

7

# STANDING COMMITTEE ON RAILWAYS

(1996-97)

(ELEVENTH LOK SABHA)

MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

## BUDGETARY SUPPORT TO RAILWAYS

*[Action Taken by the Government on Recommendations/Observations  
contained in the First Report of the Standing Committee on Railways on  
'Budgetary Support to Railways']*

## SEVENTH REPORT



सत्यमेव जयते

LOK SABHA SECRETARIAT  
NEW DELHI

June, 1997/Jyaistha, 1919 (Saka)

3657R

N 6.734

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

**(ELEVENTH LOK SABHA)**

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**(RAILWAY BOARD)**  
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'Budgetary Support to Railways']*

*Presented to Lok Sabha on 4 JUL 1997*  
*Laid in Rajya Sabha on .....*



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

*June, 1997/Jyaistha, 1919 (Saka)*

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**COMPOSITION OF THE 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 Dhirendra Agarwal
7. Shri Ashok Sharma
8. Dr. Sahcbrao S. Bagul
9. Dr. Ramvilas Vedanti
10. Shri Priya Ranjan Das Munsi
11. Shri Ashok Gehlot
12. Shri Nandi Yellaiah
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 Kushwah
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. Shri Wasim Ahmad
33. Shri Balbir Singh
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
45. Maulana Habibur Rehman Nomani

SECRETARIAT

- |                         |   |                             |
|-------------------------|---|-----------------------------|
| 1. Shri S.N. Mishra     | — | <i>Additional Secretary</i> |
| 2. Smt. Roli Srivastava | — | <i>Joint Secretary</i>      |
| 3. Shri R.C. Gupta      | — | <i>Deputy Secretary</i>     |
| 4. Smt. Anita Jain      | — | <i>Under Secretary</i>      |

## INTRODUCTION

I, the Chairman of the Standing Committee on Railways (1996-97) having been authorised by the Committee to present the Report on their behalf, present this 7th Report on Action Taken by Government on the recommendations/observations contained in their 1st Report on "Budgetary Support to Railways".

2. The First Report was presented to Lok Sabha on 12th September, 1996 and contained 12 recommendations/observations. Replies of the Government to all the recommendations contained in the Report were received on 12th December, 1996 and were considered by the Committee on 3rd June, 1997.

3. The Committee considered and adopted the 7th Report at their sitting held on 3rd June, 1997.

4. An analysis of the Action Taken by the Government on recommendations/observations contained in the First Report (Eleventh Lok Sabha) of the Committee is given in Appendix II.

NEW DELHI;  
3rd June, 1997  
13 Jyaistha, 1919 (Saka)

BASUDEB ACHARIA,  
Chairman,  
Standing Committee on Railways.

## **CHAPTER I**

### **REPORT**

This Report of the Standing Committee on Railways (1996-97) deals with the action taken by the Government on the recommendations and observations contained in their First Report (Eleventh Lok Sabha) on "Budgetary Support to Railways" which was presented to the Lok Sabha on 12.09.1996. The Report contained 12 recommendations/observations.

2. The Action Taken notes have been received from Government in respect of all the 12 recommendations/observations contained in the Report and these replies have broadly been categorised as follows:—

- (i) Recommendations/Observations which have been accepted by the Government — Paras 37, 38, 40 & 48.
- (ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies—Para 46.
- (iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee — Paras 39 & 45.
- (iv) Recommendations/Observations in respect of which final replies of Government are still awaited — Paras 41, 42, 43, 44 & 47.

3. The Committee are concerned to note that the Ministry of Railways did not even send the recommendations/observations of the Committee contained in paras 41, 44 and 47 of the Report to the Planning Commission inspite of the fact that the Report was presented to both the Houses of Parliament on 12.9.96. The Committee desire the Ministry of Railways to take up the matter vigorously with the Planning Commission under intimation to them. The Committee further desire that the final replies in respect of the recommendations contained in paras 41, 42, 43, 44 and 47 should be furnished to them expeditiously in consultation with the Planning Commission and the Ministry of Finance.

4. Some of the Action Taken Replies of the Ministry of Railways (Railway Board) are dealt with hereunder.

#### **Dependence on Market Borrowing**

5. The Committee had, in Para 38 of the Report, shown their concern over increased dependence of Railways on market borrowings. The Committee had found that out of total annual plan outlay of Rs. 8130 crores in 1996-97, the Railways proposed to raise Rs. 2750 crores from market borrowing. The Railways had thus to incur additional liability in terms of repayment charges (lease hire charges) on the market borrowings.



During 1995-96, the Railways had to pay Rs. 1395 crores as lease hire charges to Indian Railway Finance Corporation (IRFC). The Committee had felt that payment of such high lease hire charges are detrimental to Railway Finance.

6. In their action taken reply, the Ministry of Railways have accepted the above recommendation and stated that the recommendation of the Standing Committee will be kept in view while formulating the Ninth Five Year Plan and the Annual Plan for 1997-98.

7. The Committee find that although the Ministry have accepted the recommendation of the Committee yet there has been an increase in the projected amount to be raised from market borrowing by Railways in the Annual Plan 1997-98 through IRFC from Rs. 1850 crores in 1996-97 to Rs. 2150 crores in 1997-98. It clearly shows that the concern expressed by the Committee on increased market borrowing has not been fully appreciated by the Planning Commission. The Committee desire this aspect to be considered seriously while formulating the Ninth Five Year Plan.

#### Response to BOLT Scheme

8. The Committee had, in Para No. 39 of the Report, *inter-alia* observed that raising of resources through BOLT Scheme for infrastructural development has not given the desired results, as even after two years of its inception, only 3 projects at an estimated cost of Rs. 360 crores have been awarded under BOLT Scheme. The Committee had, therefore, recommended that the Railways should review the BOLT Scheme and make necessary changes so that Railway projects are not delayed due to inadequate resources for their schemes.

9. In their action taken reply, the Ministry of Railways have stated as under:—

“The Ministry of Railways agree that there is an upper limit to market borrowings beyond which they may become counter-productive due to the high cost of debt-servicing. BOLT Scheme is under review to make it more investor-friendly without at the same time compromising/diluting the interests of the Railways”.

10. The Committee would like to know the details of review made and changes envisaged in BOLT scheme. The Committee are unhappy to note that no serious efforts have been made by the Ministry of Railways to make the BOLT scheme investor friendly and pragmatic. Several Railway projects have already got delayed due to non-materialisation of Schemes under BOLT. The Committee would therefore like to know the action taken by Ministry of Railways to complete these projects expeditiously. They are of the firm view that all the projects included under BOLT but not taken up should be included in the Railways planned projects.

## **Linking Developmental Railway Project with Social Scheme of the Government**

11. The Committee had, in para 45 desired, that initiative in regard to linking developmental Railway Projects with Social Schemes of the Government should be taken by Railways and they should place before the Planning Commission some well defined plan for development of Railway in under developed and remote areas, linking them with social schemes of the Government.

12. In their action taken reply, the Ministry of Railways have stated as under:—

“Ministry of Railways agrees with this suggestion and a reference to Planning Commission will be made for taking action in this regard”.

13. The Committee are unhappy with the reply given by the Ministry of Railways that “a reference to Planning Commission will be made for taking action in this regard”. The Committee had specifically asked the Ministry of Railways to prepare well defined plans/schemes for development of Railway in underdeveloped and remote areas including infrastructural backward areas by linking those schemes with the social schemes of the Government such as JRY, IRDP and other poverty alleviation schemes. The Committee take serious note of the manner in which the specific recommendation of the Committee has been dealt with by the Ministry. They, therefore, desire the Ministry of Railways and the Planning Commission to immediately draw a well defined plan for development of backward, remote, hilly and infrastructural backward areas for its inclusion in the Ninth Five Year Plan.

### **Budgetary Support to Railways**

14. In Para No. 47 of the Report, the Committee had expressed their concern over the changing traffic mix in favour of road transport even though Railways are more eco-friendly and fuel efficient. The Committee had noted this disturbing trend and were of the view that in order to reverse it additional capacity would have to be created and the Railway infrastructure strengthened. The Committee had therefore, recommended that more funds should be infused in Railways and budgetary support be substantially enhanced.

15. In their Action Taken reply, the Ministry of Railways have accepted the recommendation and have stated that ‘Since the budgetary support is provided by Planning Commission, the recommendation is being sent to Planning Commission.’

### **Recommendation**

16. From the reply furnished by the Ministry of Railways, the Committee find that their recommendation regarding increase in budgetary support has been referred to the Planning Commission. Although the Planning Commission has increased the budgetary support to Railways to Rs. 1831 crores in Annual Plan 1997-98 against the budgetary support of

Rs. 1431 crores provided in 1996-97, yet the Committee feel that it is much below than the projected requirement of Railways for execution of their various projects as the Railways are harbinger of development in the country. The Committee therefore desire that budgetary support to Railways be enhanced in order to enable them to strengthen their infrastructure and to create additional capacity so that the present trend of changing traffic mix in favour of road transport can be reversed.

## **CHAPTER II**

### **RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT**

#### **Recommendation (Para No. 37)**

The Railways are the principle mode of transport in the country and has a vital contribution to nation's economic progress. They are eco-friendly, fuel efficient and herald economic progress in the areas where expansion of Railway takes place. The Committee however find that due to inadequate investment expansion on Railways has not been to the desired pace.

#### **Reply of the Government**

Ministry of Railways agrees with the recommendations made by the Committee.

(M/o. Rlys. O.M. No. 96/BC-II/SCR/XI/6 dated 12-12-96)

#### **Recommendation (Para No. 38)**

The Committee find that there has been continuous decline in budgetary support to Railways Plans from 75% in Fifth Five Year Plan to 16% in the terminal year of Eighth Five Year Plan. Consequently there has been increased dependence on market borrowings. Market borrowings which were nil upto Sixth Plan have increased to 34% in the terminal year of the Eighth Plan. In 1996-97 itself the Railways propose to raise Rs. 2450 crores from market borrowings out of the total annual plan outlay of Rs. 8130 crores. The Railways have thus to incur an additional liability in terms to repayment charges (lease hire charges) to the market borrowings which have been increasing rapidly. During 1995-96, the Railways had to pay Rs. 1350 crores as lease hire charges to Indian Railways Finance Corporation (IRFC). The Committee strongly feel that payment of much high lease hire charges are detrimental to Railway finances. In this connection the Committee find that the recommendation of 'Committee on Restructuring of Railway Finance' & 20th Report of Standing Committee on Railways very significant wherein they have cautioned the Railways against market borrowings at such high rate of interest as it could lead to debt trap. The Committee also feel the comments of Chairman, Railway Board noteworthy when he said that even if finances are available, Railways can never get 18% to 19% return on investments.

#### **Reply of the Government**

Accepted. The recommendation of the Standing Committee will be kept in view while formulating the Ninth Five Year Plan and the Annual Plan for 1997-98.

(M/o Rlys. O.M.No. 96/BC-II/SCR/XI/6 dated 12.12.96)

### **Comments of the Committee**

(Please see para 7 of the Report)

### **Recommendation (Para No. 40)**

The Committee find that cut in budgetary support has adversely affected the Railways' Plan size. The Draft Eighth Five Year Plan was reduced from Rs. 45,000 crores to Rs. 27,202 crores by the Planning Commission. As a consequence, drastic cut was made in allocations under different plan heads especially relating to expansion of Railways network.

### **Reply of the Government**

The need for increase in budgetary support has always been felt and also recommended by various Committees of Parliament, though not much could be achieved in this regard despite pursuing the matter with the Ministry of Finance and the Planning Commission. The recommendation of the Standing Committee in this regard is, however, accepted. The matter will be taken up further with the Ministry of Finance and the Planning Commission while finalising the Ninth Five Year Plan and the Annual Plan for 1997-98.

(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/6 dated 12.12.96)

### **Recommendation (Para No. 48)**

The Committee note that the Government have, in their Minimum Needs Programme, have given priority to strengthening of transport infrastructure. The Committee hope that the Working Group constituted for Ninth Five Year Plan on inter modal linkages would examine all the aspects in right perspective and recommend much higher budgetary support to Railways and thereby giving development of this vital infrastructure the rightful place.

### **Reply of the Government**

Ministry of Railways accepts the recommendation. The Railway Ministry's case for increased budgetary support has been presented to the Working/Steering Group constituted in the Planning Commission. The recommendations are being sent to the Planning Commission for further consideration.

(M/o. Rlys O.M. No. 96/BC-II/SCR/XI/6 dated 12-12-96)

## **CHAPTER III**

### **RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES**

#### **Recommendation (Para No. 46)**

The Committee find there have been a large number of projects of Railways which are in various stages of completion and are pending due to resource constraints leading to time and cost over-runs. They desire that a Committee, having representatives of Planning Commission, Ministries of Railways and Finance be constituted to examine all these pending projects and to provide special budgetary support urgently for faster completion of these projects so that investments already made on the projects may give benefit to the People.

#### **Reply of the Government**

Ministry of Railways are of the view that the foundation of the Committee as recommended will not be of much help. The details of all the projects are available with Finance Ministry, Planning Commission & Department of Programme Implementation, who are represented in the Expanded Board. The issue of increased budgetary support, has been taken up time and again with the Planning Commission & Finance Ministry.

(M/o. Rlys. O.M. No. 96/BC-II/SCR/XI/6 dated 12-12-96)

## **CHAPTER IV**

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

#### **Recommendation (Para No. 39)**

The Committee, therefore, are of the firm opinion that there is an urgent need to restrict this element of market borrowing to the minimum and to impose a limit on market borrowings. They also find that raising of resources through BOLT Scheme for infrastructural development has not given the desired results. Even after two years since it was started, only 3 projects at an estimated cost of Rs. 360 crores have been awarded under BOLT Scheme. The Committee, therefore, recommend that the Railways should review these schemes to make necessary changes so that Railway projects are not delayed due to inadequate resources to their schemes.

#### **Reply of the Government**

The Ministry of Railways agree that there is an upper limit to market borrowings beyond which they may become counter-productive due to the high cost of debt-servicing. BOLT Scheme is under review to make it more investor-friendly without at the same time compromising/diluting the interests of the Railways.

(M/o Rlys. O.M. No. 96/BC-II/BCR/XI/6 dated 12.12.96)

#### **Comments of the Committee**

(Please see para 10 of the Report)

#### **Recommendation (Para No. 45)**

The Committee are of the view that initiative in this regard should be taken by Railways and they should place before the Planning Commission some well defined plan for development of Railway in under developed and remote areas linking them with social schemes of the Government.

#### **Reply of the Government**

Ministry of Railways agrees with this suggestion and a reference to Planning Commission will be made for taking action in this regard.

.....

— (M/o Rlys. O.M. No. 96/BC-II/SCR/XI/6 dated 12.12.96)

#### **Comments of the Committee**

(Please see para 13 of the Report)

## **CHAPTER V**

### **RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED**

#### **Recommendation (Para No. 41)**

The Chairman, Railway Board during evidence repeatedly emphasised that unless plan size of Railways is increased, it will not be possible to absorb the incremental increase in traffic after 2 or 3 years.

As the transport capacity has to be created well ahead of the demand and the Railway projects have long gestation period, it is essential for Railways to generate adequate capacity to meet the challenges of 21st century. They would require major investments and increased budgetary support.

#### **Reply of the Government**

Ministry of Railways agree with the above recommendations. A reference has been made to Planning Commission on the issue.

(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/6 dated 12-12-96)

#### **Recommendation (Para No. 42)**

It has been brought to the notice of the Committee that Railways have to carry social burden on various counts which are not adequately compensated by the Central Government. In 1994-95, the Railways incurred loss of Rs. 1216 crores in social costs. The Committee found the degree of the social burden compensated in some of the foreign countries by giving subsidy on General Revenue. The Committee feel that Railways can at least be compensated on this account by way of enhancing their budgetary support.

#### **Reply of the Government**

This has been referred to Ministry of Finance and Planning Commission for their views and consideration. Reply is awaited.

(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/6 dated 12-12-96)

#### **Recommendation (Para No. 43)**

The Committee note that there has been a decline in budgetary support to transport sector as a whole during the Eighth Five Year Plan. The Planning Commission during evidence stated that it is due to the thinking that this sector has a commercial orientation and can raise the sources through market borrowings and that the social sectors and poverty alleviation programmes which are wholly dependent on budgetary support be given higher priority. The Committee do not agree with this contention



of Planning Commission. The Railways are the lifeline of economy and is a utility service. They have also to bear social burdens. It cannot operate on commercial basis as Railways have a limited freedom to fix fares and freight rates. There is a need to urgently develop Railways in the interest of economic & social development. With decline in budgetary support, developmental lines have suffered the most and consequently expansion of Railways in undeveloped and remote areas have been very little. The Committee are of the firm view that this thinking of Planning Commission needs a change and it should treat the Railways as a tool for economic and social upgradation of undeveloped areas than a commercial enterprise as Railways generate large scale employment in the area where its projects are being taken up and link the remote areas to country's mainstream.

#### **Reply of the Government**

Ministry of Railways agree with this recommendation. During the last three years, Railways have borne social costs as under:

|         |                   |
|---------|-------------------|
| 1992-93 | Rs. 1548.50 crore |
| 1993-94 | Rs. 1216.50 crore |
| 1994-95 | Rs. 1215.64 crore |

The above recommendation is being referred to the Planning Commission for action.

(M/o. Rly. O.M. No. 96/BC-II/SCR/XI/6 dated 12.12.96.)

#### **Recommendation (Para No.44)**

The Committee desire that taking into account large scale employment the Railway projects generate and the development it heralds, the Planning Commission should link the development Railway Projects with some of their social schemes like Jawahar Rojgar Yojana (JRY), and Integrated Rural Development Plan (IRDP) and other Poverty alleviation schemes and funds be provided to Railway from these schemes.

#### **Reply of the Government**

Ministry of Railways has already raised this issue after the conclusion of the Budget (1996-97) discussions. However, in view of the recommendation made by the Committee the issue is again being referred to Planning Commission for its views.

(M/o. Rly. O.M. No. 96/BC-II/SCR/XI/6 dated 12.12.96.)

#### **Recommendation (Para No. 47)**

The Committee are concerned to note that even though Railways are more eco-friendly and fuel efficient than road transport yet the traffic mix has been changing in favour of road transport rather than the Railways. The market share of Indian Railways in the total surface transport in the country declined from 85% and 68% to 48% and 20% respectively in respect of freight and passenger traffic between 1950 and 1995. This is a disturbing trend which needs to be reversed. For this additional capacity

has to be created and Railway infrastructure strengthened. The Committee therefore recommend that more funds may be infused in Railways and budgetary support be substantially enhanced.

### **Reply of the Government**

Ministry of Railways accepts this recommendation. Since the budgetary support is provided by Planning Commission, the recommendation is being sent to Planning Commission.

*(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/6/dated 12-12-96)*

### **Comments of the Committee**

*(Please see Para 16 at the Report)*

NEW DELHI;  
June 3, 1997

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*Jyaishta 13, 1919 (Saka)*

BASUDEB ACHARIA,  
*Chairman,*  
*Standing Committee on Railways.*

## APPENDIX I

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

The Committee sat on Tuesday, the 3rd June, 1997 from 1100 hrs. to 1200 hrs. in Committee Room '62'. Parliament House, New Delhi.

#### PRESENT

Shri Basudeb Acharia—*Chairman*

#### MEMBERS

#### *Lok Sabha*

2. Shri Ram Naik
3. Shri Satya Deo Singh
4. Dr. Ramvilas Vedanti
5. Shri Priya Ranjan Das Munsi
6. Shri K.P. Singh Deo
7. Shri Chun Chun Prasad Yadav
8. Shri Raja Rangappa Naik
9. Shri Ram Singh Shakya
10. Shri K.P. Naidu
11. Shri Narayan G. Athawalay
12. Dr. Prabin Chandra Sarma
13. Shri E. Ahamed

#### *Rajya Sabha*

14. Shri Wasim Ahmad
15. Smt. Malti Sharma
16. Shri Rahas Bihari Barik
17. Dr. (Smt.) Chandrakala Pandey
18. Maulana Habibur Rehman Nomani

#### SECRETARIAT

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

The Committee considered the Draft 7th Report on Action Taken by the Government on the Recommendations/Observations contained in their First Report on the subject 'Budgetary Support to Railways' and adopted the same with certain amendments/modifications shown in Annexure.

2. Thereafter the Committee authorised the Chairman to finalise the Report after making consequential changes, if any, arising out of the factual verification by the Ministry of Railways or otherwise and present the same to both the Houses of Parliament.

*The Committee then adjourned.*

## ANNEXURE

### *Amendment/modifications made by the Standing Committee on Railways in the draft Report on Action Taken by the Government on the recommendations and observations contained in their First Report (1996-97) on Budgetary Support to Railways*

| S. No. | Page No. | Para No. | Lines No. | Amendment/Modification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------|----------|----------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.     | 2        | 3        | 4         | 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1.     | 1        | 3        | —         | Substitute the following for the existing para :—<br><br>— “The Committee are concerned to note that the Ministry of Railways did not even send the recommendations/observations of the Committee contained in paras 41.44 and 47 of the Report to the Planning Commission inspite of the fact that the Report was presented to both the Houses of Parliament on 12.9.96. The Committee desire the Ministry of Railways to take up the matter vigorously with the Planning commission under intimation to them. The Committee further desire that the final replies in respect of the recommendations contained in paras 41, 42, 43, 44 and 47 should be furnished to them expeditiously in consultation with the Planning Commission and the Ministry of Finance.” |
| 2.     | 4        | 10       | —         | Substitute the following for the existing para:—<br>“The Committee would like to know the details for the review made and changes envisaged in BOLT Scheme. The Committee are unhappy to note that no serious efforts have been made by the Ministry of Railways to make the BOLT Scheme investor friendly and pragmatic. Several Railway projects have already got delayed due to non-materialisation of Schemes under BOLT. The Committee would therefore like to know the action taken by Ministry of Railways to complete these projects expeditiously. They are of the firm view that all the projects included under BOLT but not taken up, should be included in Railways planned projects.”                                                                 |

| 1  | 2 | 3  | 4    | 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----|---|----|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3. | 5 | 13 | —    | <p>Substitute the following for the existing para:—</p> <p>“The Committee are unhappy with the reply given by the Ministry of Railways that “a reference to Planning Commission will be made for taking action in this regard”. The Committee had specifically asked the Ministry of Railways to prepare well defined plans/schemes for development of Railway in under-developed and remote areas including infrastructural backward areas by linking those schemes with the social schemes of the Government such as JRY, IRDP and other poverty alleviation schemes. The Committee take serious note of the manner in which the specific recommendation of the Committee has been dealt with by the Ministry. They, therefore, desire the Ministry of Railways and the Planning Commission to immediately draw a well defined plan for development of backward, remote, hilly and infrastructural backward areas for its inclusion in the Ninth Five Year Plan.</p> |
| 4. | 7 | 16 | 9.10 | <p>For ‘planned projects for network development’</p> <p>Read, projects as the Railways are the harbinger of development in the Country.’</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|    |   |    | 11   | Delete Substantially                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|    |   |    | 13   | For ‘the trend’ read ‘the present trend’                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## APPENDIX II

### *Analysis of Action taken by Government on the Recommendations Contained in the First Report of the Standing Committee on Railways (1996-97) (Eleventh Lok Sabha)*

|       |                                                                                                                                                |    |               |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------|----|---------------|
| (i)   | Total No. of recommendations                                                                                                                   | 12 | % of<br>total |
| (ii)  | Recommendations/Observations that have been accepted by Government<br>(vide Para Nos. 37, 38, 40 & 48)                                         | 4  | 33.33%        |
| (iii) | Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies<br>(vide Para 46)                     | 1  | 08.33%        |
| (iv)  | Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee<br>(vide Para Nos. 39 & 45) | 2  | 16.67%        |
| (v)   | Recommendations/Observations in respect of which final replies of Government are still awaited<br>(vide Para Nos. 41, 42, 43, 44 & 47)         | 5  | 41.67%        |