

8

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

ELEVENTH LOK SABHA

MINISTRY OF RAILWAYS

DEMANDS FOR GRANTS 1996-97

*[Action Taken by the Government on Recommendations/Observations
contained in the Fourth Report of the Standing Committee on Railway
on "Demands for Grants 1996-97" of Ministry of Railways]*

EIGHTH REPORT



सत्यमेव जयते

8.3657P LOK SABHA SECRETARIAT
NEW DELHI

N 6.8 ; 3 July, 1997/Asadha, 1919 (Saka)

EIGHTH REPORT
STANDING COMMITTEE ON RAILWAYS
(1996-97)

(ELEVENTH LOK SABHA)

MINISTRY OF RAILWAYS (RAILWAY BOARD)

DEMANDS FOR GRANTS (1996-97)

*[Action Taken by the Government on Recommendations/Observations
contained in the Fourth Report of the Standing Committee on Railways
on 'Demands for Grants 1996-97' of Ministry of Railways]*

Presented to Lok Sabha on...2..5...JUL 1997
Laid in Rajya Sabha on.....



LOK SABHA SECRETARIAT
NEW DELHI

July, 1997/Asadha, 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 Dharendra Agarwal
7. Shri Ashok Sharma
8. Dr. Sahebrao S. Bagul
9. Dr. Ramvilas Vedanti
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11. Shri Ashok Gehlot
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13. Shri K.P. Singh Deo
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24. Shri Narayan G. Athawalay
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26. Shri Ram Bahadur Singh
- @27. Shri Dinsha J. Patel
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Rajya Sabha

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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. Smt. Roli Srivastava — *Joint Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri Surinder N. Dargan — *Under Secretary*
4. Shri O.P. Shokeen — *Committee Officer*

@Nominated on 2.12.96 *vice* Shri Basant Singh Khalasa, who expired on 2.10.96.

*Nominated on 2.6.1997 *vice* Shri S.S. Surjewala ceased to be member w.e.f. 22.8.1996.

**Nominated on 31.12.96.

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (1996-97) having been authorised by the Committee to submit the Report on their behalf present this 8th Report on Action Taken by Government on the recommendations contained in the Fourth Report of the Standing Committee on Railways (1996-97) (Eleventh Lok Sabha) on 'Demands for Grants 1996-97' of the Ministry of Railways.

2. The Fourth Report was presented to Lok Sabha on 21 February, 1997. Replies of the Government to all the recommendations contained in the Report were received on 23rd May, 1997.

3. The replies of the Government were considered by the Committee on 14th July, 1997. The Committee considered and adopted the Report at their sitting held on 14th July, 1997.

4. An analysis of the Action Taken by the Government on recommendations contained in the Fourth Report of the Committee is given in Appendix II.

NEW DELHI;
14 July, 1997
23 Asadha, 1919 (Saka)

BASUDEB ACHARIA,
Chairman,
Standing Committee on Railways.

CHAPTER I

REPORT

This Report of the Standing Committee on Railways (1996-97) deals with action taken by the Government on the recommendations and observations contained in their Fourth Report on Ministry of Railways 'Demands for Grants—1996-97'. The Report was presented to Lok Sabha on 21st February, 1997.

2. Action Taken Notes have been received from the Government in respect of all the 24 recommendations/observations contained in the Report which have been categorized as follows:

- (i) Recommendations/Observations which have been accepted by the Government.

Para Nos. 1.51, 1.52, 1.53, 1.56, 1.57, 1.58, 1.59, 1.60, 1.62, 2.27, 2.33 & 2.34.

- (ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's reply.

Para No. 1.50.

- (iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee.

Para Nos. 1.54, 1.55, 1.61, 1.63, 1.64, 2.28, 2.29, 2.30, 2.31, 2.32 & 2.35.

- (iv) Recommendations/Observations in respect of which final replies of Government are still awaited.

Nil.

3. The Committee will now deal with action taken by the Government on some of their recommendations/observations.

Procurement of Covered Wagons

4. In para No. 1.51 of their Report, the Committee had found that there had 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 had desired the Railways to procure sufficient number of covered wagons so that in future there should be no unsatisfied demands due to shortage of covered wagons.

5. The Ministry of Railways, in their Action Taken reply have stated:

“The recommendation has been noted.”

6. From the reply furnished by the Ministry of Railways, the Committee find that while accepting their recommendation the Ministry have not elaborated the action taken by them in regard to procurement of the covered wagons so that in future there may not be any unsatisfied demands due to shortage of these wagons. The Committee would like to know the specific action taken by the Railways in this regard.

Transportation of Piecemeal Traffic by the Railways

7. The Committee had, in para 1.54 of their Report, observed 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. They had also observed that the traffic in ‘other goods’ which move in piecemeal were not encouraged by Railways. The Committee had expressed their view that Railways should not neglect this traffic apart from earning revenue, as the Railways are the safer mode of transport and also more fuel efficient and less polluting than road transport. The Committee had, therefore desired the Railways to make a study of ways and means to satisfy the demands of piecemeal traffic.

8. The Ministry of Railway have, in their Action Taken reply, stated:

“Railways are basically carriers of bulk and high volume traffic moving in train loads from one end to another. In view of the severe resource constraint to build up rolling stock and line capacity to desired extent, Indian Railways adopted the strategy of train

load operation with higher throughput for end-to-end running. With this strategy Railways have been able to improve its operating efficiency and increase its revenue loading from 195.9 million tonnes in 1980-81 to 390.57 million tonnes in 1995-96. As a result of its policy shift from piecemeal to train load operation, 'other goods' traffic shifted to road.

Nevertheless, INDIAN RAILWAYS have been conscious of the need to take appropriate measures to divert high-rated piecemeal traffic from road to rail. A major step taken in this direction is aggregation of this traffic and its movement in containers by the Container Corporation of India Ltd. (CONCOR) set up by the Ministry of Railways. CONCOR has been doing commendable work as a marketing arm of Indian Railways in providing multimodal container service to the customers at their doorstep. As a result of this strategy, the container traffic handled by CONCOR has increased from 402632 TEUs in 1994-95 to 594118 TEUs in 1995-96 registering a growth of 48%.

CONCOR has recently started running containerised full train loads between selected points like Tughlakabad-Chennai, Moradabad, Lucknow, Kanpur, Calcutta etc. on nominated days. Railways are also taking steps to tap the empty flows to improve its loading.

As a result of these steps the loading of 'other goods' has registered an improvement from 31.11 MT in 1993-94 to 35.66 MT in 1995-96. During April-January of current year, against prorata target of 28.15 MT loading of 'other goods' has been 29.31 MT".

9. After considering the reply of the Ministry of Railways, the Committee have come to a conclusion that the steps taken by Railways to divert high rated piecemeal traffic from road to rail are not at all satisfactory. There is a need to take some more innovative steps to make it more customer friendly. The Railway should attract the customers by improving the facilities of booking of cargo and making available sufficient number of wagons/containers so that the confidence of the customers with railway transportation for piecemeal traffic could be restored. The Committee further desire that Computerisation of freight transportation which may result in substantial augmentation of the Railway traffic, should be implemented at the earliest.

Working Expenditure of Railways

10. In para 1.55 of the Report, the Committee had found that there had been an increase in Railway Budgetary Estimates of Ordinary Working Expenses for 1996-97 by 12.8% against the Revised Estimates of 1995-96 on the one hand and on the other there had been savings on Ordinary Working Expenses in Actuals over Budget Estimates during the last 3 years use to adoption of cost control methods as detailed in the Action Plan. It appeared to the Committee that while preparing Budget Estimates, savings on these counts were not taken care of. The Committee had therefore desired 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.

11. The Ministry of Railways have, in their Action Taken reply, stated:

“For past few years, strict economy measures are being taken on the Railways alongwith control on staff expansions as a result of which actual expenditure in these years has shown savings and, accordingly, the Budget Estimates for the next years have to be lowered in the Revised Estimates. Most of these savings have emerged due to reduction in number of staff and better inventory management which may not fructify at the same level every year.

Normally, the Budget Estimate for Ordinary Working Expenses are made by providing for a moderate 12-13% increase over the Revised Estimates, consisting mainly of 3-4% for activity increase and 8-9% for cost escalations in fuel, material due to inflation as well as staff cost increase due to DA, increments, etc.”

The Budget Estimates are prepared sometime in December-January. But the Action Plan is decided after the Budget is passed. Thus it is not possible to estimate the savings on account of implementing the Action Plan. Whatever the savings are expected, these are accounted for in the Revised Estimates.

12. The Committee are not satisfied by the reply given by the Ministry of Railways. The Committee are of the firm view that enough exercise is not being done in Railway Board while preparing Budget Estimates of ordinary working expenses. It is

incomprehensible to the Committee as to why the Action Plan is decided only after the budget is passed and not therefore incorporated in the budget. It is more distressing to observe that there have been wide disparities in B.E. & R.E. in sub-heads of the Demands relating to steam locos every year thereby showing that reduction in expenditure due to phasing out of steam locos is not being incorporated appropriately. The Committee, therefore desire that the Budget Estimates of ordinary working expenses be prepared more realistically by taking into account all the factors which may have direct or indirect impact on Railway Budgeting.

Redeployment of Surplus Staff and filling up essential posts

13. Commenting on redeployment of surplus staff and filling up essential posts, the Committee had in para 1.56 of their Report, stated:

“Railways have prepared plan for reduction in manpower at the rate of 2% per year. The representatives of Railways had stated during evidence that there was a problem of redeploying 6715 surplus loco staff as on 1st April 1966 due to various reasons. Main difficulty in their suitable deployment was about the movement of staff. The Committee have also felt 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 full up essential posts from amongst the candidates who have received training in the Railways.”

14. The Ministry of Railways have, in their Action Taken reply *inter-alia* stated:

“In the Financial year 1995-96, 6527 staff constituting 46.7% of the surplus staff as on 1.4.95 have been redeployed. In the current Financial year upto 31.12.96, 10446 staff constituting 75% of the surplus staff as on 1.4.96 have been redeployed. In order to ensure that surplus staff are effectively redeployed, instructions have been issued to the Railways to accord highest priority in matters of redeployment of surplus staff.

As regards filling up of vacancies this is a continuous process. The vacancies are filled up through direct recruitment from open market, promotion of serving staff etc. Precedence is however, to be given to filling up of vacancies by recruiting casual labour/substitutes and redeployment of surplus staff over fresh recruitment. In this regard instructions have been reiterated recently in the Railways, to fill up the vacancies expeditiously.....”

15. The Committee are happy to note that the Railways are giving highest priority for redeployment of rendered surplus staff. They, however, desire to know the latest position of surplus staff awaiting redeployment and the action plan for providing gainful employment to them in consultation with the Unions. They also desire to know the breakup of total number of vacancies filled up so far by screening casual labour/substitutes of surplus staff and through fresh recruitment and absorption of apprentices.

Clearance of Backlog of BG and MG Coaches

16. Expressing their unhappiness over the POH arrears of coaches and wagons, the Committee had observed:

“In BG coaches and wagons itself, the overdue POH is of the order of 10% while no such information had been given for MG coaches and wagons. The Committee would like to had the information of MG 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.”

17. The Ministry of Railways have, in their Action Taken reply, stated:

“The position of overdue POH of coaches and wagons for the last six years is as under:

Year	Coaches	Wagons
91-92	7.89%	9.26%
92-93	6.92%	10.7%
93-94	6.91%	10.86%
94-95	8.59%	10.16%
95-96	10.26%	10.19%
96-97 (as on 1.1.97)	7.39%	7.53%

It would be seen from the above that the POH arrears during 1996-97 have come down and further efforts in this direction are continuing.

As regards MG rolling stock, the information with respect to overdue POH percentage of coaches and wagons is given below:

Year	Coaches	Wagons
92-93	4.42%	7.15%
93-94	4.37%	5.97%
94-95	3.46%	5.63%
95-96	4.08%	4.90%
96-97 (As on 1.1.97)	4.15%	5.42%

With the progressive increase in rate of conversion of track from MG to BG, difficulties are being faced in sending MG rolling stock for POH as these rolling stocks are getting locked up in isolated sections. However, efforts will continue to reduce overdue POH arrears of these stocks".

18. The Committee appreciate that the Railways have been able to reduce overdue POH arrears of coaches and wagons stocks substantially in 1996-97. The Committee, however, desire the Railways to intensify their efforts in this direction so that POH arrears could be further reduced to less then 5 per cent during 1997-98.

Need for improvement in the condition of coaches on branch lines

19. In Para 1.61 of the Report the Committee had opined that there was a need for improvement in day to day maintenance of coaches. The Committee had found that the condition of coaches especially on branch lines has been generally appalling. They had, therefore, desired 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.

20. The Ministry of Railways have, in their Action Taken reply, stated:

“Railways have launched a number of measures for improvement of day to day maintenance of coaches. Some of the steps taken are enumerated below:

Planned rake renovation on the basis of local condition survey,

Standardization of coach maintenance depot facilities and maintenance practices,

Refurbishing of coaches,

Quality audit of the maintenance depots and maintenance practices,

Regular inspections by officers and supervisors.

All efforts are being made to achieve sustained improvement in the quality of coach maintenance.”

21. The Committee had specifically recommended that steps should be taken to improve the condition of coaches in branch lines which are in a very bad shape. The Committee distress to note that the Ministry of Railways have not taken any action in this regard. The Committee take serious note of this fact. The Committee desire that a team of officers in each division should inspect the coaches in branch lines and report to the Committee division-wise about the number of coaches in which the basic amenities have been restored, number of coaches replaced and the number of coaches condemned etc.

Procurement Plan for Meter Gauge coaches

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

23. The Ministry of Railways have, in their Action Taken reply, stated:

“Railways share the concern of the Committee about the condition of the meter gauge coaches. Though some coaches running on MG are overdue, assessment of MG coaching stock requirement indicates that these will be gradually phased out with coaches released from gauge converted sections. Besides, about 200 MG coaches will be refurbished in 1997-98”.

24. The Committee are dissatisfied by the incomplete reply of the Government. The Committee would like to know the details of assessment of requirement of MG coaches and other rolling stock for the next five years *vis-a-vis* the number of coaches likely to be released during the same period from the gauge converted sections. The Committee would also like to be apprised of the shortfall of MG coaches, if any, found in the above assessment and the Railway's Plan to procure them.

Allocation for surveys

25. In Para 1.64 of this Report, the Committee had expressed their surprise to find that the Railways had planned to undertake 190 surveys during 1995-96 for new lines etc. against 40 surveys undertaken on a year before. An amount of Rs. 4.65 crores had 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 was incomprehensible to the Committee as to how all the 190 surveys would be completed with this meagre amount. The Committee had recommended 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.

26. The Ministry of Railways have, in their Action Taken reply, stated:

“Railways have planned to undertake 54 new surveys pertaining to new lines, gauge conversion and doublings etc. in the budget 97-98. The total number of surveys ongoing/new lines included in

the budget comes to 177 nos. as 47 surveys which are appearing in the Demand for Grants have already been completed and no funds have been provided in the year 97-98. Out of these 177 surveys, 67 surveys are getting spilled over beyond 97-98. 35 surveys have budget allotment of amount less than Rs. 50,000 each and some of these have already been completed and the funds have been provided for financial adjustments. The total funds allotted for surveys during 97-98 is Rs. 7.75 crore and the surveys as planned shall be completed during the year.

The Surveys carried out by the Railways aim to determine the developmental potential of the area so also the condition of backwardness and remoteness of the area.

As regards exhaustiveness of the surveys, it is pointed out that the first survey which may be a traffic survey, reconnaissance Engineering-cum-Traffic survey or Preliminary Engineering-cum-Traffic Survey determines the feasibility, alignment, obligatory points, extent of bridging and tunnelling involved, approximate cost, traffic potential and rate of return. This survey report help the Railways in taking the investment decision. Once a work is sanctioned we take up an exhaustive final location survey which goes into great details including geological, hydraulic, seismic conditions, exact alignment, location and waterways of individual bridges, preparation of longitudinal section and cross section and help in preparation of a fairly representative detailed estimate, as well as the exact demarcation of land required to be acquired."

27. The Committee *inter-alia* find from the reply of the Ministry that the surveys carried out by the Railways aim to determine the developmental potential of the area so also the condition of 'backwardness' and remoteness of the area. The Committee are totally dissatisfied with the reply of the Government. The Ministry of Railways had earlier admitted that 'backwardness' has not been defined in clear terms. The Committee are distressed to find that there is no interaction between the Ministry of Railways and the Planning Commission for defining the 'backwardness'. The Committee desire that there should be clear definition of 'backwardness' and thereafter the surveys for new lines in backward areas should be done in consultation with the Planning Commission so that a clear perspective of the developmental potential of the area and also the possibility of linking it with the developmental

programmes of the State Governments in the region can be worked out.

Expansion of Railway Network in Backward Areas

28. In Para 2.28 of the Report, the Committee had observed that the Railway Minister had, in his budget speech, accepted the responsibility for expanding Railway network in remote & backward areas. However, the Committee were constrained to note that no such well defined plan had been formulated by the Railways and placed before Planning Commission to get increased bugetary support. The Committee had therefore recommended 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.

29. The Ministry of Railways have, in their reply, stated:

“Ministry of Railways has been taking up New Line projects on the considerations, among others, of development of backward areas and to provide linkages to remote regions. The criteria followed for the construction of new lines are:

- project oriented lines to serve new industries for tapping mineral & other resources;
- missing links or alternative routes to relieve congestion on existing saturated routes;
- links required for strategic reasons; and
- lines for establishment of new growth centres or giving access to remote areas.

Out of a total of 52 New Line projects appearing in the Pink Book, 46 projects have been undertaken on considerations of development of backward areas and expanding rail network in remote regions.

It may be seen that the criteria adequately cover the requirements of development and opening up of new/remote areas. In view of this, a separate sub-plan for the development of backward and remote areas is not considered necessary at present”.

30. From the reply furnished by the Ministry of Railways the Committee find that the criteria followed by the Ministry for

construction of new lines does not spell out the formulation of plan for development of backward/remote areas. From the criteria laid down it is also not possible to systematically priorities the projects which could be taken up and completed in time bound frame. The Committee therefore strongly recommend that a subplan for development of backward areas be formulated immediately in association with Planning Commission.

Funds for Track Renewals

31. In Para 2.29 of the Report, the Committee had found that the Railways would not be able to achieve the objective of Eighth Five Year Plan in track renewals. At the end of the Plan, the Railways would 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 operation, the Committee had desired the Railways to make available more funds for track renewals so as to wipe out the arrears in track renewal.

32. The Ministry of Railways have, in their Action Taken reply, stated:

“The allocation to the various plan Heads is done on the basis of the relative priority of the Plan Head and the total funds available.

In the approved VIII Plan a total of Rs. 4500 crores was approved for Track Renewal as against Rs. 7840 crores required for wiping out the track renewal arrears. The actual expenditure on Track Renewals in VIII Plan has been as under:

(Rs. in crore)

1992-93	1063
1993-94	970
1994-95	1024
1995-96	1150
1996-97 (R.E.)	1128
	5335

The total expenditure on track renewals in the VIII Plan had been less than the total funds required; hence the carry forward of track renewals into the IX Plan. Railways would however make every endeavour to increase the outlay for track renewals within the overall resources availability”.

33. The Committee find that the Railway have not been able to meet the target to wipe out the backlog for track renewals due to shortage of funds. As track renewals are essential for safety of train operations and smooth flow of traffic, the Committee strongly recommend that it should be the foremost priorities of the Railways. They, therefore, reiterate their earlier recommendation that outlay for track renewals be substantially increased so as to wipe out the backlog in track renewals in the 9th Five Year Plan.

Study on Impact of Gauge Conversion

34. In Para 2.30 of the Report, the Committee had found that the Railways would 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 were constrained to note that no such study has been made by the Railways so far. The Committee had, therefore, desired the Railways to make the required study immediately and furnish details to them.

35. The Ministry of Railways have, in their Action Taken reply, stated:

“It is anticipated that conversions will result in better utilisation of BG rolling stock by improving turn-round due to elimination of transshipment time losses and availability of alternative and in some cases, even shorter routes. BG rolling stock will be suitably augmented by using the funds earlier earmarked for procurement of MG rolling stock”.

The alternative routes already developed are as under:

- (i) Bombay-Bangalore-Mysore *via* Hubli
- (ii) Hospet-Bellary-Chitradurg-Birur

- (iii) Mathura-Alwar-Rewari-Bhatinda
- (iv) Burhwal-Sitapur
- (v) Allahabad-Varanasi
- (vi) Manmad-Vikarabad *via* Parli
- (vii) Moradabad-Lalkuan-Kathgodam
- (viii) Delhi-Ahmedabad
- (ix) Kotkapura-Fazilka
- (x) Aunrihar-Chhapra
- (xi) Muzaffarpur-Raxaul
- (xii) Karur-Dindigul-Madurai Maniyachchi
- (xiii) Salem-Bangalore
- (xiv) Guntur-Guntakal

A Calendar showing the total sections completed so far and those programmed for completion in 1996-97 are enclosed as Annexure-I.

Conversion of each route straightaway increases the carrying capacity for freight trains by two and a half times and the passenger carrying capacity by two time based on the average carrying capacity of BG trains *vis a vis* MG trains. In addition owing to faster speeds, more paths are possible on broad gauge further increasing the capacity. Routewise details have not been worked out so far. However, the Railway have now been asked to work out the details Routewise and these would be put up as soon as possible.

The following ports will get linked by Broad Gauge on completion of the first phase of the Action Plan:

1. Marmagoa
2. Mangalore (to the hinterland cities of Bangalore and Mysore)
3. Tuticorin
4. Kandla (to Bhatinda/Delhi by direct route)

5. As regards the Impact of the large scale gauge conversion on rail traffic the position is as under:

While the real impact of the large scale gauge conversion taken up will be evident after the major alternative routes listed in para 9 above are established by completion of the gauge conversion works and the traffic pattern stabilises, which usually takes a year or two after establishment of the routes, the impact has already been felt in areas where gauge conversion has provided new connections. On the development front, the rapid industrial development which has taken place in Baramati and Aurangabad after the coming of BG is an example.

On Bangalore-Mysore section, the traffic earnings have gone up by 17 times and earnings from goods traffic, by 4184%. Passenger traffic has also increased by 2.4% after gauge conversion.

On Jodhpur-Jaisalmer section, traffic has gone up by over 300% since gauge conversion was completed.

The impact of gauge conversion on traffic will become clearly evident a couple of years after the route are converted and completed. The position of the various important routes which would become available after gauge conversion is discussed below.

The Delhi-Ahmedabad route, the most important route taken up for conversion, has just been completed. Now through traffic between Ahmedabad and Delhi will start moving on this line and the impact will be felt in the coming months.

The Guwahati-Tinsukia/Dibrugarh-Lekhapani route would also be completed in this financial year. This route will meet the needs of the expansion of Digboi Refinery, the new Numaligarh Refinery and will also transport coal from Lido/Lekhapani. The impact of gauge conversion of this line would be felt once the conversion is completed and the refineries also come up with the projected production.

The Guntur-Guntakal route has been opened from Guntur to Nandyal. Here too, the route would be completed in this financial year and through traffic would start flowing from Guntur to Guntakal/Hubli/Goa thereafter and the impact would only be felt at that stage.

Secunderabad/Dronachellam-Guntakal-Bangalore route is also only partially complete and is expected to be ready by Dec'97. The impact will become evident thereafter.

Kandla-Bhatinda route is proposed to be made available by gauge conversion of Viramgam-Mehsana, Mehasana-Marwar, Marwar-Jodhpur and the already converted route from Jodhpur to Bikaner. The work on this route would be completed only in Dec'97 and the traffic impact can only be seen thereafter.

As far the Hubli-Hospet-Goa and Miraj-Londa route, conversion of Castle rock-Goa section would be completed later this month and the traffic on these routes would get established in about a year's time after which the impact would become evident.

Gondia-Chandafort-route is also partially completed and the impact would become evident only after completion of the route, slated for December, 1997.

Madras Trichy-Tuticorin on this route, the section from Tambaram to Dindigul is still to be converted, as such, the impact on traffic cannot be known at present. On Trichy-Tuticorin section traffic has gone up as the wagon bringing foodgrains to Kerala now move *via* Nagarcoil and serve fertilisers and cement factories in the area.

Bangalore-Hubli section was completed last year, the traffic has not yet shown any significant increase, but it is anticipated that with the completion of the conversion upto Goa, the traffic on this route would also grow. Further the alternative north-south route *via* Dharmavaram is getting saturated and considerable traffic will have to be diverted on this route, of course the exact impact will be known thereafter.

Allahabad-Varanasi-Chhapra-Aunrihar route—this route has just been completed and the traffic is now building up. The impact would be known after sometime.

Besides the above routes, a few link lines and isolated fingers have also been converted. However, the traffic impact on these lines has yet to be studied.

From the above, it will be seen that most of the important routes already taken up would stand converted in 1996-97 and 1997-98. The traffic on these routes is expected to stabilise about a year thereafter and it would be appropriate to carry out traffic appraisals thereafter.

92-93

Completed Section	Kms	Zone	State
Delhi-Rewari	83	NR	Haryana/Delhi
Laigarh-Merta Rd	177	NR	Rajasthan
Laigarh-Kolayat	47	NR	Rajasthan
Sawaimadhopur-Jaipur	125	WR	Rajasthan
Nadiad-Kapadvanj	45	WR	Gujarat
Bangalore-Tumkur	59	SR	Karnataka
Mysore-Bangalore	138	SR	Karnataka
Dindigul-Tuticorin	196	SR	Tamil Nadu
Bangalore-Yellahanka	12	SR	Karnataka
Guntur-Narsaraopet	46	SCR	AP
Bellary-Rayadurg	54	SCR	AP/Kar.
Aurangabad-Jalna	64	SCR	Maharashtra
Parbhani-Parlivaijnath	63	SCR	Maharashtra
Burhwal-Mehmoodabad	38	NER	UP
Kotkapur-Fazilka	80	NR	Punjab
Lucknow-Kanpur	59	NR	UP
Mankapur-Katra	30	NER	UP
Purulia-Kotshila	35	SER	WB
1351			

93-94

Bhatinda-Hissar	157	NR	Haryana/Pb.
Jaipur-Phulera	55	WR	Rajasthan
Phulera-Jodhpur	261	NR	Rajasthan
Tumkur-Arasikere	101	SR	Karnataka
Arasikere-Chickjajur	114	SR	Karnataka
Narsaraopet-Donakonda	75	SCR	AP
Secunderabad-Mehboobnagar	127	SCR	AP
Madras-Tambaram	27	SR	TN
Chickjajur-Chitradurg	16	SR	Karnataka
Jalna-Parbhani	116	SCR	Maharashtra
Gondia-Arjuni	82	SER	Maharashtra
Secunderabad-Bolarum	14	SCR	AP

Completed Section	Kms	Zone	State
Allahabad-Varanasi	126	NER	UP
Guwahati-Lumding	181	NFR	Assam
Mehmoodabad-Sitapur	60	NER	UP
Merta Rd-Merta City	15	NR	Rajasthan
Daund-Baramati	42	CR	Maharashtra
Lalkuan-Kathgodam	29	NER	UP
Patel Nagar-Sarai	3	NR	Delhi
Durgapur-Jaipur	8	WR	Rajasthan
Mysore-Ashok Puram	5	SR	Karnataka
Lucknow-Manaknagar	5	NER	UP
			1619

94-95

Hissar-Rewari	143	NR	Haryana
Phulera-Ajmer	81	WR	Rajasthan
Rewari-Jaipur	225	WR	Rajasthan
Mehsana-Khodiyar	52	WR	Gujarat
Delhi Cantt-DLI/NDLS	14	NR	Delhi
Jodhpur-Jaisalmer	295	NR	Rajasthan
Chickjajur-Harihar	60	SR	Karnataka
Harihar-Hubli	129	SR	Karnataka
Hubli-Londa	93	SCR	Karnataka
Londa-Miraj	188	SCR	Karnataka
Birur-Shimoga	63	SR	Karnataka
Hubli-Gadag-Hariapur	78	SCR	Karnataka
Alnavar-Amedwadi	26	SCR	Karnataka
Donakonda-Giddalur	84	SCR	AP
Chickjajur-Chitradurg	18	SR	Karnataka
Parbhani-Purna	29	SCR	Maharashtra
Purna-Nanded	32	SCR	Maharashtra
Arjuni-Wadsa	23	SER	Maharashtra
Muzaffarpur-Raxaul	129	NER	Bihar
Lumding-Nailalung	22	NFR	Assam
Chapermukh-Haibergaon	21	NFR	Assam

Completed Section	Kms	Zone	State
95-96			
Hariapur-Hospet	67	SCR	Karnataka
Hospet-Swamahalli	60	SCR	Karnataka
Londa-Castlerock	25	SCR	Karnataka
Mudkhed-Nanded	23	SCR	AP
Nailalung-Dimapur	38	NFR	Assam
Yellahanka-Chickballapur	46	SR	Karnataka
Makrana-Prabatsar	21	WR	Rajasthan
Samastipur-Darbhanga	37	NER	Bihar
Giddalur-Nandyal	69	SCR	AP
Gunda Rd-Kottur	50	SCR	Karnataka
Aunrihar-Chhapra	171	NER	UP
Yeshwantpur-Salem	46	SR	Kar/TN
Chhindwara-Parasia	28	CR	MP
Dimapur-Furkating	70	NFR	Assam
Guwahati-Kamakhya	7	NFR	Assam
	758		
96-97			
Wadsa-Nagbir	28	SER	Maharashtra
Arasikere-Hassan	47	Sr	Karnataka
Hossur-Salem	151	SR	TN
Mau-Shahganj	99	NER	UP
Hassan-Holenarsipur	30	SR	Karnataka
Mehsana-Marwar-Ajmer	423	WR	Rajasthan
Sagauli-Narkatiaganj	59	NER	Bihar
Castle Rock-Vasco	87	SCR	Goa
Total	924		
Works in progress			
Guntakal-Nandyal	136	SCR	AP
Tinsukia-Lakhapani	63	NFR	Assam
Bangarpet-Kolar	18	SR	Karnataka
Furkaling-Tinsukia	193	NFR	Assam
Tinsukia-Dibrugarh	48	NFR	Assam
	458		
	1382		

36. The Committee are not convinced by the reply of Government that since most of the important routes already taken up would stand converted in Broad Gauge in 1996-97 and 1997-98 and traffic on these routes expected to stabilise within a year or two, it would be appropriate to carry out traffic appraisals thereafter. However, they find that during the period 1992—96 gauge conversion of about 75 sections have been completed. The Committee are unable to understand as to why the study of traffic on these 75 sections which were completed more than 2 years back can not be done. They, therefore reiterate their earlier recommendation that Railways should make a Study of impact of traffic on all these 75 converted routes completed expeditiously and furnish the details of Study to this Committee.

Scrap Holding

37. In para 2.31 the Committee have found that earnings from scrap disposal constitute a major source of funds for financing planned projects by Railways. However, the Committee were distressed to find that no record of Scrap holding was being kept in each division of the Railways. There also has been a large scale pilferage in scrap disposal. The Committee has, therefore, desired the Railways to 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.

38. The Ministry of Railways have, in their Action Taken reply stated:

“With the reduction of Government’s support to the Railways plan head expenditures and other financial constraints faced by the Railways, Scrap Disposal has been identified as one of the high priority area in the recent years for generating internal resources for supplementing the Railway finances.

Generation and disposal of scrap on the Railways and Production Units is a continuous process. Various scrap materials like melting scrap, released tract material including rails, condemned rolling stock, released materials from redundant sidings etc., generated on the Railways are collected at convenient locations and disposed off through auction/tender sales. Delivery of scrap materials sold is supervised by Stores, Accounts and RPF deptt. personnel and only the quantity sold as per auction details is delivered. All Activities related to scrap disposal are closely monitored to ensure

that the scrap is not allowed to accumulate and disposal is prompt. The Railways' dispose of scrap materials from the selected depots and convenient points alongside the Railway line etc. and records are kept in depot/division and the progress of its disposal is monitored at Hqrs. level.

As a result of continuous concerted efforts made by all Zonal Railways and Production Units, Indian Railways have recorded the highest ever sale of scrap of Rs. 1018 crores in 1995-96 up from Rs. 410 crores in 1990-91.

The Sale of scrap during the last five years *vis-a-vis* target fixed by Board has been as under:

(Rs. in crores)

Year	Target	Actual Sales
1991-92	468	540
1992-93	671	679
1993-94	750	850
1994-95	965	1017
1995-96	1100	1018

With a view to maximise the sale of scrap a Management Group has also been set up headed by Addl. Member (Stores) in Railway Board, Addl. General Managers at Zonal Hqrs., and Addl. Divisional Railway Managers at Divisional Level to closely monitor the progress of scrap disposal and ensure the scrap is not allowed of accumulate at any time and the disposal is prompt.

The number of cases of pilferage of railway scrap over Indian Railways during the year 1995-96 is as under:

Year	No. of cases		Value of property		Arrest
	Refg.	Detected	Stolen	Recovered	
1995-96	356	278	26,78,580	21,14,168	582

It would be seen from the table given above that out of 356 cases of theft registered during 1995-96, 278 cases were detected and

Railway property worth Rs. 21.14 lakh was recovered out of Rs. 26.78 lakhs. However, efforts are continue to plug the pilferage on scrap disposal by tightening the security arrangements on the Railways".

39. The Committee find that the Railways how are supposed to maintain proper records of scrap disposal in depots/divisions have failed to give correct account of the record of stocks (item-wise) of scrap lying in various depots/divisions. The Committee take serious note of this fact. They therefore reiterate their earlier recommendation that the Railways should undertake a drive to find out the quantity of scrap lying in various depots/divisions and furnish the details thereof to them within three months.

Funds for doubling of Railway lines

40. In Para 2.32 of the Report, the Committee had expressed their unhappiness 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 had recommended for more allocation of funds for this plan head.

41. The Ministry of Railways have, in their Action Taken reply, stated:

"The allocation to the various Plan Heads is done on the basis of the relative priority of the plan head and the total funds available.

In the approved VIII Plan a total of Rs. 600 crores was approved for Doubling. The actual expenditure on Doubling in VIII Plan has been as under:

	(Rs. in crores)
1992-93	213
1993-94	232
1994-95	206
1995-96	218
1996-97 (RE)	202
	1071

It would be seen that the total expenditure on doubling in the VIII Plan had been more than the approved outlay. It may also be seen that there is no drastic reduction in the allocation for doubling of Railway Lines. However, Railways would make every endeavour to increase the outlay for doubling”.

42. From the reply of the Government it is observed that there has been decline in actual expenditure on doublings during the last 3 years. In 1996-97, the expenditure has been reduced to Rs. 202 crores from Rs. 218 crores spent in 1995-96. The Committee take serious note of inefficiency of the Railways for not allocating sufficient funds for doubling. The Committee, therefore reiterate their recommendation that more allocation of funds be made under this plan head.

Research and Development

43. In Para 2.35 of the Report, the Committee were dismayed to find non-utilisation of funds for Railway Research during 1995-96 which reflects the non-seriousness of Railways to strengthen their Research and Development system. The Committee had, therefore, recommended 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.

44. The Ministry of Railways have, in their Action Taken reply, stated:

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

RDSO has undertaken a drive to set up Technology Development Groups with involvement of Institutes of Learning to enhance the knowledge base in identified areas of Railway interest. These

Technology Development Groups are in various stages of completion and are expected to start delivering results in a year or two. Some of these groups are :

1. Improvement in coaching interiors, with IIT/Kanpur.
2. Development of thermal imaging technology, with Centre for Development of Advanced Computing.
3. Development of ventilation inside EMU's, with IIT/Bombay.
4. Development of roof mounted AC package units using environmental friendly refrigerants, with IIT/Kanpur.
5. Development of artificial intelligence technology for diesel engine performance simulation and later extension to condition monitoring of assets, with IIT/Kanpur.
6. Improvement in bridge technology, with University of Roorkee.
7. Improvement in elastic fastening of track, with IIT/Delhi.
8. Improvement in manufacturing technology of pre-stressed concrete sleepers for main lines and tun-cuts, with IIT/Kanpur.
9. Development of track machines, with IIT/Kanpur and University of Roorkee.
10. Development of synchronised digital hierarchy for microwave and optical fibres, with IIT/Kanpur.
11. Reinforced earth construction with geo-grids for rehabilitation of weak formations, steep slope construction and erosion control, with IIT/Delhi.

As regards incentives, awards are given to staff by DG/RDSO and Railway Board in recognition of good work".

45. The Committee are not at all convinced with the reply of Railways. The Railways should take concrete steps to ensure full utilisation of funds for Research and Development. The Committee

also find that RDSO has undertaken a drive to set up Technology Development Groups with involvement of institutes of learning to take up specific R & D projects. The Committee would like to know the progress of these Groups and the results achieved so far. They would also like to know the details of awards given to staff by RDSO for doing commendable research work during the last 3 years. The Committee further desire that the Status of RDSO like other Research Organisations under Government should also be decided without any delay.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Para No. 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.

Reply of the Government

The recommendation has been noted.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Comments of the Committee

Pl. *see* para 6 of Chapter I of the Report.

Recommendation (Para No. 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.

Reply of the Government

The targets of loading and the rolling stock are evolved keeping in view the growth prospects and the emerging demands of transportation of bulk items for which the concerned Ministries, consumer industries and Planning Commission are consulted. These are also made consistent with the growth rate envisaged during a five year plan. The short-term economic situation which is relevant for the railways in the instant case includes the trends in production and imports of bulk items. They directly culminate into freight traffic offerings. Whenever necessary, building up of such trends results into revision of targets for individual commodities. Railways monitor medium-term economic trends also to effect modifications in the procurement of rolling stock accordingly.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Recommendation (Para No. 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.

Reply of the Government

Action Taken Notes on Recommendations of the Rajya Sabha Committee have already been sent to the Rajya Sabha Secretariat in Aug. 1996. The question of the 6 items which were earlier being given as free supply was examined in detail. Out of the 6 items, two items have been retained as free supply and another two items are being

procured by the Railways on behalf of the wagon builders. Thus only two items have been off-loaded to the wagon builders where the manufacturing capacity is more than requirement. The position will be watched closely to see the effectiveness of the policy, so as to take suitable corrective action if found necessary.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Recommendation (Para No. 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 1st April, 1996 due to various reasons. Main difficulty in their suitable 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.

Reply of the Government

In the financial year 1995-96, 6527 staff constituting 46.7% of the surplus staff as on 1.4.95 have been redeployed. In the current financial year upto 31.12.96, 10446 staff constituting 75% of the surplus staff as on 1.4.96 have been redeployed. In order to ensure that surplus staff are effectively redeployed, instructions have been issued to the Railways to accord highest priority in matters of redeployment of surplus staff.

As regards filling up of vacancies this is a continuous process. The vacancies are filled up through direct recruitment from open market, promotion of serving staff etc. Precedence is however, to be given to filling up of vacancies by screening casual labour/substitutes and redeployment of surplus staff over fresh recruitment. In this regard instructions have been reiterated recently to the Railways, to fill up the vacancies expeditiously.

In so far as the Committee's recommendations relating to formulation of a voluntary retirement scheme is concerned it is stated that the Ministry of Railways being a part of the overall Central Government establishment cannot take a decision on its own. However the 5th Central Pay Commission have considered the matter and have recommended a Voluntary Retirement Scheme specially for the surplus staff. These recommendations are under consideration of the "Empowered Committee of Secretaries" who would be submitting their recommendations to the Government and decision taken on this issue would be implemented by the Ministry of Railways as well.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Comments of the Committee

Pl. *see* para 15 of Chapter I of the Report.

Recommendation (Para No. 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 in advanced countries were not available with the Ministry of Railways, the Committee find that in diesel energy 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 concrete efforts for reduction of fuel consumption.

Reply of the Government (In regard to diesel traction)

Indian Railways have been making continued efforts to save HSD oil used on diesel locos as a result of which specific fuel consumption per 1000 GTKM has reduced as detailed below:

Specific Fuel Consumption/1000 GTKM

Year	Passenger & Prop of mixed	Goods & Prop of mixed
94-95	5.34	3.26
95-96	5.17	3.23
% improvement	3.18	0.92

With in-house R&D efforts a fuel efficient kit was developed for diesel locos. Till Feb. '97, 450 such fuel efficient diesel locos have been inducted into service. All new locos and rebuilt locos are being fitted with fuel efficient kits. These fuel efficient locos save about 5% HSD oil as compared to normal locos.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Recommendations (Para Nos. 1.57 & 1.58)

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 energy 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 concrete efforts for reduction of fuel consumption.

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.

Reply of the Government (In regard to electric traction)

Following steps have been taken by the Railways to reduce electric traction energy consumption:

- (i) Installation of shunt capacitor banks at traction sub-stations.
- (ii) Switching off stand by traction transformers.
- (iii) Introduction 3-phase drive systems for electric locomotives and electric multiple units with regeneration facility.
- (iv) Switching off locomotives idling in yards.

- (v) Provision of Wheel flange lubrications on some of the locos for trials and evaluation.
- (vi) Monitoring driving techniques to ensure maximum coasting with the aid of coasting boards in case of EMUs.
- (vii) Training of drivers on locomotive simulators.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Recommendation (Para No. 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.

Reply of the Government (In regard to diesel locos)

Education of drivers is an important part of energy conservation drive on Indian Railways. The diesel loco simulators is being used extensively to improve driving skill of the drivers. In addition the following measures are taken:

- (i) Diesel loco inspectors are deployed to regularly monitor and educate drivers.
- (ii) Railways observe energy conservation week every year wherein workshops are held to inculcate awareness of better driving techniques.
- (iii) Regular refresher courses are conducted for drivers to update their knowledge in this area.

As a result of these efforts, the specific fuel consumption on diesel locos is consistently reducing.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG. dated 23.5.97]

Recommendation (Para No. 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.

Reply of the Government
(In regard to Electric locos)

All out efforts are being made to reduce number of locos overdue POH. Percentage of overdue POH is expected to be reduced from 148 locos of as on 31.3.96 to 116 locos as on 31.3.97.

In order to increase the capacity for POH further following works are being undertaken:

- | | |
|--|--|
| (i) Parambur Loco Works-
Conversion for under-
taking POH of BG AC
Electric Locos
Phase II | Capacity is being
increased from 36 to
72 locos per annum. |
| (ii) Dahod—Electric Loco-
motive POH/rehabili-
tation facilities | Facilities are being
set up for POH/
rehabilitation of
54 locos per annum |
| (iii) Busaval—Repair
facilities for AC
Electric Loco
Transformer | Capacity is being
increased from 120
locos to 144 locos
per annum |

It is expected that the position of overdue POH will improve substantially with the completion of the above works. Additional facilities will be planned, if required after review.

[M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG, dated 23.5.97]

Reply of the Government
(In regard to diesel locos)

As on 1.2.97, 36 MG and 14 BG Diesel locos were running overdue POH which is 5.3% and 0.5% of their holding respectively.

The running of overdue POH MG locos has been caused as a result of gauge conversion and isolation of 2 POH workshops (Ajmer on W. Rly. and Golden Rock on S. Rly.) from N.E. and N.F. Railways.

However, work for creation of Metre Gauge loco POH facilities at Izatnagar workshop of N.E. Rly. has been sanctioned during 97-98 which will help to liquidate the arrears of Metre Gauge loco POH.

As regards BG locos, small percentage of locos are running overdue POH due to bunching of POH arisings on some Railways. However, this backlog is likely to be liquidated in the coming months.

(M/o Rlys. O.M. 96/BC-II/SCR/XI/14 DFG, dated 23.5.97)

Recommendation (Para No. 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 MG 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.

Reply of the Government

The position of overdue POH of coaches and wagons for the last six years is as under:

Year	Coaches	Wagons
91-92	7.89%	9.26%
92-93	6.92%	10.7%
93-94	6.91%	10.86%
94-95	8.59%	10.16%
95-96	10.26%	10.19%
96-97 (As on 1.1.97)	7.39%	7.53%

It would be seen from the above that the POH arrears during 1996-97 have come down and further efforts in this direction are continuing.

As regards MG rolling stock, the information with respect to overdue POH percentage of coaches and wagons is given below:

Year	Coaches	Wagons
92-93	4.42%	7.15%
93-94	4.37%	5.97%
94-95	3.46%	5.63%
95-96	4.08%	4.90%
96-97 (As on 1.1.97)	4.15%	5.42%

With the progressive increase in rate of conversion of track from MG to BG, difficulties are being faced in sending MG rolling stock for POH as these rolling stocks are getting locked up in isolated sections. However, efforts will continue to reduce overdue POH arrears of these stocks.

(M/o Rlys., O.M. No. 96/BC/SCR/XI/14/DFG, dated 23.5.97)

Comments of the Committee

Please *see* para 18 of Chapter I of the Report.

Recommendation (Para No. 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 number of overaged coaches in operation on Railways. The overaged coaches in operation were 1714 as on 31 March, 1995. The Committee desires that procurement of coaches be speeded up and all overaged coaches be withdrawn from operation.

Reply of the Government

There is a constant endeavour on part of Railway to replace overaged coaches in a phased manner within availability of resources. More than 2000 new coaches are planned to be added during 1997-98.

(M/o Rlys., O.M. No. 96/BC-II/SCR/XI/14/DFG, dated 23.5.97)

Recommendation (Para No. 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.

Reply of the Government

Ministry of Railways is making all out efforts to get enhanced Budgetary Support. Due to the efforts made by Ministry of Railways, Budgetary Support for 1996-97 which was originally at Rs. 1269 crore has been increased to Rs. 1439 crores. Ministry of Railways would continue to make efforts to get more budgetary support in the future.

All out efforts are also being made by the Ministry of Railways to improve efficiency of operations, reduce costs wherever feasible, go in for fuel efficient locomotives, etc. to increase Internal Generation of resources as far as possible. Major savings in costs have also been achieved by effecting manpower reductions to the maximum extent feasible. As a result of the implementation of these measures Internal Generation in 1996-97 is expected to be Rs. 4401 crores as against Rs. 4110 crores in 1995-96, despite the fact that Rs. 1000 crores were earmarked for implementation of the recommendations of the Fifth Pay Commission.

(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14/DFG Dated 23.5.97)

Recommendation (Para No. 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.

Reply of the Government

In 1996-97 revised estimates, a total allocation of Rs. 4215 crores has been made to the Plan Head Rolling Stock as against an expenditure of Rs. 2537 crores in 1995-96, which would be financed as under :

(Rs. in crores)	
Internal Generation	1893
Market Borrowing	1930
BOLT	160
OYWS	232
	4215

It is assured that the Rolling Stock acquisition would not be affected due to shortage of funds in 1996-97.

(M/o Rlys., O.M. No. 96/BC-II/SCR/XI/14/DFG, dated 23.5.97)

Recommendation (Para No. 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.

Reply of the Government

Due care has been taken by the Ministry in framing the plan in advance for taking up works of bridges during this year's 'Works Programme'. With a view to utilising the funds to the maximum extent 34 New Works have been included in the Works Programme of 1997-98.

(M/o Rlys., O.M. No. 96/BC-II/SCR/XI/14/DFG, dated 23.5.97)

CHAPTER III

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

Recommendation (Para No. 1.50)

The Committee note that one of the main functions of the Standing Committee is to examine the Demands for Grants of the respective Ministries and make report thereon to both the Houses of Parliament. For this purpose both, the Lok Sabha and the Rajya Sabha adjourn after the presentation of 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.

Action Taken Note

Noted. It is, however, submitted that the Railway Budget is presented, considered and passed in Parliament as per the decision taken by the Business Advisory Committee of the Parliament. The Railway Budget for 1996-97 was passed as per the decision taken by the Business Advisory Committee.

(M/o Rlys., O.M. No. 96/BC-II/SCR/XI/14/DFG, dated 23.5.97)

CHAPTER IV

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

Recommendation (Para No. 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.

Reply of the Government

Railways are basically carriers of bulk and high volume traffic moving in train loads from one end to another. In view of the severe resource constraint to build up rolling stock and line capacity to desired extent; IR adopted the strategy of train load operation with higher throughput for end-to-end running. With this strategy Railways have been able to improve its operation efficiency and increase its revenue loading from 195.9 million tonnes in 1980-81 to 390.57 million tonnes in 1995-96. As a result of its policy shift from piecemeal to train load operation, 'other goods' traffic shifted to road.

Nevertheless, IR have been conscious of the need to take appropriate measures to divert high-rated piecemeal traffic from road to rail. A major step taken in this direction is aggregation of this traffic and its movement in containers by the Container Corporation of India Ltd. (CONCOR) set up by the Ministry of Railways. CONCOR has been doing commendable work as a marketing arm of IR in

providing multimodal container service to the customers at their doorstep. As a result of this strategy, the container traffic handled by CONCOR has increased from 402632 TEUs in 1994-95 to 594118 TEUs in 1995-96 registering a growth of 48%.

CONCOR has recently started running containerised full train loads between selected points like Tughlakabad-Chennai, Moradabad, Lucknow, Kanpur, Calcutta etc. on nominated days. Railways are also taking steps to tap the empty flows to improve its loading.

As a result of these steps the loading of 'other goods' has registered an improvement from 31.11 MT in 1993-94 to 35.66 MT in 1995-96. During April-January of current year, against prorata target of 28.15 MT, loading of 'other goods' has been 29.31 MT.

(Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG, dated 23.5.97)

Comments of the Committee

Please see para 9 of Chapter I of the Report.

Recommendation (Para No. 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 hold fix lower estimates of ordinary working expenditure and also the target of savings to be achieved under various heads of Action Plan.

Reply of the Government

For past few years, strict economy measures are being taken on the Railways along with control on staff expansions as a result of which actual expenditure in these years has shown savings and, accordingly, the Budget Estimates for the next years are to be lowered in the Revised Estimates. Most of these savings have emerged due to reduction in No. of staff and better inventory management which may not fructify at the same level every year.

Normally, the Budget Estimate for Ordinary Working Expenses are made by providing for a moderate 12-13% increase over the Revised Estimates, consisting mainly of 3-4% for activity increase and 8-9% for cost escalation in fuel, material due to inflation as well as staff cost increases due to DA, increments, etc.

The Budget Estimates are prepared sometime in December/January. But the Action Plan is decided after the Budget is passed. Thus it is not possible to estimate the savings on account of implementing the Action Plan. Whatever the savings are expected, these are accounted for in the Revised Estimates.

(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG, dated 23.5.97)

Comments of the Committee

Please *see* para 12 of Chapter I of the Report.

Recommendation (Para No. 1.61)

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

Reply of the Government

Railways have launched a number of measures for improvement of day to day maintenance of coaches. Some of the steps taken are enumerated bellow:

- Planned rake renovation on the basis of local condition survey;
- Standardisation of coach maintenance depot facilities and maintenance practices;
- Refurbishing of coaches;
- Quality audit of the maintenance deposits and maintenance practices;
- Regular inspections by officers and supervisors.

All efforts are being made to achieve sustained improvement in the quality of coach maintenance.

(M/o Rlys. O.M. No. 96/BC-II/SCR/XI/14 DFG dated 23.5.97)

Comments of the Committee

Please *See* para 21 of Chapter I of the Report.

Recommendation (Para No. 1.63)

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

Reply of the Government

Railways share the concern of the Committee about the condition of the metre gauge coaches. Though some coaches running on MG are overdue, assessment of MG coaching stock requirement indicates that these will be gradually phased out with coaches released from gauge converted sections. Besides, about 200 MG coaches will be refurbished in 97-98.

(M/o Rlys. OM No. 96/BC-II/SCR/XI/14 DFG, dated 23.5.97)

Comments of the Committee

Please *see* para 24 of Chapter-I of the Report.

Recommendation (Para No. 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.

Reply of the Government

Railways have planned to undertake 54 new surveys pertaining to new lines, gauge conversion and doubling etc. in the budget 97-98. The total number of surveys ongoing/new included in the budget comes to 177 nos. as 47 surveys which are appearing in the Demand for Grants have already been completed and no funds have been provided in the year 97-98. Out of these 177 surveys, 67 surveys are getting spilled over beyond 97-98. 35 Surveys have budget allotment of amount less than Rs. 50,000 each and some of these have already been completed and the funds have been provided for financial adjustments. The total funds allotted for surveys during 97-98 is 7.75 cr. and the surveys as planned shall be completed during the year.

The surveys carried out by the Railways aim to determine the developmental potential of the area so also the condition of backwardness and remoteness of the area.

As regards exhaustiveness of the surveys, it is pointed out that the first survey which may be a traffic survey, reconnaissance Engineering-cum-Traffic Survey or Preliminary Engineering-cum-Traffic Survey determines the feasibility, alignment, obligatory points, extent of bridging and tunnelling involved, approx. cost, traffic potential and rate of return. This survey report help the Railways in taking the investment decision. Once a work is sanctioned we take up an exhaustive final location survey which goes into great details including geological, hydraulic, seismic conditions exact alignment, location and waterways of individual bridges, preparation of longitudinal section and cross section and help in preparation of a fairly representative detailed estimate, as well as the exact demarcation of land required to be acquired.

(M/o Rlys. No. 96/BC-II/SCR/XI/14 DFG dated 23.5.97)

Comments of the Committee

Please see para 27 of Chapter I of the Report.

Recommendation (Para No. 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.

Reply of the Government

Ministry of Railways has been taking up New Line projects on the considerations, among others, of development of backward areas and to provide linkages to remote regions. The criteria followed for the construction of new lines are:

- project oriented lines to serve new industries for tapping mineral and other resources;
- missing links or alternative routes to relieve congestion on existing saturated routes;
- links required for strategic reasons; and
- lines for establishment of new growth centers or giving access to remote areas.

Out of a total of 52 New Line projects appearing in the Pink Book, 46 projects have been undertaken on considerations of development of backward areas and expanding rail network in remote regions.

It may be seen that the criteria adequately cover the requirements of development and opening up of new/remote areas. In view of this, a separate sub-plan for the development of backward and remote areas is not considered necessary at present.

(M/o Rlys. OM No. 96/BC-II/SCR/XI/14 DFG dated 23.5.97)

Comments of the Committee

Please see para 30 of Chapter I of the Report.

Recommendation (Para 2.29)

The Committee find that the Railways will not be able to achieve the objective of Eight 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 operation, the Committee desire the Railways to make available more funds for track renewals so as to wipe out the arrears in track renewal.

Reply of the Government

The allocation to the various Plan Heads is done on the basis of the relative priority of the Plan Head and the total funds available.

In the approved VIII Plan a total of Rs. 4500 crores was approved for Track Renewal as against Rs. 7840 crores required for wiping out the track renewal arrears. The actual expenditure on Track Renewals in VIII Plan has been as under:

	(Rs. in crores)
1992-93	1063
1993-94	970
1994-95	1024
1995-96	1150
1996-97 (RE)	1128
Total :	<u>5335</u>

The total expenditure on track renewals in the VIII Plan had been less than the total funds required: hence the carry forward of track renewals into the IX Plan. Railways would however make every endeavour to increase the outlay for track renewals within the overall resource availability.

(M/o Rly. OM No. 96/BC-II/SCR/XI/14/DFG dt. 23.5.97)

Comments of the Committee

Please see para of 33 of Chapter I of the Report.

Recommendation (Para No. 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.

Reply of the Government

It is anticipated that conversions will result in better utilisation of BG rolling stock by improving turn-round due to elimination of transshipment time losses and availability of alternative and in some cases, even shorter route. BG rolling stock will be suitably augmented by using the funds earlier earmarked for procurement of MG rolling stock.

2. The alternative routes already developed are as under:

- (i) Bombay-Bangalore-Mysore *via* Hubli
- (ii) Hospet-Bellary-Chitradurg-Birur
- (iii) Mathura-Alwar-Rewari-Bhatinda
- (iv) Burhwal-Sitapur
- (v) Allahabad-Varanasi
- (vi) Manmad-Vikarabad *via* Parli
- (vii) Moradabad-Lalkuan-Kathgodam
- (viii) Delhi-Ahmedabad
- (ix) Kotkapura-Fazilka
- (x) Aunrihar-Chhapra
- (xi) Muzaffarpur-Raxaul
- (xii) Karur-Dindigul-Madurai-Maniyachchi

(xiii) Salem-Bangalore

(xiv) Guntur-Guntakal

3. A *Calendar* showing the total sections completed so far and those programmed for completion in 1996-97 are enclosed at Annexure-I.

4. Conversion of each route straightaway increases the carrying capacity for freight trains by two and a half times and the passenger carrying capacity by two times based on the average carrying capacity of BG trains *vis a vis* MG trains. In addition owing to faster speeds, more paths are possible on broad gauge further increasing the capacity. Routewise details have not been worked out so far. However, the Railways have now been asked to work out the details Routewise and these would be put up as soon as possible.

5. The following ports will get linked by Broad Gauge on completion of the first phase of the Action Plan:

1. Marmagao
2. Mangalore (to the hinterland cities of Bangalore and Mysore)
3. Tuticorin
4. Kandla (to Bhatinda/Delhi by direct route)
6. As regards the Impact of the large scale gauge conversion on rail traffic the position is as under:

While the real impact of the large scale gauge conversion taken up will be evident after the major alternative routes listed in para 9 above are established by completion of the gauge conversion works and the traffic pattern stabilises, which usually takes a year or two after establishment of the routes, the impact has already been felt in areas where gauge conversion has provided new connections. On the development front, the rapid industrial development which has taken place in Baramati and Aurangabad after the coming of BG as an example.

6.1 On Bangalore-Mysore section, the traffic earnings have gone up by 17 times and earnings from goods traffic, by 4184%. Passenger traffic has also increased by 2.4% after gauge conversion.

6.2 On Jodhpur-Jaisalmer section, traffic has gone up by over 300% since gauge conversion was completed.

The impact of gauge conversion on traffic will become clearly evident a couple of years after the routes are converted and completed. The position of the various important routes which would become available after gauge conversion is discussed below.

6.3 The Delhi-Ahmedabad route is the most important route taken up for conversion has just been completed now through traffic between Ahmedabad and Delhi will start moving on this line and the impact will be felt in the coming months.

6.4 The Guwahati-Tinsukia/Dibrugarh-Lekhapani route would also be completed in this financial year. The route will meet the needs of the expansion of Digboi Refinery, the new Numaligarh Refinery and will also transport coal from Lido/Lekhapani. The impact of gauge conversion of this line would be felt once the conversion is completed and the refineries also come up with the projected production.

6.5 The Guntur-Guntakal route has been opened from Guntur to Nandyal. Here too, the route would be completed in this financial year and through traffic would start flowing from Gaunter to Guntakal/Hubli/Goa thereafter and the impact would only be felt at that stage.

6.6 Secunderabad-Dronachellam-Guntakal-Bangalore route is also only partially complete and is expected to be ready by Dec. 97. The impact will become evident thereafterwards.

6.7 Kandla-Bhatinda route is proposed to be made available by gauge conversion of Viramgam-Mehsana, Mehsana-Marwar, Marwar-Jodhpur and the already converted route from Jodhpur to Bikaner. The work on this route would be completed only in Dec. 97 and the traffic impact can only be seen thereafter.

6.8 As for the Hubli-Hospet-Goa and Miraj-Londa route, conversion of Castle rock-Goa section would be completed later this month and the traffic on these routes would get stabilized in about a year's time

after which the impact would become evident.

6.9 Gondia-Chandafort route is also partially completed and the impact would become evident only after completion of the route, slated for December, 1997.

6.10 Madras-Tirchy-Tuticorin on this route, the section from Tambaram to Dindigul is still to be converted, as such, the impact on traffic cannot be known at present. On Trichy-Tuticorin section traffic has gone up as the wagon bringing foodgrains to Kerala now move *via* Nagarcoil an serve fertilizers and cement factories in the area.

6.11 Bangalore-Hubli Section was completed last year, the traffic has not yet shown any significant increase, but it is anticipated that with the completion of the conversion upto Goa, the traffic on this route would also grow. Further the alternative north-south route *via* Dharamavarm is getting saturated and considerable traffic will have to be diverted on this route, of course the exact impact will be known thereafter.

6.12 Allahabad-Varanasi-Chhapra-Aunrihar route - this route has just been completed and the traffic is now building up. The impact would be known after sometime.

Besides the above routes, few link lines and isolated fingers have also been converted. However, the traffic impact on these lines has yet to be studied.

From the above, it will be seen that most of the important routes already taken up would stand converted in 1996-97 and 1997-98. The traffic on these routes is expected to stabilise about a year thereafter and it would be appropriate to carry out traffic appraisals thereafter.

(M/o Rly. OM No. 96/BC-II/SCR/XI/14/DFG/dt. 23.5.97)

Comments of the Committee

Please see Para 36 of Chapter I of the Report.

92-93

Completed Section	Kms	Zone	State
Delhi-Rewari	83	NR	Haryana/Delhi
Laigarh-Merta Rd	177	NR	Rajasthan
Laigarh-Kolayat	47	NR	Rajasthan
Sawaimadhopur-Jaipur	125	WR	Rajasthan
Nadiad-Kapadvanj	45	WR	Gujarat
Bangalore-Tumkur	59	SR	Karnataka
Mysore-Bangalore	138	SR	Karnataka
Dindigul-Tuticorin	196	SR	Tamil Nadu
Bangalore-Yellahanka	12	SR	Karnataka
Guntur-Narsaraopet	46	SCR	AP
Bellary-Rayadurg	54	SCR	AP/Kar.
Aurangabad-Jalna	64	SCR	Maharashtra
Parbhani-Parlivaijnath	63	SCR	Maharashtra
Burhwal-Mehmoodabad	38	NER	UP
Kotkapur-Fazilka	80	NR	Punjab
Lucknow-Kanpur	59	NR	UP
Mankapur-Katra	30	NER	UP
Purulia-Kotshila	35	SER	WB
1351			

93-94

Bhatinda-Hissar	157	NR	Haryana/Pb.
Jaipur-Phulera	55	WR	Rajasthan
Phulera-Jodhpur	261	NR	Rajasthan
Tumkur-Arasikere	101	SR	Karnataka
Arasikere-Chickjajur	114	SR	Karnataka
Narsaraopet-Donakonda	75	SCR	AP
Secunderabad-Mehboobnagar	127	SCR	AP
Madras-Tambaram	27	SR	TN
Chickjajur-Chitradurg	16	SR	Karnataka
Jalna-Parbhani	116	SCR	Maharashtra
Gondia-Arjuni	82	SER	Maharashtra
Secunderabad-Bolarum	14	SCR	AP

Completed Section	Kms	Zone	State
Allahabad-Varanasi	126	NER	UP
Guwahati-Lumding	181	NFR	Assam
Mehmoodabad-Sitapur	60	NER	UP
Merta Rd-Merta City	15	NR	Rajasthan
Daund-Baramati	42	CR	Maharashtra
Lalkuan-Kathgodam	29	NER	UP
Patel Nagar-Sarai	3	NR	Delhi
Durgapur-Jaipur	8	WR	Rajasthan
Mysore-Ashok Puram	5	SR	Karnataka
Lucknow-Manaknagar	5	NER	UP
			1619

94-95

Hissar-Rewari	143	NR	Haryana
Phulera-Ajmer	81	WR	Rajasthan
Rewari-Jaipur	225	WR	Rajasthan
Mehsana-Khodiyar	52	WR	Gujarat
Delhi Cantt-DLI/NDLS	14	NR	Delhi
Jodhpur-Jaisalmer	295	NR	Rajasthan
Chickjajur-Harihar	60	SR	Karnataka
Harihar-Hubli	129	SR	Karnataka
Hubli-Londa	93	SCR	Karnataka
Londa-Miraj	188	SCR	Karnataka
Birur-Shimoga	63	SR	Karnataka
Hubli-Gadag-Hariapur	78	SCR	Karnataka
Alnavar-Amedwadi	26	SCR	Karnataka
Donakonda-Giddalur	84	SCR	AP
Chickjajur-Chitradurg	18	SR	Karnataka
Parbhani-Purna	29	SCR	Maharashtra
Purna-Nanded	32	SCR	Maharashtra
Arjuni-Wadsa	23	SER	Maharashtra
Muzaffarpur-Raxaul	129	NER	Bihar
Lumding-Nailalung	22	NFR	Assam
Chapermukh-Haibergaon	21	NFR	Assam

Completed Section	Kms	Zone	State
95-96			
Hariapur-Hospet	67	SCR	Karnataka
Hospet-Swamahalli	60	SCR	Karnataka
Londa-Castlerock	25	SCR	Karnataka
Mudkhed-Nanded	23	SCR	AP
Nailalung-Dimapur	38	NFR	Assam
Yellahanka-Chickballapur	46	SR	Karnataka
Makrana-Prabatsar	21	WR	Rajasthan
Samastipur-Darbhanga	37	NER	Bihar
Giddalur-Nandyal	69	SCR	AP
Gunda Rd-Kottur	50	SCR	Karnataka
Aunrihar-Chhapra	171	NER	UP
Yeshwantpur-Salem	46	SR	Kar/TN
Chhindwara-Parasia	28	CR	MP
Dimapur-Furkating	70	NFR	Assam
Guwahati-Kamakhya	7	NFR	Assam
	758		
96-97			
Wadsa-Nagbir	28	SER	Maharashtra
Arasikere-Hassan	47	Sr	Karnataka
Hossur-Salem	151	SR	TN
Mau-Shahganj	99	NER	UP
Hassan-Holenarsipur	30	SR	Karnataka
Mehsana-Marwar-Ajmer	423	WR	Rajasthan
Sagauli-Narkatiaganj	59	NER	Bihar
Castle Rock-Vasco	87	SCR	Goa
Total	924		
Works in progress			
Guntakal-Nandyal	136	SCR	AP
Tinsukia-Lakhapani	63	NFR	Assam
Bangarpet-Kolar	18	SR	Karnataka
Furkaling-Tinsukia	193	NFR	Assam
Tinsukia-Dibrugarh	48	NFR	Assam
	458		

Recommendation (Para No. 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.

Reply of the Government

With the reduction of Government's support to the Railways plan head expenditures and other financial constraints faced by the Railways, Scrap Disposal has been identified as one of the high priority area in the recent years for generating internal resources for supplementing the Railway finances.

2. Generation and disposal of scrap on the Railways and Production Units is a continuous process. Various scrap materials like melting scrap, released tract material including rails, condemned rolling stock, released materials from redundant sidings etc., generated on the Railways are collected at convenient locations and disposed off through auction/tender sales. Delivery of scrap materials sold is supervised by Stores, Accounts and RPF deptt. personnel and only the quantity sold as per auction details is delivered. All activities related to scrap disposal are closely monitored to ensue that the scrap is not allowed to accumulate and disposal is prompt. The Rlys' dispose of scrap materials from the selected depots and convenient points alongside the Railway line etc. and records are kept in depot/division and the progress of its disposal is monitored at Hqrs. level.

3. As a result of continuous concerted efforts made by all Zonal Railways and Production Units. Indian Railways have recorded the highest ever sale of scrap of Rs. 1018 crores in 1995-96 up from Rs. 410 crores in 1990-91.

4. The sale of scrap during the last five years vis-a-vis target fixed by Board has been as under:-

(Rs. in crores)

Year	Target	Actual Sales
1991-92	468	540
1992-93	671	679
1993-94	750	850

1994-95	965	1017
1995-96	1100	1018

With a view to maximise the sale of scrap a Management Group has also been set up headed by Addl. Member(Stores) in Railway Board. Addl. General Managers at Zonal Hqrs. and Addl. Divisional Railway Managers at Divisional Level to closely monitor the progress of scrap disposal and ensure the scrap is not allowed to accumulate at any time and the disposal is prompt.

The number of cases of pilferage of railway scrap over Indian Railways during the year 1995-96 is as under:-

Year	No. of cases		Value of property		Arrest
	Regd.	Detected	Stolen	Recovered	
1995-96	356	278	26,78,580	21,14,168	582

It would be seen from the table given above that out of 356 cases of theft registered during 1995-96, 278 cases were detected and Railway property worth Rs. 21.14 lakh was recovered out of Rs. 26.78 lakhs. However, efforts are continue to plug the pilferage of scrap disposal by tightening the security arrangements on the Railways.

(M/o Rlys. OM No. 96 /BC-II/SCR/XI/14 DFG dt. 23.5.97)

Comments of the Committee

Please see para 39 of Chapter I of the Report.

Recommendation (Para No. 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.

Reply of the Government

The allocation to the various Plan Heads is done on the basis of the relative priority of the plan head and the total funds available.

In the approved VIII Plan a total of Rs. 600 crores was approved for Doubling. The actual expenditure on Doubling in VIII Plan has

been as under:

(Rs. in crores)	
1992-93	213
1993-94	232
1994-95	206
1995-96	218
1996-97 (RE)	202
1071	

It would be seen that the total expenditure on Doubling in the VIII Plan had been more than the approved outlay. It may also be seen that there is no drastic reduction in the allocation for doubling of Railway lines. However, Railways would make every endeavour to increase the outlay for Doubling.

(M/o Rlys. OM No. 96/BC-II/SCR/XI/14/DFG dt. 23.5.97)

Comments of the Committee

Please *see* para 42 of Chapter I of the Report.

Recommendation (Para No. 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.

Reply of the Government

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

RDSO has undertaken a drive to set up Technology Development Groups with involvement of Institutes of Learning to enhance the knowledge base in identified areas of Railway interest. These Technology Development Groups are in various stages of completion and are expected to start delivering results in a year or two some of these groups are :—

1. Improvement in coaching interiors, with IIT/Kanpur.
2. Development of thermal imaging technology, with Centre for Development of Advanced computing.
3. Development of ventilation inside EMU's, with IIT/Bombay.
4. Development of roof mounted AC package units using environmental friendly refrigerants, with IIT/Kanpur.
5. Development of artificial intelligence technology for diesel engine performance simulation and later extension to condition monitoring of assets, with IIT/Kanpur.
6. Improvement in bridge technology, with University of Roorkee.
7. Improvement in elastic fastening of track, with IIT/Delhi.
8. Improvement in manufacturing technology of pre-stressed concrete sleepers for main lines and turn-outs, with IIT/Kanpur.
9. Development of track machines, with IIT/Kanpur and University of Roorkee.
10. Development of synchronized digital hierarchy for microwave and optical fibres, with IIT/Kanpur.
11. Reinforced earth construction with geo-grids for rehabilitation of weak formations, steep slope construction and erosion control, with IIT/Delhi.

As regards incentives, awards are given to staff by DG/RDSO and Railway Board in recognition of good work.

(M/o Rlys. OM NO. 96/BC-II/SCR/XI/14/DFG dt. 23.5.97)

Comments of the Committee

Please see para 45 of Chapter I of the Report.

CHAPTER V.

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

—NIL—

NEW DELHI;
14 July, 1997

23 Asadha, 1919 (Saka)

BASUDEB ACHARIA,
Chairman,
Standing Committee on Railways.

APPENDIX I

MINUTES OF THE THIRTY-FOURTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1996-97)

The Committee sat on Monday, the 14th July, 1997 from 1100 hrs. to 1230 hrs. in Committee Room 'E' 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 Anand Ratna Maurya
6. Dr. Sahebrao S. Bagul
7. Dr. Ramvilas Vedanti
8. Shri Ashok Gehlot
9. Shri K.P. Singh Deo
10. Km. Sushila Tiriya
11. Shri Imchalemba
12. Shri V.M. Sudheeran
13. Shri Qamarul Islam
14. Shri Chun Chun Prasad Yadav
15. Shri Raja Rangappa Naik
16. Shri Ram Singh Shakya
17. Shri K. Parasuraman
18. Shri Kondapalli Pytdiottallinaidu
19. Shri Narayan G. Athawalay
20. Shri Dinsha J. Patel
21. Shri S. Bangarappa

Rajya Sabha

22. Shri Balbir Singh
23. Shri W. Angou Singh
24. Shri Shivajirao Giridhar Patil
25. Shri Gopalsinh G. Solanki
26. Dr. Ishwar Chandra Gupta
27. Shri Nagmani
28. Shri Rahas Bihari Barik
29. Dr. (Smt.) Chandrakala Pandey
30. Shri S. Niraikulathan
31. Shri K.M. Saifullah

SECRETARIAT

1. Shri Surinder N. Dargan — *Under Secretary*
2. Shri O.P. Shokeen — *Committee Officer*

2. The Committee considered the Draft 8th Report on Action Taken by Government on recommendations contained in the 4th Report of the Standing Committee on Railways on 'Demands for Grants 1996-97' of the Ministry of Railways and adopted the same with certain amendments/modifications shown in Appendix.

3. 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.

**Amendments/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 Fourth Report (1996-97) on 'Demands
for Grants 1996-97' of the Ministry of Railways.**

S. No.	Page No.	Para No.	Lines	Amendments/modifications
1	2	3	4	5
1.	6	9	4	<p><i>For 'adequate'</i> <i>Read 'at all satisfactory'</i> <i>and</i></p> <p style="text-align: right;">Last line</p> <p><i>For 'introduced'</i> <i>Read 'implemented'</i></p>
2.	9	12	1	<p><i>For 'convinced'</i> <i>Read 'satisfied'</i> <i>and</i></p> <p style="text-align: right;">6</p> <p><i>After 'not'</i> <i>Add 'therefore'</i></p>
3.	12	15	-	<p>Substitute the following for existing para:—</p> <p>15. The Committee are happy to note that the Railways are giving highest priority for re-deployment of rendered surplus staff. They, however, desire to know the latest position of surplus staff awaiting re-deployment and the action plan for providing gainful employment to them in consultation with the Unions. They also desire to know the breakup of total number of</p>

1	2	3	4	5
				vacancies filled up so far by screening casual labour/ substitutes of surplus staff and through fresh recruitment and absorption of apprentices".
4.	17	21		Substitute the following for existing para:- 21. "The Committee had specifically recommended that steps should be taken to improve the condition of coaches in Branch lines which are in a very bad shape. The Committee distress to note that the Ministry of Railways have not been taken any action in this regard. The Committee take serious note of this fact. The Committee desire that a team of officers in each division should inspect the coaches in Branch lines and report to the Committee division-wise about the number of coaches in which the basic amenities have been restored, number of coaches replaced and the number of coaches condemned etc".
5.	19	24	1	for 'not satisfied'. Read 'dissatisfied'
6.	22	27	—	Substitute the following for existing para :— 27. "The Committee <i>inter-alia</i> find from the reply of the

1	2	3	4	5
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Ministry that the surveys carried out by the Railways aim to determine the developmental potential of the area so also the condition of 'backwardness' and remoteness of the area. The Committee are totally dissatisfied with the reply of the Government. The Ministry of Railways had earlier admitted that 'backwardness' has not been defined in clear terms. The Committee are distressed to find that there is no interaction between the Ministry of Railways and the Planning Commission for defining the 'backwardness'. The Committee desire that there should be clear definition of 'backwardness' and thereafter the surveys for new lines in backward areas should be done in consultation with the Planning Commission so that a clear perspective of the developmental potential of the area and also the possibility of linking it with the developmental programmes of the State Governments in the region can be worked out.

7. 23 to 25

Omit Paragraph Nos. 28, 29, 30 and subsequent Paragraph Nos. may be re-nos. accordingly.

8. 31 36 8

For 'arrears'
Read 'backlog'

1	2	3	4	5
9.	43	42		<p>Substitute the following for existing para :—</p> <p>42. "The Committee find that the Railways who are supposed to maintain proper records of scrap disposal in depots/divisions have failed to give correct account of the record of stocks (item-wise) of scrap lying in various depots/divisions. The Committee take serious note of this fact. They, therefore, reiterate there earlier recommendation that the Railways should undertake a drive to find out the quantity of scrap lying in various depots/divisions and furnish the details thereof to them within three months".</p>
10.	46	45		<p>Substitute the following for existing para :—</p> <p>45. "From the reply of the Government it is observed that there has been decline in actual expenditure on doublings during the last 3 years. In 1996-97, the expenditure has been reduced to Rs. 202 crores from Rs. 218 crores spent in 1995-96. The Committee take serious note of inefficiency of the Railways for not allocating Sufficient funds for doubling. The Committee, therefore reiterate there recommendation that more allocation of funds be made under this plan head".</p>
11.	50	48	11	<p>After 'RDSO'</p> <p>Add'like other Research Organisations under Government.</p>

APPENDIX II

ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE FOURTH REPORT OF THE STANDING COMMITTEE ON RAILWAYS(1996-97) (ELEVENTH LOK SABHA)

		% of total
(i) Total No of recommendations	24	
(ii) Recommendations/Observations that have been accepted by Government (<i>vide</i> Rec. Nos. 1.51, 1.52, 1.53, 1.56, 1.57, 1.58, 1.59, 1.60, 1.62, 2.27, 2.33 and 2.34.	12	50.00%
(iii) Recommendations/Observations which the Committee do not desire to pursue in view of Government replies (<i>vide</i> Rec. No. 1.50.	1	2.40%
(iv) Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee (<i>vide</i> Rec. Nos. 1.54, 1.55, 1.61, 1.63, 1.64, 2.28, 2.29, 2.30, 2.31, 2.32 and 2.35.	11	47.60%
(v) Recommendations/Observations in respect of which final replies of the Government are still awaited. (<i>vide</i> Rec. No. Nil)		Nil