amenities.
12.	Miscellaneous Working Expenses.
13.	Provident Fund, Pension and other Retirement Benefits.
14.	Appropriation to Funds.
15.	Dividend to General Revenues and Amortisation of Over—Capitalisations.
16.	Assets—Acquisition, Construction and Replacement.

1.4 The expenditure incurred by the Railways is on Revenue Account and Works Account. The expenditure on Revenue Account is contained in Demands 1 to 15 of the Demands for Grants which 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 and payment as regulated by contracts to loans which are not owned by the Railways and are either worked by the Indian Railways or companies concerned. The revenue Account also includes appropriation to the Depreciation Reserve Funds, the Pension fund and dividend paid by the railways to General Revenues (Demands 14 and 15) of the demands for Grants.

1.5 The expenditure incurred by Railways on works Account is contained in Demand No. 16 of Demands for Grants.

### **Railway Budget 1996-97**

In the Railway Budget, 1996-97 presented by the Minister of Railways on 16.07.1996 the following proposals in regard to railway tariff were made:

- (i) There has been no increase in 2nd class ordinary and mail/express fares. Five percent increase in fares beyond 200 km. in sleeper class.
- (ii) 10% increase across the board for all upper class fare.
- (iii) Freight rates have been increased by 10% Commodities of mass consumption have been exempted.

The Ministry of Railways stated that the tariff proposals would yield an additional revenue of Rs. 927 crores for eight months.

The Minister of Railways also announced the introduction of 15 new trains and increase in frequency of 13 existing trains.

## Revenue of the Central Government from Railways

1.6 The comparative statement of Revenue Receipts from Railways during the last three years is as follows:

(Rupees in thousands)

Heads of Revenue	Accounts 1994-95	B.E. 1995-96	R.E. 1995-96	B.E. 1996-97
<b>1002 &amp; 1003 Revenue Receipts</b>				
Passenger Earnings	5463,65,58	5755,00,00	6000,00,00	6510,00,00
Other coaching Earnings	490,95,13	500,00,00	550,00,00	597,00,00
Goods Earnings	13669,66,56	15125,00,00	15,225,00,00	16,975,00,00
Sundry Other Earnings	452,49,30	390,00,00	400,00,00	500,00,00
<b>Total Earnings</b>	<b>20076,76,57</b>	<b>21770,00,00</b>	<b>22175,00,00</b>	<b>24582,00,00</b>
Suspense	+24,22,68	+185,00,00	—	+218,00,00
<b>Gross Traffic Receipts of Indian Railways</b>	<b>20100,99,25</b>	<b>21955,00,00</b>	<b>22175,00,00</b>	<b>24800,00,00</b>
<b>B(c) (iii) — INDIAN RAILWAYS</b>				
<b>1001 — Indian Railways Miscellaneous Receipts</b>				
(1) Other Receipts from Subsidised Companies	5,59	—	81,00	—
(2) Railway Recruitment Boards	84,19	1,06,00	98,64	68,00
(3) Miscellaneous receipts	7,49,60	2,82,15	3,43,30	3,76,95
(4) Subsidy from General Revenues towards dividend reliefs and other concessions	419,72,61	411,16,50	417,73,00	468,84,00
<b>Total—Miscellaneous Receipts</b>	<b>428,11,99</b>	<b>415,04,65</b>	<b>422,95,94</b>	<b>473,28,95</b>
<b>Total Receipts</b>	<b>20529,11,24</b>	<b>22370,04,65</b>	<b>22597,95,94</b>	<b>25273,28,95</b>

As shown in the table the Gross Traffic Receipts of Railway during 1994-95 has been Rs. 20529 Crores. For 1995-96 in the Budget Estimate an amount of Rs. 22370 Crores was envisaged which was increased to Rs. 22597 Crores in the Revised Estimates. In B.E. 1996-97 an amount of Rs. 25273 Crores has been projected..

### Traffic Performance

1.7 The following Statement gives the Railways traffic performance during 1994-95, 1995-96 & budgeted for 1996-97:

	1994-95			1995-96			1996-97
	Budget Target	Revised Target	Actual	Budget Target	Revised Target	Actual	Target
<b>Passenger</b>	3924	3978	3934	4138	4158	4038	4213
	Million	Million	Million	Million	Million	Million	Million
<b>Goods</b>	380 MT	373 MT	365 MT	398 MT	385 MT	390.57 MT	410 MT

Revenues Receipts for the above period is as follows:

(Rs. in crores)

	1994-95			1995-96			1996-97
	B.E.	R.E.	Actual	B.E.	R.E.	Actual	B.E.
Passenger	5138	5410	5463	5755	6000	—	6510
Goods	14289	13700	13669	15125	15225	—	16975

### Freight Traffic

1.8 In 1994-95, Indian Railways loaded 365 MT of revenue earning freight traffic against the Revised target of 373 MT. As stated by Railways it was due to less offer of traffic by the core sectors of economy.

1.9 In regard to 1995-96, the Ministry of Railways have in a written note to the Committee stated that the original target for freight traffic during 1995-96 which was fixed at 398 MT envisaging an increment of 25 MT over the expected loading of 1994-95 was revised to 385 MT. However there was a record increase in freight loading in 1995-96 and 390 MT of revenue earning freight traffic was loaded.

The Ministry have fixed the target for loading of revenue earning freight traffic for 1996-97 at 410 MT which is 20 MT more than the actual loading of 1995-96.

1.10 Elaborating main reasons for increase in traffic during 1995-96, the Chairman, Railway Board, has stated during evidence:—

“One of the main reasons now we were able to achieve is by improving our asset utilisation. As I told this August Committee earlier also that every year we are having 50 to 60 points improvement in net tonne kms. per wagon day but last year we had about two hundred points increase in one year. That is almost an increase of four years was achieved in one year by better utilisation of wagons and by better monitoring. If I tell you the figures of earlier years that is: in 1993-94 it was 1506; in 1994-95 it was 1590 and in 1995-96 we reached a figure of 1754. It increased

by 164 points. This was a very important point because of which we were able to clear such a large chunk of traffic."

In Terms of wagon turnaround figures he stated:—

"In 1991-92 it was 11.10 days. Now, there is a decline. Next year, it was 10.83 days. Then, it came down to 10.59 days and last year it came down to 9.4 days."

1.11 In regard to target fixed for 1996-97, the Chairman, Railway Board stated:—

"We fixed a very high target for us in the current year also, of an incremental loading of 20 million tonnes. That is 390 plus 20 and that comes to 410 million tonnes. Actually, the exercise is not so simple. We get the figures from the coal industries and other Ministries also and when Annual Plan of the Railways is to be finalized we discuss it with Planning Commission and other Ministries also. After discussions, a target of 410 million tonnes was fixed. You will be happy to know that in the first six months of the current year we have done 11.9 million tonnes more than the corresponding period of last year. But now another feature has suddenly come up that is the demand which used to be quite heavy has declined."

1.12 When asked if the Railways would be able to achieve the target of 410 MT for 1996-97, he stated:—

"I am reasonably certain that I will be able to clear 410 million tonnes this year. It will be a new record for the Indian Railways that incremental loading of 45 million tonnes would have ever been achieved over a period of two years. Probably this will be the world record and no other Railways would dream of achieving additional incremental traffic of 45 million tonnes in two years' time. We are on the threshold. If the demand is like last year then we may even do more than 20 million tonnes. We have achieved almost two million tonnes more per month. Maintaining at this rate is a difficult job. Last year we loaded very heavily in these months. But, by chance, if we are able to maintain this rate of 2 million tonnes per month, then it comes to 24 MT."

Being cautious on the issue, he said:—

"Last year we cleared 25.57 MT incremental traffic which was an all time record for the Indian Railways. In spite of that, in the first six months, the incremental loading was around 10.5 million tonnes because during the first six months we do not do as much as we do in the next six months. This year, we have done 11.9 million tonnes more in the first six months. But I afraid to give a very, very rosy picture because I do not know what will happen in the next six

months. There are two reasons. One is in the last year, the performance was fantastic. So I have to get to that level of performance. The second reason is, the pending demands have been less. Pending demands are less because I have loaded very heavily in the first six months. Further, I am told that there is a less demand also."

1.13 The Committee enquired how they would be able to achieve the target in these circumstances, the Chairman, Railway Board stated that they have gained a lot of ground this year in the first seven months. In the first seven months they have loaded 14 MT against 10.557 MT during last year. But now it was becoming very difficult.

The Committee enquired the reasons for less offering of traffic to Railways when there was an industrial growth of six per cent. The Chairman, Railway Board declined to make any comments.

1.14 When asked if they have planned any acquisition programme for rolling stock to achieve the target, the CRB stated:—

"In respect of the locos also we have planned to make use of full capacity of DLW as Chittaranjan Locomotive Works normally produces 150 locos. I have requested them to produce a few more. DLW is producing 140. We have planned for the acquisition of sufficient number of locos and wagons to enable us to pick up traffic level of 410 million tonnes."

1.15 The CRB informed the Committee that they have planned to acquire 30,000 wagons during 1996-97. He however stated:—

"One thing I want to tell the Committee is that the wagon supplies have not been very much upto the mark because I have to get 30,000 wagons... So far we have got only 13650 wagons and this is upto October: that is in seven months. This should have been about 17,500 wagons upto end of October... But I am certain they will also pick up. We are having meetings with them. They will also increase the tempo in the remaining months. With these factors it is possible for us to improve."

1.16 Asked for how many wagons order has been placed by Railways, the representative of Ministry of Railways informed the Committee that they have placed an order of 18,905 wagons for the current year's requirement. In addition an order for 7,562 wagons is at the stage of finalization. Another on CIMMCO has been placed under BOLT Scheme for 3000 wagons in terms of four wheelers units. The Railways are expecting procurement of around 5000 wagons from "Own your Wagon Scheme".

However the witness stated that an order for procurement of 1000 wagons has been placed through Railways under "Own your Wagon Scheme" in the current year.

1.17 Giving details of commodities loaded during 1995-96 & target for 1996-97, the Ministry of Railways stated:—

Commodities	Actual 1995-96	Target 1996-97
Coal	184.30	194 MT
Raw Material to Steel Plants	38.63	40
Pig Iron and furnished steel for steel plants	12.06	14
Iron use for export	10.16	11
Cement	31.80	36
Foodgrain	25.81	25
Fertilizers	23.24	24
P.O.L.	28.91	31
Other Goods	35.66	35

1.18 Clarifying the position further the Chairman Railway Board stated during evidence:—

“In respect of coal whatever is offered to us, we are acquiring and carrying fully. You can take my assurances. That is why every year there is an increment of 10 to 11 MT with regard to carry of coal. This has been our achievement. We are loading 10 to 11 MT of coal additionally every year. For this year also, our increase in about 11 to 12 MT. This is our target which is 194 MT.”

1.19 As regards movement of other traffic, he stated:

“We are clearing fertilizer traffic in full. We are clearing the foodgrains traffic so far as sponsored foodgrains are concerned which constitutes 95% of the traffic. We are clearing that in full. About cement traffic, there was a shortfall last year and year before last. As I mentioned, we had been given direction that we should give preference to foodgrains and to fertilizer. All these commodities are carried in covered wagons. We told the Government that we have limited number of covered wagons which are based on historical distribution between these three commodities. The Government said that this year's requirement of fertilizers and foodgrains is more and therefore we gave up cement and gave preference to these two items.”

1.20 The Committee pointed out that loading of “other goods” by Railways has increased from 22 MT in 1950-51 to only 35 MT in 1996-97. Enquired whether any efforts are being made to improve the position in this regard, the Chairman, Railway Board, informed that other goods move in piecemeal.

Elaborating the point further he stated:—

“If we have to cater for the piecemeal traffic it is not possible. In 1988 we set up a Container Corporation of India. They have achieved wonderful progress. I think their percentage of growth is 48 to 49 per cent. It is not that we have given up that traffic. But I was telling you is that container was meant for piecemeal traffic only. When I went to Europe last time I was surprised to find that all the piecemeal traffic was on containers only. In fact, I was educating our officers that they should create the container traffic.”

1.21 When the Committee pointed out that Railways being a comparatively safer, fuel efficient and less polluting mode of transport than road, refusal of Railways to carry piecemeal traffic has affected the industrial units, the CRB stated that Railways in their experience of 20-25 years have come to the conclusion that piecemeal freight traffic should go by road and black rake should go to Railways. He further stated that the European Railways do not talk about piecemeal traffic.

He added in this connection:

“If a situation comes and sometimes I find that the wagons have started getting idle, then I will clear piecemeal traffic, about which I am not clear at present. But I must weigh all the pros and cons...”

1.22 Enquired about the cases of wagon breaking and looting which had taken place, the witness stated:

“The wagons breakers are operating somewhere. We are taking action. Some times we escort the train. Wherever the looting is more, we put RPF men to the extent possible. We are trying to curb this nuisance.”

### Passenger Traffic

1.23 In passenger Traffic there has been increase in 1995-96 over 1994-95 by 123 million passengers. For 1996-97 a target of 4213 million passengers has been projected.

1.24 The Railways procure coaches from its two coach production units viz Intergrated coach factory and Rail Coach factory each having capacity of 1000 coaches per year and also from Bharat Earth Movers Limited (BEML), a public undertaking.

Against the Railways target for procurement of 314 EMUs and 1600 other coaches during 1995-96, the actual procurement was 433 EMUs/MEMV and 1313 others coaches. Explaining the shortfall, the Members (Mech.) stated:—

“The Integral coach factory maintained its target there was a labour problem in Rail Coach Factory and there was a shortfall. In

RCF the shortfall was 174 coaches and the shortfall in BEML was 229 coaches. The total shortfall was 403 coaches."

1.25 The Railways projection for 1996-97 are 400 EMUs and 1626 other coaches. When asked if the above requisition of EMUs and coaches would be sufficient to cater to the 4% projected increase in passenger traffic in 1996-97, the CRB replied in affirmative.

However he clarified the position as under:

"To be frank enough with you I want to tell that we do not have a demand of passenger traffic. The position is that we get requests from various persons, public dignitances, MPs, and Minister for introduction of trains. We prepare a table and we know that this demand is there."

1.26 To a question whether the figure of 1996 coaches to be procured include metre gauge coaches also, the Chairman, Railway Board, replied that these are only broad gauge coaches. As the Railway Minister has given an assurance that Metre gauge would not be neglected, the Committee asked about the proposal of Railways to manufacture metre gauge coaches.

The witness stated:

"This year, by 31st March, 1997 one of the most important metre gauge railway lines between Delhi and Ahmedabad will be converted. This is comparable with any broad gauge line. This section has a very large number of trains running on it. When we take this block completely, all the engines and coaches will become available. These are the best available on the metre gauge. Our hon. Minister has given an assurance that he will not allow metre gauge to be neglected. We are also aware of that."

1.27 Asked about the overaged coaches in use in Railways, the representative of the Ministry of Railways stated:

"It was 6.5 per cent as on 31.3.95. There were 1714 overaged coaches. Among them in the Central Railways there were 370, Eastern Railway 238, Northern Zone 460, North-Eastern Zone 44, North Frontier 42, Southern 78, South Central 155, South-Eastern 131 and Western 196."



### Working Expenditure

1.28 The following statement gives the Expenditure on Railways met from Revenue of the Central Government:

Head of Expenditure	1994-95		1995-96		Budget Estimates, 1996-97
	Accounts	B.E.	R.E.		
<b>B(c) (iii)—RAILWAYS—EXPENDITURE</b>					
<b>3002 &amp; 3003—Working Expenses—</b>					
1. Ordinary Working Expenses	12700,12,18	14790,00,00	14590,00,00	16423,00,00	
2. Appropriation to Depreciation Reserve	1885,00,00	2000,00,00	2060,00,00	2000,00,00	
3. Appropriation to Pension Fund	2005,00,00	1970,00,00	2090,00,00	3150,00,005	
3001 A&B—Indian Railways/Policy, Formulation, Direction, Research and other Misc. Orgn.	104,93,50	138,88,15	134,79,94	151,91,95	
3004—Open line Works—Revenue	25,94,83	45,00,00	45,00,00	45,00,00	
<b>3005—Payments to General Revenues—</b>					
1. Current Dividend	1336,18,92	1345,56,17	1334,63,64	1561,84,67	
2. Payment in lieu of Passenger Fare Tax	23,12,00	23,12,00	23,12,00	23,12,00	
3. Contribution to Railway Safety Works Fund	2,40,34	2,48,33	2,40,36	2,40,33	
<b>Total</b>	<b>18082,71,77</b>	<b>20315,04,65</b>	<b>20279,95,94</b>	<b>23357,28,95</b>	
<b>3006—Appropriation from Railways' excess of receipt over expenditure</b>					
1. Appropriation to Railway Development Fund	257,62,23	350,00,00	350,00,00	350,00,00	
2. Appropriation to Capital Fund—Railways	2188,77,24	1705,00,00	1968,00,00	1566,00,00	
<b>Total—Expenditure</b>	<b>20529,11,24</b>	<b>22370,04,65</b>	<b>22597,95,94</b>	<b>25273,28,95</b>	

1.29 The ordinary Working Expenses have shown a decline from B.E. (1995-96) of Rs. 14790 crores to Rs. 14590 crores in R.E. (1995-96) thereby showing a saving of Rs. 200 crores. For 1996-97 the ordinary working expenses have been projected at Rs. 16423 crores. In this regard, the Minister of Railways, in his budget speech, stated:

“Strict control was shown in restricting the Ordinary Working Expenses. This is likely to be better than Rs. 14590 Cr. shown in the Revised Estimates. Spending less than the budget Estimates despite payment of interim increases in pension and other post-budgetary increases in the financial year reflected a financial discipline which

has emerged as a bench-mark for the Indian Railways and requires to be praised. Their Operating Ratio has also improved from 84.6% projected in the Revised Estimates to 82.5%.”

1.30 However for 1996-97, the ordinary working Expenses has been fixed at Rs. 16423 crores which is 12.56% more than the R.E. (1995-96) of Rs. 14590 crores. When asked the reasons for providing such a higher outlay for working Expenses for 1996-97; the Ministry of Railways in a written reply stated that increase provided is commensurate with the increase in activity and general escalation of cost of inputs taking place. Giving details of the break-up of estimated increase in B.E. 1996-97 over R.E. 1995-96, the Ministry in a written note, stated:

(Rs. in crores)

(i) Increase in staff costs	506
(ii) Increase in material, fuel and other costs on account of increase in prices and activity	1045
(iii) Increase in lease hire charges to IRFC	282
<b>Total</b>	<b>Rs. 1833</b>

1.31 The Railway Board had drawn up an Action Plan for Railways during 1995-96 to improve upon their performance for 1994-95. When asked the achievements made under the Action Plan, the Ministry, in a written note stated, as follows:

*(i) Reduction of manpower in a planned manner*

During 1995-96, 2.12% reduction in manpower on roll has been achieved.

*(ii) Phasing out Steam traction*

Five steam sheds (4 MG & 1 NG) were closed during 1995-96. As a result, 107 steam locomotives were withdrawn from service.

*(iii) Closing down redundant marshalling yards*

Three Marshalling Yards (1 fully and 2 partially) were closed during 1995-96.

*(iv) Achieving economy in Diesel and Electric energy consumption*

During 1995-96, reduction was achieved in specific fuel consumption

(diesel traction) as well as specific energy consumption (electric traction) as under:—

Item	1994-95	1995-96 (Prov.)	% Improvement over 1994-95
<b>(a) Diesel—Specific Fuel Consumption</b> (Lts./000GTKM)			
Passenger	5.34	5.19	2.8%
Goods	3.25	3.20	1.8%
<b>(b) Electric—Specific Electric Consumption</b> (Kwh./000GTKM)			
Passenger	20.8	19.43	6.6%
Goods	8.73	8.71	0.2%

*(v) Inventory Control*

The Inventory turnover ratio improved from 18.5% in 1994-95 to 14.4% in 1995-96.

*(vi) Changing over to mechanised maintenance of tracks*

An additional 3000 Km. of track was brought under mechanised maintenance during 1995-96.

*(vii) Rationalization of train examination*

Closed-circuit operation of air brake freight stock is being done. Such goods trains are permitted to cover a distance of 4500 Km. without intermediate intensive train examination. The scope of this scheme was increased and some of the important circuits which were brought under this system of working are coal rakes from Karanpura to Dadri/Harduaganj & other stations, Pandarpani-Ramagundam to Parli, iron ore rakes from Hospet-Gooty to Madras etc.

1.32 The Committee enquired about the surplus manpower with Railways and how the same was being deployed, the Ministry in a written note stated:

“The work force on Indian Railways is regulated both in terms of number and their skills so that the Railways are able to build, maintain and operate the system in the most productive manner possible. Owing to changing pattern of traffic and advancement in technology, surplus staff gets generated from diminishing activities who are to be gainfully redeployed after retraining, if necessary. It is in the light of above changes that Railways have decided to progressively reduce their on-roll strength from year to year. For the present financial year 1996-97, the Railways have targeted to reduce their on-roll strength by 2%. However, over the years, no staff has ever been retrenched on Indian Railways.”

1.33 The Committee enquired whether the staff engaged in steam locosheds and rendered surplus have been redeployed, the representative

of Ministry of Railways informed that 6715 staff were awaiting deployment as on 1.4.1996. In reply to a query as to why the Railways do not plan their deployment before closer of locosheds, the representative stated that they made plans. Citing main problems in their deployment, the representative stated:

"There are other problems also. Quite a few of them are quite old. It is very difficult to put them in any other activity for which they would be found suitable. Thirdly if you work out economics, even if I have surplus staff available as supernumery, the amount of loss that I am having on account of running steam locos is much more than closing the shed and keeping some of the staff supernumery."

The Ministry further stated that 'main difficulty in deployment of surplus staff is about the movement of staff. The staff are not prepared to move from one place to another.'

1.34 To a question whether the Railways have any attractive voluntary retirement scheme on the lines of public undertakings which offer incentives to those person for premature retirement who would like to retire and go, the Chairman, Railway Board stated in negative.

1.35 The Committee also enquired as to how fuel consumption in Indian Railways compares with those in advanced countries, the Ministry of Railways in a written note, stated that "in regards to the electrical energy consumption in other countries, no figures are available at present."

As regards diesel consumption, the Ministry stated:

"The figures of fuel consumption on trains on Indian Railways are not comparable with those of the railways in other countries as the fuel consumption depends, besides on the engine efficiency of locomotives, on a number of factors like terrain where the locomotives are operated, the type of loads hauled, pattern of movement, average speed, track structure, availability of dedicated corridors for freight & passenger operations, load factor, idling time of locomotives etc.

However, the engine efficiency of the Diesel locomotives currently in use in advanced countries is in the range of 150 gm/bhp-hr. As against this, the efficiency of the ALCO design WDM-2 locomotives, which forms major part of the Indian Railways' fleet is 166 gm/bhp-hr. After extensive research, RDSO has designed a fuel-efficient kit for the existing design of diesel locomotives. The use of this kit reduces consumption of HSD oil from 166.7 gm/bhp to 156.5 gm/bhp i.e. a saving of nearly 6%. The new locos being imported from USA now will have a fuel consumption figure of 150 gm/bhp-hr. which is comparable to the international figures. All EMB design new locos made in Diesel Locomotive Works at Varanasi in future will be to these standards."

1.36 The Committee enquired if they have thought of any other measure which could be adopted so that the consumption of fuel could be reduced, the Chairman, Railway Board stated:

“We have found but that driving technique is very important. Some drivers use more oil as compared to more efficient drivers. We have given lessons to our drivers to use coasting technique to save fuel. Wherever it was found not very necessary to use the accelerator/ decelerator, coasting of the train is done by the driver.”

He further stated:

“We have a special course for the drivers and this is one of the main items. We give them training on how through better driving technique fuel could be saved. Also, our loco inspectors and officers go on to locos on the foot plat, and they also counsel the drivers on are better driving techniques. Fuel economy is one of the prime thrust areas of the Railways. We have been able to — as the figures have been read out — achieve these improvements on the electric side as well as on the diesel side.”

1.37 As regards electric traction, the representative stated:

“As far as electric energy for traction is concerned, we find there are two things. These are maximum demand charge and power factor. If we did not achieve power factor then we will have to incur heavy penalty. Capacitor has been put on the railway stations. Now penalty payments are coming down. Similarly, if you exceed the maximum demand, then you have to pay penalty. So in the control office there is an audible alarm to say that he is reaching the maximum demand. These kinds of devices are bringing down the penalty payments. Through improvements in driving techniques and regenerative braking on the locomotives, we have achieved fuel economy.”

The member (Mech.) further informed that “they have installed two driving simulators—one at Kanpur for electric locos and another at Tuglakabad for diesel where the drivers are taught how to control on locomotive for optimum driving efficiency, which affects fuel consumption. Their efficiency is measured in a computerised format.” These have been found to be extremely useful and now we have decided that each major Railway zone would have two simulators. The Chairman, Railway Board further informed that they planned to buy twelve more simulators.

#### **Demands for Grants**

1.38 The Demand Nos. 1 to 15 which relate to Revenue Expenditure contain expenditure incurred on day to day working and other

miscellaneous expenditure. The main points that were highlighted during the examination of the demands are as follows:

**Demand No. 2 (Miscellaneous Expenditure—(General))**

1.39 This Demand contains provision for surveys, RDSO, Railway Recruitment Boards, Centralized Training Facilities etc.

The Ministry of Railways have provided increased amount of Rs. 4.66 crores for surveys in B.E. (1996-97) over R.E. (1995-96) of 3.58 Cr. Asked about the criteria for undertaking surveys for gauge conversion, new line etc., the Ministry, in a written note, stated:

“Proposals for taking up surveys for new lines and gauge conversions of lines not included in the Action Plan are received from other Ministries, State Governments, Hon’ble MPs and other representative bodies. A *prima-facie* examination of the request is first done to see the availability of rail links in the area, the likely potential of the line and the coming up of major industrial units in the area which will require rail transport infrastructure. Based on this examination, surveys are taken up to ascertain the feasibility of construction, the work content and costs involved, the traffic potential and the likely rate of return, so that the project can be given due consideration. For gauge conversion works already included in the Action Plan, surveys are taken up to obtain realistic project report reflecting likely casts, traffic potential and give in full Rate of Return, so that the specific project investment decision can be taken in consultation with the Planning Commission, Expanded Board and CCEA.

1.40 The Committee pointed out that the Budget for the current year contains a number of surveys for constructing new lines. But the allocation is much less compared to the targets fixed. The CRS stated that they have created a Cell which consists of senior officers to deal with this issue.

He further stated that ‘normally they undertake forty surveys per year. Now it is 190.’

**Demand No. 5 (Repair and Maintenance of Motive Power)**

1.41 This Demand contain provision for Maintenance of steam, diesel, electric locomotives.

In the Minor Heads for Diesel locos and Electric locomotive, sub head Periodical over haul (POH) has shown marked decrease in R.E. 1995-96 (from 166 cr. to 155 cr.) & (from Rs. 40.65 to Rs. 30.51 cr.) respectively.

1.42 Enquired about the reasons for the reduction, the Ministry of Railways, in written note, stated,

(a) “The periodic overhaul of WAG 6-A,B,C, electric locomotives which were imported from M/s Asca/Hitachi was planned in 1995-96. Planning for spares was done but availability could not materialise in 1995-96. Hence, the POH of these locomotives had to be deferred.

In all in 1995-96, against a target of 307 locomotives, 270 locomotives were given POH attention. The reduction in POH attention was due to the fact that certain reliability measures like 6-P

combination of traction motors, provision of dual brake/air brake for operational reasons and other special repairs works had to be undertaken. Locomotives were accordingly spared for these works and this resulted in a reduction in the number of locomotives to be kept in POH cycle and therefore, the number of POH has reduced.

As on 31.3.1996, 148 electric locomotives were overdue POH. The arrears of POH is planned to be wiped out in the course of next 2 to 3 years. Necessary augmentation of POH facilities to step up the capacity is already on hand."

1.43 When asked if the locomotives overdue for POH have been withdrawn from operation, the Ministry in a written note stated,

"The overdue POH locomotives are not withdrawn from service except when the locomotive condition makes them unfit for service. No locomotive at present has been withdrawn from service being only overdue POH."

As regards electric locomotives, the Ministry stated: 2

"Passenger locomotives are to allowed to run overdue POH schedules, whenever freight locomotives are allowed to operate on line overdue POH Schedule, all safety items are regularly checked/attended to for ensuring safe operation."

1.44 When asked if it has affected the operational efficiency of the locomotives, the Ministry stated:

"Overdue POH running of locomotives does put extra stress on the open line maintenance requirements and affects reliability of locomotives to some extent.

The operational efficiency of the electric locomotives has not been affected but additional regular attention had to be given to those locomotives which were running overdue POH schedule."

#### **Demand No. 6 (Repair and Maintenance of Carriages and Wagons)**

1.45 In this Demand in the Sub head 'wagons' R.E. 1995-96 has been reduced to Rs. 593 crores from Budget Estimates (1995-96) of Rs. 624 crores.

When enquired about the reasons for the reduction the Ministry of Railways in their written note stated:

"The position of B.E. and R.E. for the year 1995-96 against minor-head 'wagons' is as under:—

(Rs. in crs.)

Minor/Sub Activity Head	B.E.	R.E.	Vtn.
310 Running Repairs in sick lines	284	287	+ 3
320 Running Repairs in W/s for sick lines	33	26	- 7

(Rs. in crs.)

Minor/Sub Activity Head	B.E.	R.E.	Vtn.
330 POH	274	274247	- 27
340 Spl. Repairs	18	15	- 3
360 Other Repairs	10	12	2
370 Misc. Expenses	5	5	0

It is seen that there is a marked reduction in Minor Head 'POH'. When enquired about the overdue POH position of coaches and wagons, the Ministry informed as follows:—

	1994-95	1995-96	1996-97 (Up to Aug 96)
BG Coaches	8.59%	10.26%	7.83%
BG Wagons	10.16%	10.11%	8.46%

1.46 The overdue POH position for MG coaches and Wagons has not be supplied by Railways.

#### Demand No. 11 (Staff Welfare and Amenities)

1.47 the Demand is for expenditure on educational and medical facilities, health and welfare services, canteen and other staff amenities, maintenance of Railway Colonies etc.

The Committee enquired about the medical facilities being provided to employees posted in far flung areas. The Ministry, in their written reply, stated:

“Railways employees both serving and retired ones and their dependents stationed all over the country are being given health coverage through a network of 670 Railway Health Units and 122 Railway Hospitals existing in all the Railways. The employees stationed in remote areas are provided medical aid either through visit of Railway doctors or by calling the doctors when needed.

All State Government Hospitals and hospitals run by philanthropic associations are recognised for the purpose of taking treatment by the



railway employees or their families in emergency for which they are given reimbursements wherever justified.

Apart from above, a number of private hospitals providing specialist or super-specialist medical cover have been recognised for the purpose of referring the railway beneficiaries to these hospitals and the payments are made by bill system on reimbursement basis".

1.48 When asked how often the Railway doctors visit remote areas and the procedure for calling doctors by employees in remote areas, the Ministry in a written reply stated:

"Railway doctors are advised to visit the remote areas, by the Zonal Railways, and the frequency of their visits is commensurate with average number of patients per visit attended in such places.

Services of line doctors from their head-quarters can be requisitioned in emergency by any employee posted in their respective jurisdictions for medical attendance at their station of posting, by sending messages by Railways telegrams or through Railway control phones, or on D.O.T. phones."

1.49 Asked about the vacancies of doctors in Railways and how they have affected the medical facilities to employees, the Ministry in a written note stated that despite selection of large number of doctors by the Union Public Service Commission the Railways are experiencing shortage of doctors due to poor rate of joining of selected candidates. Only about 20% of the doctors offered appointment, join the Railways. The Ministry further stated that to eliminate the impact of shortage of doctor on the medical services, they are resorting to engagement of doctors on contract basis and re-employment of retired doctors.

### Recommendations

1.50 The Committee note that one of the main functions of the Standing Committees is to examine the Demand for Grants of the respective Ministries and make report thereon to both the Houses of Parliament. For this purpose both, the Lok Sabha and Rajya Sabha adjourn after the presentation of ~~Budget~~ Budget for about three weeks during which the Committees hold their sittings to examine Demand for Grants of their respective Ministries. The Committee are constrained to note that the Railway Budget which was presented to the House on 16th July, 1996 was passed by both the Houses on 30th July, 1996 i.e. before the Houses adjourned for the break. The Committee feel that it would have been desirable if the Demands for Grants of the Ministry of Railways would have been got examined by the Standing Committee on Railways before the Railway Budget was passed. The Committee, therefore, recommend that the Demands for Grants relating to the Ministry of Railways should be got examined by the Standing

**Committee and the Railway Budget passed only after they give their Report to both the Houses of Parliament.**

**1.51 The Committee find there has been record increase in freight loading in Railways during 1995-96. The Railways were able to load 390 MT of freight traffic against 365 MT of freight traffic loaded during 1994-95, thereby achieving an incremental increase of 25 MT during the year. Though coal, fertilizers and foodgrains were loaded in full, there was shortfall in cement loading due to shortage of covered wagons. The Committee desire the Railways to procure sufficient number of covered wagons so that in future there are no unsatisfied demands due to shortage of covered wagons.**

**1.52 In their Budget 1996-97, the Railways have further raised the target for freight loading to 410 MT. During evidence, the Chairman, Railway Board indicated that freight loading during first six months of the current year was very good and it was 11.44 million tonnes more than the corresponding period of last year. But thereafter the demand has started substantially going down. However the Ministry of Railways were unable to give any reason for decline in demand. In this connection the Committee observe that freight offering by core sectors has been unpredictable thereby affecting the Railways planning. Though the targets of various commodities are fixed in consultation with user Ministries and Planning Commission, yet the Committee feel that Railways should also keep a watch of economic situation in the country and assess the likely changes in the freight offering of the different commodities so as to plan their Rolling Stock accordingly.**

**1.53 The Committee appreciate the Railways plan to procure 30,000 wagons in 1996-97 to cope with increase in freight traffic. However the Chairman, Railway Board informed the Committee during evidence that the wagon industry has not been able to supply the requisite number of wagons in first seven months of the current year. Against 17500 wagons, it could supply 13650 wagons upto the end of October 1996. The Committee hope that the wagon industry would gear up its production in the remaining months and make up the deficit so that the Railways are able to procure wagons as planned. The Committee also recommend that the recommendations of the Committee of Rajya Sabha constituted to examine the purchase of wagons by the Railways in regard to free supply of inputs to the Wagon manufacturing units be implemented.**

**1.54 The Committee observe that though there has been more than 5 times increase in freight traffic since 1951-52, from 73 MT in 1950-51 to 390 MT in 1995-96, the traffic under the Head in 'other goods' has increased by only 10 MT from 25 MT in 1951-52 to 35.66 MT in 1995-96. The traffic in 'other goods' which move in piecemeal are not encouraged by Railways. The Committee are of the view that Railways should not neglect this traffic. Apart from earning revenue it is also essential as the Railways**

are the safer mode of transport which is also more fuel efficient and less polluting than road transport. Reluctance of Railways to carry piecemeal traffic have forced many industrial units to send their wares/produce by road transport. The Committee desire the Railways to make a study of ways and means to satisfy the demands of piecemeal traffic.

1.55 The Committee find that the Railways have raised their Budgetary Estimates of Ordinary Working Expenses for 1996-97 by 12.8% against the Revised Estimates of 1995-96. They have also noted that there have been savings on ordinary working expenses in Actuals over Budget Estimates during the last 3 years due to adoption of cost control methods as detailed in the Action Plan. However, it appears that while preparing budget estimates, savings on these counts are not taken care of. The Committee feel that Railways should fix lower estimates of ordinary working expenditure and also the target of savings to be achieved under various heads of Action Plan.

1.56 The Committee find that the Railways have prepared plan for reduction in manpower at the rate of 2% per year. The representatives of Railways stated during evidence that there is a problem of redeploying 6715 surplus loco staff as on 1 April 1996 due to various reasons. Main difficulty in their suitably deployment is about the movement of staff. The Committee also find that Railways have no attractive 'Voluntary Retirement Scheme' on the lines of public undertaking that offer attractive benefits to employees who opt for retirement after completion of 15/20 years of service. The Committee recommend the Government to formulate a voluntary retirement scheme offering attractive benefits to employees for opting retirement after completion of 15/20 years of service as it will go a long way in reduction of surplus manpower. The Committee also feel that in case of non-filling of essential posts, the maintenance of rolling stock is not properly done. Therefore immediate steps be taken up to fill up essential posts from amongst the candidates who have received training in the Railways.

1.57 The Committee find that Railways have been able to achieve some improvement in Diesel and Electric Energy consumption. Though the comparative figures of Electric Energy Consumption in Railways of advanced countries were not available with the Ministry of Railways, the Committee find that in diesel anergy consumption, the Indian Railways are still much behind the Railways in some of the advanced countries. As the fuel constitutes one of the major items of expenditure, any reduction in fuel consumption would substantially reduce the working expenditure and thus resulting in more funds available with them. The Committee desire the Railways to make concerted efforts for reduction of fuel consumption.

1.58 The Committee further observe that driving techniques are important as far as fuel consumption is concerned. The Committee have been informed that the Railways has installed 2 Simulators for diesel & electric locos drivers and 12 more Simulators (2 for each zone) are proposed

to come up. The Committee desire that apart from acquiring Simulators, the Railways should also hold workshops to inculcate awareness of better driving techniques amongst the drivers and incentives should be given to the drivers found efficient.

1.59 The Committee find that there is shortfall in POH targets for locomotives especially in electric locomotives. As on 31 March, 1996, 148 electric locomotives were overdue for POH. During 1995-96 also only 270 locomotives could be given POH against the target of 307 locomotives. As the locomotives overdue for POH put extra stress in the maintenance requirement, the Committee desire that Railways should not allow any laxity in this regard and the POH done as per prescribed schedule.

1.60 The Committee are also unhappy to find the overdue POH position of coaches and wagons. In BG coaches and wagons itself the overdue POH is of the order of 10% while no such information has been given for MG coaches and wagons. The Committee would like to have the information of M.G. coaches and wagons overdue for POH. Simultaneously a time bound programme should be chalked out to clear the backlog of both BG and MG Coaches and Wagons overdue for POH.

1.61 The Committee are also of the firm view that there is also a need for improvement in day to day maintenance of coaches. The condition of coaches especially on branch lines is generally appalling. The Committee desire that the Railway officers should make a survey of condition of coaches at such lines and take steps to improve their condition without any further delay.

1.62 The Committee are constrained to find that there has been shortfall in targets for procurement of coaches by Railways. There are also large No. of overaged coaches in operation on Railways. The overaged coaches in operation were 1714 as on 31 March, 1995. The Committee desire that procurement of coaches be speeded up and all overaged coaches be withdrawn from operation.

1.63 The Committee note that the Minister of Railways has, during his budget speech, assured that the meter gauge system will not be neglected. However the Committee have found that no steps have been taken by the Railways to revive the ailing meter gauge system. So far no procurement plan of Meter gauge coaches has been drawn by them. The Committee therefore desire that Railways should immediately assess the requirement of meter gauge coaches and other rolling stock and place orders for their procurement.

1.64 The Committee are surprised to find that the Railways have planned to undertake 190 surveys this year for new lines etc. against 40 surveys last year. An amount of Rs. 4.65 crores has been earmarked for surveys in Budget Estimates for the year 1996-97 against Rs. 3.57 crores provided in Revised estimates for 1995-96. It is incomprehensible to the Committee as to how all the 140 surveys would be completed with this meagre amount. The

**Committee recommend that surveys by Railways be made more exhaustive and should also ascertain the developmental potential after taking into consideration the backwardness and remoteness of the area and how the new line can connect the people in these areas to the national mainstream.**

## PART II

### DEMAND NO. 16

#### ASSETS—ACQUISITION, CONSTRUCTION AND REPLACEMENT

Demand No. 16 relate to planned expenditure of Railways.

The Annual Plan outlay for 1996-97 which is the terminal year of the Eighth Five Year Plan, has been fixed at Rs. 8130 crores. This amount is only 8% more than the amount allocated last year.

The sources through which Rs. 8130 Cr. is propose to be raised is as follows:

(a) Internal generation	—	Rs. 4111 Cr.	-50.6%
(b) Budgetary Support	—	Rs. 1269 Cr.	-15.6%
(c) Market borrowings	—	Rs. 2750 Cr.	-33.8%
		<hr/>	
		Rs. 8130 Cr.	

2.2 The actual expenditure and Annual Plan outlays during the Eighth Plan are as follows:

Year	Annual Plan Outlay	Actual
1992-93	5700.00	6162.25
1993-94	6500	5860.77
1994-95	6515	5472
1995-96	7500	6335
1996-97	8130	—

2.3 Asked the reasons for drastic reduction in Annual Plan Outlays for 1994-95 & 1995-96, the Ministry of Railways in a written note stated,

“During the year 1994-95, the plan outlay for railways was fixed for Rs. 6,515 Cr. As the requirement of wagons had gone down from 18,000 to 12,000, the plan outlay was reduced at the RE stage by Rs. 260 Cr. This also resulted in reduced expenditure through IRFC. It emerges from the figures of actual expenditure during 1994-95 that railways spent Rs. 23.45 Cr. more than RE in the plan heads which are financed through railway funds. In the case of Inventories, the position improved by Rs. 351 Cr.

indicating more issues than the purchases. Thus Inventory balances of Railways were also reduced by that amount. Similarly, in the case of credits/recoveries, the position improved by Rs. 150 Cr. indicating better realization of credits through sale of disposable stocks.

The plan outlay during 1995-96 was fixed at Rs. 7,500 Cr. At the RE stage, the plan outlay was kept at the same level. But the allotment of funds to various Plan Heads which are financed through Railway Funds were increased by about Rs. 449 Cr. and the investment through IRFC, BOLT and OYW Scheme was reduced to Rs. 1,927 Cr. from Rs. 2,250 Cr. The position of Inventories and credits/recoveries also improved. The figures of actual expenditure indicate that the expenditure of Plan Heads financed through railway funds was less by Rs. 75 Cr. than the R.E. The position of Inventories improved by (—) Rs. 97.93 from the R.E. of (—) Rs. 14.35 Cr. thus indicating the reduced inventory balance at the end of 1995-96. The position of credit/recoveries also improved to Rs. 718.22 Cr. from Rs. 654.26 Cr. (RE). This means that more disposable stocks were sold off and higher credits were realised. Investment through IRFC was Rs. 988.82 Cr. as compared to Rs. 1350 Cr. (RE). Due to bad market conditions and liquidity crunch, IRFC could not raise funds upto the expected level. Though the response from private agencies in respect of BOLT and OYW Schemes had been quite encouraging, the actual investment could not materialize upto the expected level of Rs. 577 Cr.

The net expenditure in both these years was also reduced on account of better Inventories and more realization of credits/recoveries.”

2.4 The earning by scrap disposal constitute a major source of funds to finance various planned projects.

The Committee enquired if the Railways maintain division-wise figures of scrap holding and that auctioned, the Ministry of Railways stated in negative.

2.5 Asked about the pilferage in scrap disposal detected by Railways, the Ministry in a written note stated,

“Railway Protection Force (RPF) provides protection and security to Railway Property which includes not only Railway’s own assets but also the property entrusted to it for transportation. The RPF collect intelligence about criminals, conduct enquiries to pinpoint place of occurrence of crime and conduct raids to apprehend persons who are found in unlawful possession of Railway Property under the provisions of the Railway Property (Unlawful Possession) At, 1966.

The Railway scraps are generally collected and stacked at scrap

yards/stores to facilitate their guarding and further disposal through auction. But since the Railway jurisdiction is so widespread and extensive, the scraps generated in the fields due to accidents, renewal of track, gauge conversion etc., take time to be collected and transported to the scrap yards/stores. In such a situation it is not possible to provide guarding/security at all the places to protect the scrap materials lying scattered. The scrap yards and the stores are being guarded by the RPF with the available manpower resources. Whenever any theft/pilferage of scrap materials come to notice, RPF conduct raid/search against the criminals/receivers and prosecute them under the provisions of the Railway Property (Unlawful Possession) Act, 1966.

The case of pilferage of railway scrap in the last 3 years are as follows:

	Cases		Value of Property		Arrested	Cases filed in court
	Regd.	Detected	Stolen	Recovered		
1993-94	463	351	3326230	2308681	715	347
1994-95	371	291	2607224	2017524	545	287
1995-96	356	278	2678580	2114168	582	270

#### *Important Plan Heads of Investment*

2.7 The Demand No. 16 contained 26 different minor Heads Details in respect of Actual (1994-95) B.E. & R.E. in 1995-96 and B.E. of 1996-97 (Gross) are given in the following table:—

Demand No. 16 deals with Assets — Acquisition, Construction and Replacement with 26 different minor heads. Details in respect of Actual (1994-95) in respect of all these plan heads are given in the following table:

Minor Heads of Demand	1994-95	1995-96		1996-97
		B.E.	R.E.	B.E.
(a) New Lines (Construction)	251.64	203.00	281.71	220.55
(b) Purchase of New Lines	—	—	—	—
(c) Restoration of dismantled lines	5.50	1.00	1.00	0.70
(d) Gauge Conversion	1263.54	873.00	1174.97	829.56
(e) Doubling	208.99	269.00	247.37	193.71
(f) Traffic facilities-Yard redolling and others	84.50	153.00	140.98	143.03



Minor Heads of Demand	1994-95	1995-96	1996-97		
			B.E.	R.E.	B.E.
(g) Computerisation	58.38	100.00	83.82		75.00
(h) Railway Research	7.55	20.00	4.87		9.00
(i) Rolling Stock	1377.88	1140.00	1343.79		1670.56
(j) Track Renewals	1448.12	1428.00	1553.33		1438.17
(k) Bridge Works	74.82	162.13	119.84		84.00
(l) Signalling and Telecommunication Works	169.86	275.73	227.90		256.89
(m) Taking over of line wires from P&T	—	—	—		—
(n) Electrification Projects	291.57	350.70	351.01		330.70
(o) Other Electrical Works	63.21	90.36	77.19		92.28
(p) Machinery and Plant	35.55	95.23	79.51		90.10
(q) Workshops-including	121.10	200.00	148.65		140.45
(r) Staff Quarters	21.98	31.31	29.28		60.22
(s) Amenities for Staff	33.66	35.18	36.63		60.08
(t) (i) passenger Amenities	73.35	90.00	90.68		120.00
(ii) other railway users' Amenities	0.28	—	—		—
(u) Investment in Government Commercial Undertakings—					
(i) IRFC	53.71	—	—		—
(ii) CONCOR	—	—	—		—
(iii) KRC	.00	—	—		—
(iv) RCTC	—	10.00	10.00		10.00
(v) Other specified Works	23.30	23.87	24.99		25.00
(w) Stores Suspense (Net)	(-)248.59	49.31	(-)46.94		10.69
(x) Manufacture suspense (Net)	(-)143.30	39.48	66.95		3.41
(y) Misc. Advances (Net)	(-)26.34	(-)3.80	(-)34.40		(-)4.10
(z) Metropolitan Transport Projects	256.46	241.50	214.07		191.00

*New Lines*

2.8 The year wise target and Achievement in the minor head New lines during the 8th Five Year Plan is as follows:

1992-93	1993-94	1994-95	1995-96	1996-97
Target	204	145	137	99
Achievement 249	211	18	145	—

The Member (Elect.) stated during evidence that they hope to add 677 kms. new lines by the end of 8th. Five Year Plan.

2.9 At the time of independence, the railway system was spread over 54693 route km., while it consists of 62660 route km. as on 31.3.1995, thus showing that only 8000 km. of New lines has been constructed in 48 years.

Thus it may be seen that the progress on construction of new lines has been very slow. The new lines projects totally depend on budgetary support of Government. With the decline in budgetary support, the expansion of Railway network to remote and backward areas has been hit the hardest. The Committee in their Sixth Report on 'Demand for Grants 1994-95' had strongly emphasized the Railways to take up construction of developmental lines in remote & backward areas as a major social responsibility.

2.10 While making a strong plea for construction of new lines in backward and remote areas, the Minister of Railways in his budget speech stated:—

“...India is a welfare State. Our Government is committed to the upliftment of poor and to improve the standard of living of people residing in backward and undeveloped areas. To fulfill this commitment, Indian Railways has to mobilise more funds. This would be done to take up the rail projects in backward areas which result in expansion of rail network in remote region.”

On being enquired if the Railways have made any study to identify such backward and remote areas and chalked out any scheme in this regard, the Ministry of Railways replied in a negative. The Ministry however stated that among the requests received from State Governments/Hon'ble MPs on the basis of which surveys have been taken up and even some of the new works have been included in the Budget, are from areas which are backward and tribal dominated.

2.11 The new lines to be opened during 1996-97 are:

1.	Beas - Goindwal	27 Kms.
2.	Chittarni - Bagaha	19 Kms.
3.	Karanjali-Nisachintpur	8 Kms.
		<u>54 Kms.</u>

### *Gauge Conversion*

2.12 The Ministry of Railways in their written note in regard to meeting the objective of converting 8100 Km of MG/NG to BG in the 8th Five Year Plan have stated, that 'Indian Railways will be able to convert about 7000 Km. against the original target of 6000 Km. and Revised target of 8100 Kms.' The target and Achievement in Gauge Conversion during 8th Plan is as follows:

	1992-93	1993-94	1994-95	1995-96	1996-97
Target	1200	1600	1600	1500(866)	1500
Achievement	1351	1619	1805	758	—

2.13 The Standing Committee on Railways in their 14th & 20th Reports had recommended that a study should be undertaken to see the impact of traffic after gauge conversion.

The Committee enquired whether any such study has been undertaken or not, the Member (Eng.) stated,

"About some of projects, we have issued instructions to the Railways to assess what exactly has been the return on the projects in terms of increase in traffic and increase in earnings. The initial indications are been showing positive sign of growth. One example is Bangalore—Mysore line. In fact, a new thermal power was coming up. A second line which has shown tremendous growth is Jaipur—Swai Madhopur line and the third is Jodhpur—Jaisalmer line. This is because, limestone and salt are there in rich and good quality."

### *Doubling of Railway Lines*

2.14 The allocation for doublings has been drastically reduced in 1996-97. As against Rs. 247 crores in 1995-96, Rs. 193.71 have been provided in 1996-97. The following table gives the allocation made and doubling achieved during the Eighth Plan.

	Allocation	Doubling
1992-93	213.84	105
1993-94	233.66	295

	Allocation	Doubling
1994-95	208.99	250
1995-96	220.88	
1996-97	193.71	
	(B.E.)	

### *Track Renewals*

2.15 The year-wise targets and achievements of Track renewals during the 8th Five Year Plan are as follows:

	Target	Achievement
1992-93 Primary Renewal	2168	2364
Secondary Renewal	685	574
1993-94 Primary Renewal	1860	2316
Secondary Renewal	560	498
1994-95 Primary Renewal	1896	2337
Secondary Renewal	504	426
1995-96 Primary Renewal	2050	2090
Secondary Renewal	550	474
1996-97 Primary Renewal	2090	
Secondary Renewal	474	

2.16 One of the objective of Eighth Five Year Plan was to clear backlogs in track renewals in A, B, C & D routes.

When asked if the Railways expect to meet this objective, the Ministry of Railways in a written note stated,

“During the VIII Plan, the uni-gauge policy was adopted and track renewals were planned based on the concept of route-wise planning. Railways had proposed to clear all the backlog in track renewals in

A, B & C routes by the end of the VIII Plan, Liquidation of overdue renewals on A, B & C routes has been possible to a considerable extent. However due to inadequate availability of funds, particularly during 1995-96 and 1996-97, it will not be possible to wipe out the track renewal arrears completely. With the accrual of about 9100 kms. of track renewals in VIII Plan and about 4560 kms. overdue at the beginning of VIII Plan, the total track renewals required to be done was 13660 kms. Out of these 11215 kms. of track renewal will be completed by end of VIII Plan i.e. 31.3.97, leaving a throwforward of 2445 kms. in IX Plan. These throwforward track renewal works are mainly those which have arisen in the last two years and are being planned for sanction."

2.17 During evidence the Member (Engineering) stated that at the end of Eighth Plan backlog in primary track renewals will be 6000 kms. In A, B & C routes it will be 2400 kms.

2.18 It may be noted for the table that in the primary track renewals the Railways have been able to exceed the targets in all the years of Eighth Plan.

Asked the reasons for fixing lower target, the Member (Engineering) explained.

"Track renewals are also based on other conditions like massive corrosion or very difficult geological conditions. In some sectors, the traffic increases all of a sudden, when we start picking up mineral traffic, the figure of renewal goes up."

The Committee also wanted to know the position of track renewals in Metre Gauge, the Ministry of Railways informed as under :

Year	Track Renewals carried out in M.G.
1993-94	269 km.
1994-95	209 km.
1995-96	207 km.

### *Rolling Stock*

2.19 The investment for Rolling Stock during the three years is as follows :

1994-95 Actual	1995-96		(Rs. in crores) 1996-97 Budget
	Budget	Revised	
1377.88	1140	1343.79	1670.56

In addition to that the Railways propose to raise funds for Rolling Stock as follows:

IRFC	—	Rs. 1850 crores
BOLT	—	Rs. 303.14 crores
Own your Wagon Scheme	—	Rs. 91.86 crores

2.20 The Committee enquired if the current allocation was sufficient to meet the targets as proposed, the Ministry of Railways in a written reply stated,

“The annual plan size of Indian Railways for 1996-97 is Rs. 8130 crores out of which Rs. 3805 crores have been earmarked for rolling stock. This is 46.8% of the Plan size. This has been the highest allocation made for rolling stock ever. This will be sufficient to meet the target of 410 MT loading provided there is sustained offering of traffic.”

2.21 To a question whether the Railways were confident of raising the money as proposed, the representative of Ministry of Railways stated that “out of Rs. 1850 crores to be raised by IRFC, Rs. 1350 cr. has already been raised. In addition they have requested Finance Ministry to raise the remaining amount by extended loans or other sources. As regards BOLT, the representative stated that they are making efforts. They are negotiating with IDBI and if necessary they will raise money from other sources.”

#### Bridge Works

2.22 The allocation for bridge work has been substantially reduced in R.E. of 1995-96 over the B.E.

The allocation is as follows:

1994-95	1995-96		1996-97
	B.E.	R.E.	
74.82	162.13	119.84	84.00

2.23 When asked for the reasons for the drastic reduction in revised Estimates for 1995-96, the Ministry of Railways in written reply *inter-alia* stated.

“The allocation of funds during the 8th Plan period was around Rs. 80 crores per annum. However in the years 1995-96, the allocation was increased to Rs. 162.13 crores. This nearly doubled the availability of funds at a very short notice. As explained, bridged works are long lead items with other inherent difficulties of execution. The Sudden increase in availability of funds could not be utilised. However, it spurred the engineers in the field to expedite bridge works.

Allotment of funds in Railways to different works is reviewed during the year keeping in mind the trends of utilisation. Adjustments are made as required by the situation as it develops. In 1995-96, the initial allotment of Rs. 162.13 crores was reduced to Rs. 119.84 Cr. As a result of such a review."

2.24 As regards allocation for Bridge work during 1996-97, the Ministry stated:

"The allotment of Plan Head Bridges for 1996-97 has been kept at Rs. 84 crores keeping in view the expected utilisation. However, if the works progress better and there is need for additional funds, the same will be considered during the various reviews which are carried out by the Railways during the course of the year. It is however, not expected that in 1996-97 more funds would be required under this Plan Head. One reason for this assessment is that the new works included in 1996-97 works Programme would not be able to absorb much funds due to delayed passage of the budget for 1996-97."

The Ministry in their note also stated that all planned bridge works had to be postponed due to paucity of funds.

#### *Railway Research*

2.25. The investment under this Plan Head has shown drastic reduction from Rs. 20 Cr. in the B.E. 1995-96 to Rs. 4.87 crores in R.E. 1995-96.

When asked the reasons for the drastic reduction, the Ministry of Railways in a written note stated:

"In the light of emphasis laid by the Standing Committee on Railways during 1994 on the need for strengthening and upgradation of research work on the Railways, the provision under 'Railway Research' plan-head was kept at Rs. 20.00 cr. to enable taking up of more research work during 1995-96. However, the efforts have not yet borne fruit. We are continuing our endeavours to identify more research projects.

One of the reasons for less expenditure during 1995-96 was also delayed delivery of some of the Machinery & Plant and other equipment, like Fibre Optic Signaling and Communication system for Basin Bridge, Large Scale Capacity Solid State Interlocking for Junctions/bigger stations, equipments for Fatigue Testing Laboratory, equipments for Modernisation of Brake-cum-Dynamometer Car etc."

2.26. As regards allocation for 1996-97, the Ministry stated:

"Railways Research will continue to get high priority and the outlay for this Plan head for 1996-97 has been kept at Rs. 9.00 cr. which is much higher than the money put in earlier year:"

The Chairman, Railway Board explained,

"This is capital expenditure. We have RDSO. In the budget itself it must be Rs. 40 to 50 crores.

### Recommendations

2.27 The Committee find that there has been a drastic cut in Annual Plan Outlays during the last 3 years. This has adversely affected the developmental programme of Railways and acquisition of Rolling Stock. There has also been, as stated by Ministry, less materialisation of funds by IRFC and BOLT schemes. As excessive market borrowings would be disastrous for the Railways, the Committee again strongly recommend for increase in budgetary support to them. At the same time the Railways should also try to increase the internal generation of resources by adopting methods as indicated in previous paragraphs.

2.28 The Committee observe that the Railway Minister has in his budget speech, accepted the responsibility for expanding Railway network in remote & backward areas. However the Committee are constrained to note that no such well defined plan has been formulated by the Railways and placed before Planning Commission to get increased budgetary support. The Committee therefore recommend that a sub-plan for development of backward and remote areas be prepared by Railways without any further delay and put up the same for Cabinet approval.

2.29 The Committee find that the Railways will not be able to achieve the objective of Eighth Five Year Plan in track renewals. At the end of the Plan, the Railways will still be having backlog of 6000 km. of track overdue for renewal. As the timely renewal of track is essential for safety of passengers and train operations, The Committee desire the Railways to make available more funds for track renewals so as to wipe out the arrears in track renewal.

2.30 The Railways will be able to convert 7000 Km. of Meter Gauge to Broad Gauge with the total investment of about Rs. 5000 crores in the Eighth Plan. The Committee had, in their earlier Reports, desired the Railways to make a study of impact of gauge conversion on traffic to find out if the Railways have been able to get the required rate of return on the massive investment on gauge conversion. The Committee are constrained to note that no such study has been made by the Railways so far. The Committee would like the Railways to make the required study immediately and furnish details to them.

2.31 The earnings from scrap disposal constitute a major source of funds for financing planned projects by Railways. The Committee are distressed to find that no record of Scrap holding is kept in each division of the Railways. They also find that there is a large scale pilferage in scrap disposal. The Committee desire that Railways should undertake a drive to find the total quantity of scrap lying in various divisions and that auctioned so as to plug the pilferage in scrap disposal.

2.32 The Committee are unhappy to find the drastic reduction in allocation for doubling of Railway lines. As doubling of lines is very



essential to augment the Railway transport capacity, the Committee desire that more allocation of funds be made for this plan head.

2.33 The Railways have proposed to raise Rs. 2245 crores for Rolling Stock for 1996-97 through Market borrowings. The Committee were informed that the Railways have been able to raise Rs. 1350 crores so far and are making efforts to raise the remaining amount through BOLT and extended loans. The Committee hope that the Railways would be able to raise the required funds and the acquisition of Rolling Stock would not be affected due to shortage of funds.

2.34 The Committee find that allocation for bridge works has been substantially reduced from 162.13 crore to 119.84 crore in Revised Estimates in 1995-96. The Ministry of Railways have stated that this was due to the reason that funds were nearly doubled at a very short notice and hence could not be utilised. The Committee are not convinced with the reply of the Ministry. They are of the firm view that prior planning should have been done to utilise the funds before allocation was made. As there are many new projects for construction of bridges pending for want of resources, the Committee desire that Railways should take up these projects urgently. As a result of this speed restriction are imposed affecting average speed of train.

2.35 The Committee are dismayed to find non utilisation of funds for Railway Research during 1995-96. This reflects the non-seriousness of Railways to strengthen their Research and Development system. The need for strengthening the Railways Research works has been recommended by various committees from time to time. The Committee recommend that Railways should make concerted efforts to identify major research projects with the involvement of other Research Institutes and give incentives to scientists for doing the original research.

NEW DELHI;  
31 December 1996

BASUDEB ACHARIA,  
Chairman,  
Standing Committee on Railways.

10 Pausa, 1918 (Saka)

### PART III

#### MINUTES OF THE EIGHTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1996-97)

The Committee sat on Tuesday, the 5 November, 1996 from 1500 hrs. to 1730 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

#### PRESENT

Shri Basudeb Acharia — *Chairman*

#### MEMBERS

#### *Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Shri Satya Deo Singh
4. Shri Dharendra Agarwal
5. Dr. Sahebrao S. Bagul
6. Dr. Ramvilas Vedanti
7. Shri K.P. Singh Deo
8. Shri Qamarul Islam
9. Shri Chun Chun Prasad Yadav
10. Shri Raja Rangappa Naik
11. Shri P. Theertharaman
12. Shri Ram Singh Shakya
13. Shri K.P. Naidu
14. Shri Narayan G. Athawalay
15. Shri Sukhlal Khushwah
16. Shri Ram Bahadur Singh
17. Dr. Prabin Chandra Sarma

#### *Rajya Sabha*

18. Shri Dronam Raju Satyana Rayana
19. Shri W. Angou Singh
20. Dr. Ishwar Chandra Gupta
21. Smt. Malti Sharma
22. Shri Nagmani

#### SECRETARIAT

1. Shri R.C. Gupta — *Deputy Secretary*
2. Smt. Anita Jain — *Assistant Director*

## WITNESSES

1. Shri C.L. Kaw —Chairman, Railway Board & Ex-Officio Principal Secretary to the Govt. of India.
2. Shri V. Sivakumaran —Financial Commissioner (Railways) & Ex-Officio Secretary to the Govt. of India.
3. Shri M. Ravindra —Member Engineering & Ex-Officio Secretary to the Govt. of India.
4. Shri L.K. Sinha —Member Mechanical & Ex-Officio Secretary to the Govt. of India.
5. Shri V.K. Agarwal —Member Staff & Ex-Officio Secretary to the Govt. of India.

2. The Chairman welcomed the representatives of Ministry of Railways (Railway Board) and invited their attention to provisions contained in Direction 58 of the Directions by the Speaker, Lok Sabha. The Committee thereafter took their evidence on the Ministry of Railways 'Demand for Grants—1996-97'.

3. The Chairman and other Members of the Railway Board replied *inter-alia* to the queries of the Committee on targets for freight and passenger traffic and the requirement and procurement of Rolling Stock and other infrastructure to achieve the targets.

4. A verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

**MINUTES OF THE ELEVENTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (1996-97)**

The Committee sat on Wednesday, the 27th November, 1996 from 1600 hrs. to 1800 hrs. in Room No. 139, Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Basudeb Acharia — Chairman**

**MEMBERS**

**Lok Sabha**

2. **Shri Ram Naik**
3. **Shri Jagdambi Prasad Yadav**
4. **Shri Dharendra Agarwal**
5. **Shri Ashok Sharma**
6. **Dr. Sahebrao S. Bagul**
7. **Dr. Ramvilas Vedanti**
8. **Shri Imchalemba**
9. **Shri Qamarul Islam**
10. **Shri Raja Rangappa Naik**
11. **Shri K. Parasuraman**
12. **Shri K.P. Naidu**
13. **Shri Narayan G. Athawalay**
14. **Shri S. Bangarappa**

**Rajya Sabha**

15. **Shri Balbir Singh**
16. **Shri Gopalsinh G. Solanki**
17. **Dr. Ishwar Chandra Gupta**
18. **Smt. Malti Sharma**
19. **Shri Nagmani**
20. **Dr. (Smt.) Chandrakala Pandey**

**SECRETARIAT**

1. **Shri R.C. Gupta — Deputy Secretary**
2. **Smt. Anita Jain — Assistant Director**

**WITNESSES**

1. **Shri C.L. Kaw — Chairman, Railway Board & Ex-Officio Principal Secretary to the Govt. of India.**
2. **Shri V. Sivakumaran — Financial Commissioner (Railways) & Ex-Officio Secretary to the Govt. of India.**

3. Shri L.K. Sinha — Member Mechanical & Ex-Officio Secretary to the Govt. of India.
4. Shri P.V. Vasudevan — Addl. Member (Finance)
5. Shri N.P. Srivastav — Addl. Member (Budget)
6. Shri Shanti Narain — Addl. Member (Traffic)
7. Shri U.R. Chopra — Addl. Member (Works)
8. Shri N.C. Bindlish — Addl. Member (Civil Engg.)
9. Shri S. Ramanathan — Addl. Member (Prod. Units)
10. Shri G. Ramakrishnan— Addl. Member (Staff)
11. Dr. Phani Dhar — Director General (RHS)

The Committee took further evidence of representative of Ministry of Railways (Railway Board) in connection with the examination of the subject—'Ministry of Railways—Demands for Grants 1996-97'.

2. The representatives of Ministry of Railways replied to various points raised by the Committee relating to reduction in working expenditure of Railways, Deployment of surplus manpower, Improvement in fuel consumption and others.

3. Verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

**MINUTES OF THE TWELFTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS  
(1996-97)**

The Committee sat on Thursday, the 28th November, 1996 from 1500 hrs. to 1730 hrs. in Room No. 139, Parliament House Annexe, New Delhi.

**PRESENT**

Shri Basudeb Acharia — *Chairman*

**MEMBERS**

*Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Shri Ashok Sharma
4. Dr. Ramvilas Vedanti
5. Shri Nandi Yellah
6. Shri Imchalemba
7. Shri Qamarul Islam
8. Shri Raja Rangappa Naik
9. Shri K. Parasuraman
10. Shri K.P. Naidu
11. Shri Narayan G. Athawalay

*Rajya Sabha*

12. Smt. Malti Sharma
13. Dr. (Smt.) Chandrakala Pandey

**SECRETARIAT**

1. Shri R.C. Gupta — *Deputy Secretary*
2. Smt. Anita Jain — *Assistant Director*

**WITNESSES**

1. Shri C.L. Kaw — *Chairman, Railway Board & Ex-Officio Principal Secretary to the Govt. of India*
2. Shri V. Sivakumaran — *Financial Commissioner (Railways) & Ex-Officio Secretary to the Govt. of India*

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|---------------------------|---------------------------------------------------------------------------|
| 3. Shri M. Ravindra       | — Member Engineering & Ex-<br>Officio Secretary to the Govt.<br>of India. |
| 4. Shri P.V. Vasudevan    | — Addl. Member (Finance)                                                  |
| 5. Shri N.P. Srivastav    | — Addl. Member (Budget)                                                   |
| 6. Shri Shanti Narain     | — Addl. Member (Traffic)                                                  |
| 7. Shri U.R. Chopra       | — Addl. Member (Works)                                                    |
| 8. Shri N.C. Bindlish     | — Addl. Member (Civil Engg.)                                              |
| 9. Shri G. Ramakrishnan   | — Addl. Member (Staff)                                                    |
| 10. Shri Nod Lobo Prabhu  | — Addl. Member (Electrical)                                               |
| 11. Shri Jasbir Pal Singh | — Addl. Member (Engg.)                                                    |
| 12. Dr. Phani Dhar        | — Director General (RHS)                                                  |

2. The Committee resumed the evidence of representatives of Ministry of Railways in connection with the examination of the subject — 'Ministry of Railways — Demands for Grants 1996-97'.

3. The representatives of Ministry of Railways explained to the Committee the achievement made in planned projects like Electrification, Gauge Conversion, new lines, track renewal, R & D etc. The representatives also replied to the queries on Medical services being provided to the Railway employees.

4. A verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

MINUTES OF THE THIRTEENTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS

(1996-97)

The Committee sat on Tuesday, the 17 December, 1996 from 1500 hrs. to 1530 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

Shri Basudeb Acharia—*Chairman*

MEMBERS

*Lok Sabha*

2. Shri Ram Naik
3. Shri Jagdambi Prasad Yadav
4. Shri Satya Deo Singh
5. Shri Ashok Sharma
6. Shri Imchalemba
7. Shri P. Theertharaman
8. Shri K. Parasuraman
9. Shri Narayan G. Athawalay
10. Shri Dinsha J. Patel
11. Dr. Prabin Chandra Sarma
12. Shri E. Ahamed

*Rajya Sabha*

13. Shri Shivajirao Giridhar Patil
14. Shri Gopalsinh G. Solanki
15. Smt. Malti Sharma

SECRETARIAT

1. Shri R.C. Gupta — *Deputy Secretary*
2. Smt. Anita Jain — *Assistant Director*
3. Shri O.P. Shokeen — *Committee Officer*

The Committee deferred consideration of Draft 4th Report on 'Ministry of Railways—Demands for Grants 1996-97' and 5th Report on 'Re-organisation of Zonal Offices in Indian Railways' as the Members of Committee desired to have more time to study the Draft Reports. The Committee agreed to consider and adopt the above Reports on 31st December, 1996 and thereafter to present to the Speaker, Lok Sabha.

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*The Committee then adjourned.*

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\*\*\*Relates to other matters.



**MINUTES OF THE FOURTEENTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS**

**(1996-97)**

The Committee sat on Tuesday, the 31st December, 1996 from 1500 hrs. to 1700 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Basudeb Acharia—Chairman**

**MEMBERS**

***Lok Sabha***

2. Shri Ram Naik
3. Shri Jagdambi Prasad Yadav
4. Shri Satya Deo Singh
5. Dr. Sahebrao S. Bagul
6. Shri Priya Ranjan Das Munsi
7. Shri Ashok Gehlot
8. Shri Nandi Yelliah
9. Shri K.P. Singh Deo
10. Shri Imchalemba
11. Shri Qamarul Islam
12. Shri Chun Chun Prasad Yadav
13. Shri P. Theertharaman
14. Shri Ram Singh Shakya
15. Shri K. Parasuraman
16. Shri K.P. Naidu
17. Shri Narayan G. Athawalay
18. Shri Sukhlal Khushwaha
19. Shri Dinsha J. Patel
20. Dr. Prabin Chandra Sarma
21. Shri S. Bangarappa

***Rajya Sabha***

22. Shri Dronam Raju Satyanarayana
23. Shri W. Angou Singh
24. Smt. Malti Sharma
25. Shri Nagmani
26. Dr. (Smt.) Chandrakala Pandey
27. Shri S. Niraikulathan

