

# RAILWAY CONVENTION COMMITTEE (1985)

(EIGHTH LOK SABHA)

## TWELFTH REPORT

Action taken by Government on the Recommendations contained in the Ninth Report of the Railway Convention Committee (1985) on "On-Going Railway line Projects"



*Presented in Lok Sabha on 14-12-1988*  
*Laid in Rajya Sabha on 16-12-1988*

LOK SABHA SECRETARIAT  
NEW DELHI

*December, 1988/Agrahayana 1910 (S)*

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RAILWAY CONVENTION COMMITTEE (1985)

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# RAILWAY CONVENTION COMMITTEE

(1985)

Shri Subhash Yadav—*Chairman*

## MEMBERS

### *Lok Sabha*

2. Shri Basudeb Acharia
3. Shri B. Devarajan
4. Prof. Narain Chand Parashar
5. Shri Vijay N. Patil
6. Shri Janardhan Poojary
7. Shri Ram Dhan
8. Shri Ram Ratan Ram
- \*9. Shri Madhavrao Scindia
10. Shri S. Thangaraju
11. Shri V. Tulsiram
- \*\*12. Shri Kailash Yadav

### *Rajya Sabha*

- \*\*\*13. Shri Ram Chandra Vikal
- £14. Shri Mostafa Bin Quasem
- @15. Shri Dharnidhar Basumatari
16. Shri Bhagat Ram Manhar
- ⊙@17. Shri S. B. Chavan
18. Shri P. Upendra

## SECRETARIAT

1. Shri R. D. Sharma—*Director Incharge.*
2. Shri D. S. Birwal—*Officer on Special Duty.*

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\*Nominated on 27-1-86 *vice* Shri Manvendra Singh resigned *w.e.f.* 11-12-1985.

\*\*Nominated on 10-12-86 *vice* Shri Bansil Lal ceased to be a Member of Lok Sabha.

\*\*\*Nominated on 13-7-88 *vice* Shri Vishwanath Pratap Singh ceased to be a Member of Rajya Sabha *w.e.f.* 2-4-88.

£Nominated on 25 August 1988 *vice* the vacancy caused by the resignation of Shri Dipen Ghosh from the membership of the Committee.

@Nominated on 13-7-88 *vice* Smt. Amarjit Kaur ceased to be a Member of Rajya Sabha *w.e.f.* 2-4-88.

⊙@Nominated on 22-11-88 *vice* the vacancy caused by the resignation of Shri Kalpnath Rai from the Membership of Committee.

## INTRODUCTION

1. The Chairman of the Railway Convention Committee (1985), as authorised by the Committee, do present on their behalf this Twelfth Report on Action Taken by Government on the recommendations contained in their Ninth Report on 'On-going Railway Line Projects'.

2. The Ninth Report of the Railway Convention Committee (1985) was presented to both the Houses of Parliament on 7 December 1987. The replies of the Government to all the 15 observations/recommendations contained in the Report were received on 27 June 1988. However, the Committee sought further information which was furnished by the Ministry of Railways (Railway Board) on 1 November, 1988.

3. From the reply of the Ministry of Railways, the Committee has found that the expenditure/outlay for new line projects for the first four years of the Seventh Plan is Rs. 580 crores, out of which about Rs. 385.88 crores have already been spent. The Committee has also found that allocation of Rs. 195.01 crores only has been made for the new line projects for the year 1988-89 against the residual requirement of funds of Rs. 1470 crores. The Committee has, therefore recommended that the Ministry of Railways should prepare a perspective plan based on the fixed priorities and available resources. It has also desired that the Planning Commission should also endeavour to allocate more funds for these 31 On-going Railway Line Projects so that all these lines could be completed by the middle of Eighth Plan.

4. The Committee considered the replies of the Government at their sitting held on 7 December 1988 and adopted the Report on the same day. The Minutes of the sitting form Part II of the Report.

NEW DELHI;

December 12, 1988

Agrahayana 21, 1910 (S)

SUBHASH YADAV,

Chairman,

Railway Convention Committee.

## CHAPTER I

### REPORT

This Report of the Committee deals with the action taken by Government on the Committee's recommendations and observations contained in their Ninth Report (Eighth Lok Sabha) on 'On-going Railway Line Projects.'

2. The Committee's Ninth Report (Eighth Lok Sabha) was presented to Parliament on 7 December 1987. It contained 15 recommendations and observations. Action Taken Notes on all these recommendations and observations were received from the Government on 27 June, 1988. However, the Committee sought further information which was furnished by the Ministry of Railways (Railway Board) on 1 November, 1988.

3. Replies to the recommendations and observations contained in the Report have broadly been categorised as under:

(i) *Recommendations and observations which have been accepted by the Government*

S. Nos. 1, 5, 6, 10, 11 and 12.

(ii) *Recommendations and observations which the Committee do not desire to pursue in the light of the replies received from Government.*

S. Nos. 2, 9, 13 and 14

(iii) *Recommendations and observations in respect of which replies of the Government have not been accepted and which require reiteration.*

S. Nos. 3, 4, 7 and 15

(iv) *Recommendations and observations in respect of which final reply of the Government is still awaited.*

S. No. 8

4. The Committee expect that the final reply to the recommendation at S. No. 8 in respect of which only an interim reply has been furnished will be submitted to them expeditiously.

5. The Committee will now deal with the action taken by Government on some of the recommendations.

## Delay in completion of on-going Railway Line Projects

(S. Nos. 3 & 4—paras 2.33 and 3.19)

6. The Committee had, in their earlier Report, suggested that the Ministry of Railways, should pay greater attention on completing the On-going Railway Line Projects which are pending for a long time and these projects should not be allowed to linger on from Plan to Plan. The Committee had also observed from the Statements submitted to them that in almost all the new line projects, selected by the Committee for examination, the anticipated cost had become almost double of the original cost or even more than that. Delays in execution of these projects have also led to post overrun which in turn have eroded the funds provided in the Plan due to escalation in the cost of material and other inputs and these funds are being consumed by too many projects progressing tardily. The Committee had, therefore, desired that the Government should concentrate only on a few projects and complete them within the time frame and available resources.

7. In their reply, the Ministry of Railways have stated that they were utilising the limited resources on completing the on-going projects so as to derive the maximum benefits from the investments made and for that purpose a few priority projects have been identified for being progressed faster. It has also been stated that a review of the projects approved over the years is conducted annually.

8. Apart from the on-going new railway line projects examined by the Committee, it has been stated by the Ministry that four new lines (Satna-Rewa, Guna-Etawah, Lakshmikantapur-Namkhana and Trichur-Guruvayur) have also been taken up during the first two years of the Seventh Plan. In his Budget Speech for 1988-89, the Railway Minister had informed the House that Surveys for 14 new line projects (2251 kms) and five gauge conversions (1136 kms) were in progress. A survey for a new line between Ahmednagar and Parli Vaijnath via Bir (250 kms.) is proposed in 1988-89.

9. From the mid-term appraisal of the Seventh Plan, the Committee find that against an allocation of Rs. 12,334.30 crores for Railways, allocation of Rs. 16,715 crores would be required for the entire Plan period. The Ministry of Railways propose to raise Rs. 9,193 crores from internal resources including Rs. 1,450 crores through bond finance and the balance of Rs. 7,522 crores is to be provided as budgetary support. An amount of Rs. 4,617 crores has already been spent by the Minister during the first two years of the



Seventh Five Year Plan and a provision for Rs. 3,050\* crores has been made in the Railway Budget for the year 1988-89.

10. From the reply of the Ministry of Railways, the Committee find that the expenditure/outlay for new line projects for the first four years of the Seventh Plan is Rs. 580 crores out of which about Rs. 385.88\*\* crores have already been spent. According to the Minister of Railways the residual requirement of funds, for completing all the 31 on-going new line projects involving a total length of 2614 km, would be about Rs. 1,470 crores. The Committee are distressed to find that allocation of Rs. 195.01 crores only has been made for the new line projects for the year 1988-89. The Railways are carrying a large portfolio of on-going projects, particularly, those of new railway lines and large shelf of projects with a thin spread of resources inevitably results in time and cost over-run. At the same time, the Railway projects are highly capital intensive with long gestation period and delays in execution of the projects make this period still longer. The investments made on projects which have been abandoned or slowed down lead to unnecessary blocking of funds which could be utilised for completing the priority projects. The Committee, therefore, recommend that the Ministry of Railways should prepare a perspective plan based on the fixed priorities and available resources. They also desire that the Planning Commission should also endeavour to allocate more funds for these on-going Railway line Projects so that all these 31 lines could be completed by the middle of Eighth Plan.

#### Fixation of targets completion of Railway Line Projects

(S. No. 7, Paragraph 3.22)

11. Recommending to fix target dates, even if tentatively, for the parts of projects to begin with and then for the projects as a whole, the Committee, had in paragraph 3.22 of their earlier Report stated:

“The Committee stress that the existing on-going railway line projects should be completed on priority basis. The Committee suggest that target dates should also be fixed,

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\*Railway Budget 1988-89, Explanatory Memorandum, p-3.

\*\*1985-86 Rs. 79.39 crores (actual)

1986-87 Rs. 128.15 crores (actuals)

1987-88 Rs. 178.34 (Revised Estimates)

even if tentatively, for the parts of the projects to begin with and then for the projects as a whole, funds may be allocated accordingly. The inadequate financing has not been helpful for railways finances, besides adversely affecting the priorities for balanced development of entire country."

12. In their reply, dated 23/27 June, 1988. the Ministry of Railways have stated:

"Keeping in view the wide gap between the requirement of funds for completing the on-going projects and the resources that are allocated thereof, it is not possible to fix targets for completion of all projects. Targets are fixed for projects that can be completed within the financial year based on the allocations decided in the Annual Plan.

For certain other projects of a special nature, targets are fixed for complete as well as part of the projects according to requirement of the industries, operational needs, etc. This is also subject to availability of resources."

13. The Committee are surprised to note the reply of the Ministry of Railways that it is not possible to fix targets for completion of all projects in view of the wide gap between the requirement of funds for completing the on-going projects and the resources that are allocated thereof. In Committee view, it should certainly be possible to fix target dates for the parts of the projects if not for the projects as a whole. The Committee feel that before taking up surveys for the new railway lines except on urgent and other considerations detailed in paragraph 16(a) & (c) of this Report, the Ministry of Railways should ensure that the existing 31 on-going Railway lines are completed.

The Committee, therefore, reiterate their recommendation that the Ministry of Railways should fix target dates for the parts of the projects and thereafter for the projects as a whole to the extent feasible.

Early completion of on-going Railway Lines in those States where no Railway Line could be constructed since independence

(S. No. 8, Para 3.23)

14. Stressing the need for speedy construction of railway lines in States in which no railway line has been constructed since Independ-

dence, the Committee had, in paragraph 3.23 of their earlier Report, recommended:

"Another point which the Committee would like to stress is that a high priority should be accorded to such on-going railway line projects as has been taken up in a State, in which no railway line could be constructed/completed since Independence, for example, Nangal-Talwara railway line, which is the only on-going railway line project in Himachal Pradesh. Here the Committee would also like to emphasise that in such States where a number of lines are under construction, one line should be selected for speedy construction and early completion on priority basis."

15. In their action taken note dated 23/27 June, 1988, the Ministry of Railways have stated as under:

"Projects for construction of new railway lines are taken up on a variety of considerations, taking into account the interest of the nation as a whole. The limited funds available have to be used judiciously to progress satisfactorily the priority projects. The inter-se-priorities between the projects need to be determined on the basis of factors like operational compulsions, requirement of development, strategic considerations etc.

Nangal Dam-Talwara new line construction is in progress, for which Rs. 5 crores have been allotted in 1988-89. The first section from Nangal Dam to Raimehatpur has been commissioned and the second upto Una is planned for commissioning in the 3rd quarter of 1989.'

16. In reply to a question as to what are the criteria for giving priority to a project over other projects, the Ministry of Railways have stated that the construction of new line is undertaken to fulfil the following objectives, given in order of priority:

- (a) Project oriented lines, to serve new industries or tap mineral or other resources;
- (b) to serve as a missing link which can form alternative routes to relieve the congestion on existing busy rail routes;
- (c) on strategic considerations;

- (d) as developmental lines to establish new growth centres or give access to remote areas.

17. The Committee find instances galore in the Audit Reports of the Comptroller and Auditor General of India on Railways where the priorities fixed went on changing from time to time. Such instances create doubt in the mind of the Committee as to whether the priorities are at all fixed on the basis of objectives indicated by the Ministry. There have been numerous other instances where after incurring substantial expenditure, works were subsequently frozen/slowed down/abandoned. In the opinion of the Committee, the work on such projects had to be discontinued either as a result of improper selection of projects or financial constraints caused by indiscriminate sanction of too many projects unrelated to the available resources. The Committee, therefore, desire that the Ministry of Railways should, after detailed feasibility and viability surveys, draw up a priority list of new Railway line projects in the light of objectives laid down with a view to avoiding ad hoc selection of these projects. They feel that priority should be accorded to such on-going railway line projects as have been taken up in States in which no railway line could be constructed/completed since Independence. One of such projects is that of Nangal-Talwara railway line which is the only on-going railway line project in Himachal Pradesh. The Committee, therefore, reiterate their earlier recommendation that in such States where a number of lines are under construction, at least one line should be selected for speedy construction and early completion on priority basis.

**Early completion of New Railway Line Projects for which the foundation stones were laid by the Prime Minister/Railway Minister/Transport Minister**

(S. No. 15, Paragraph 6.4)

18. Expressing their concern over the delay in completing these railway line projects for which foundation stones were laid by the Prime Minister/Railway Minister/Transport Minister, the Committee had, in paragraph 6.4 of their earlier Report, recommended:

“At the instance of the Committee, the Ministry of Railways (Railway Board) furnished details of new lines for which the foundation stones were laid by the Prime Minister/Transport Minister/Railway Minister. Since 1972, the Prime Minister laid foundation stones in respect of ten new line projects and the Transport Minister/Railway

Minister laid the foundation stones for fourteen lines. Out of 24 lines, for which foundation stones were laid from 1972 onwards, only two lines have been completed so far. At the time of foundation laying ceremony, it is normal to inform the gathering present about the programme of completing the projects. The rate of progress except in cases of Apta Roha line, had not been satisfactory till now. But, according to Planning Commission, "the progress of work on these schemes has to be seen in the light of the priorities enunciated—given the constraint of funds, the progress of these works is understandable." The Committee regret to observe that lines for which foundation stones were laid by no less a person than the Prime Minister of India or the Railway/Transport Minister of India are lingering on for one reason or the other. This tends to give an impression that the authorities, concerned are not serious about the commitments made. The Railways tend to lose their credibility. This is not desirable. It is necessary that at the time of foundation stone laying funds for projects should be secured. In case it is not possible to fulfil the commitments, the practice of formally laying the foundation stones should be given up in future. But the implicit commitment on 24 lines referred to above should be honoured on a priority."

19. The Ministry of Railways have, in their reply, dated 26/27 June, 1988 stated as under:

"1. The following projects not yet commissioned are being progressed according to allotment of funds shown against each:

S. No.	Project	Outlay (Rs. Crore)		Remarks
A.	<i>Foundation stones laid by Prime Minister</i>	87—88	88—89	
1.	Satna—Rewa	2	4	
2.	Jammu—Udhampur	5	7	
3.	Rampur—New Haldwari	2	5	

S. No.	Project	Remarks		
		87-88 outlays	88-89 (Rs. Crores)	
4.	Jogighopa—Guwahati with Rail-cum-Road Bridge	10	7.5	In 87-88 Rs. 8 crore has been additional allotment by reappropriation. In 88-89, about Rs. 10 crore will be given by N.E.C. and Ministry of Surface Transport.
5.	Bibinagar—Nadikude	8.42	4	Full line will be commissioned by 3/88.
6.	Alleppey—Kayankulam			
<b>B. Foundation stones laid by Railway Minister.</b>				
1.	Mathura—Alway	1.81	4	
2.	Nangal Dam—Talwara	3.5	5	
3.	Ernakulam—Alleppey	9.5	7.87	
4.	Karur—Dindigul—	8.66	5.01	Karur—Dindigul (73 Kms.) new line will be commissioned in 1988-89.
5.	Tamluk—Digha	3	3	
6.	Koaput—Rayagada	46.44	53.74	Target 3/91.
7.	Bhuj—Naliya	10.10	2.10	Commissioned by 3/88.
8.	Lalabazar—Bhairabi			
<i>Following projects are not being progressed .—</i>				
<b>A. Foundation stones laid by Prime Minister.</b>				
1.	Chhittauni—Bagaha			1st phase i.e. Bagaha, to Valmikinagar, (9Kms.) has been commissioned. The project was originally envisaged as a measure for flood control for which it is no longer considered a priority work considering very heavy investment involved. Ministry of Irrigation, Govts. of Bihar and U.P. have not agreed to bear their increased share of costs. The matter is being reviewed by the Planning Commission.
2.	Howrah—Amta including Bargachia Champadanga branch line.			The first phase from Santragachi to Bargachia (24 Kms.) has been commissioned. Further work is not being taken up due to constraint of Resources.
<b>B. Foundation stones laid by Railway Minister.</b>				
1.	Sakri—Hassanpur			Work is not being taken up due to resource constraints
2.	Ekjaphi—Balurghat			Work has been frozen up due
3.	Kapadganj—Madasa -do-			to resource constraint.

20. The Committee are concerned to note that lines for which foundation stones were laid by no less a person than the Prime Minister of India or the Minister of Railways are lingering on for one reason or the other. Laying of foundation stone by the Prime Minister or the Railway Minister is a commitment made, on behalf of the Nation, to the people of that area. At the time of foundation laying ceremony, it is the normal practice to inform the gathering present about the programme of completing the project. The Committee desire that before laying foundation stones of a particular project, the Ministry of Railways should, in consultation with the Planning Commission and the concerned Ministries, ensure the necessary funds for the project. The Committee, therefore, reiterate their earlier recommendation that the implicit commitments made by way of laying foundation stones for all the 24 railway line projects referred to above should be honoured on a priority basis.

## CHAPTER II

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

#### Recommendation

The Committee note that the policy of the Government of India in regard to funding of 'on-going railway line projects' has been laid down in the Seventh Plan document and underline the need to complete essential on going projects which add to transport capacity. The Plan document provides that priority has to be given to projects which either add to capacity or provide alternative routes or else are project oriented. In spite of this objective, inclusion of new schemes is not ruled out. Keeping other pressing needs of the Railways, like upgrading and rehabilitation of rolling stock, etc., the Planning Commission's thinking is that the linking of North Eastern States, the project-oriented lines and strategic lines should be taken up in the Seventh Plan. It would be observed that the total plan allocation for the Railways in the Seventh Five Year Plan is Rs. 12,334 crores and out of this the allocation for new line projects is Rs. 350 crores i.e., 2.8 per cent of the total plan allocation for the Railways being the lowest percentage in all the seven plans, which in the opinion of the Committee should atleast be 10 per cent. It has been admitted by the Secretary, Planning Commission that the amount of Rs. 350 crores allotted for new lines for the Seventh Five Year Plan is not adequate. This allocation is based on prevailing prices and does not take care of inflation. The spill-over of the lines in the process of construction from the Sixth Five Year Plan is huge. Added to this spill-over are five new railway lines taken up in the Seventh Plan viz., (i) Guna Etawah—as an alternative route to the existing Bombay-Delhi route by Western and Central Railway routes, which have reached saturation levels; (ii) Satna-Rewa project-linked to Cement plants; (iii) Trichur-Guruvayur—a part of Trichur-Guruvayur-Kottapuram alignment which is an alternative short link and (iv) Tamluk-Dighe for developing under-developed region by providing direct access to Calcutta and for tourist traffic in the area; (v) Namkhana-Lakshmikantapur—for development of a backward area and direct access to Calcutta. The total cost of the five projects *ibid* is about Rs. 322 crores and the allocation of funds



for these lines during the Seventh Plan is yet to be decided. However, according to the information furnished by the Ministry of Railways (Railway Board) new line projects which as per present reckoning of priorities can be planned for commissioning during the Seventh Five Year Plan are as follows:

- (1) Dharamanagar-Kumarghat.
- (2) Silchar-Jiribam.
- (3) Lalabazar-Bhairabi.
- (4) Balipara-Balukpong.
- (5) Bhuj-Naliya.
- (6) Bhatinda Bypass.
- (7) Bibinagar-Nadikudue.
- (8) Kota-Neemuch.
- (9) Motumaria-Jaggayapeta.
- (10) Tupkahadite-Talgarhia.
- (11) Ernakulam-Alleppey.
- (12) Apta-Roha.

[S. No. (Para 2.31) of the Appendix II to the Report]

#### Action Taken

1. Expenditure/outlay in the 1st 4 years of the 7th Plan has been stepped up to Rs. 580 crores.

2. In the mid-term review of the 7th Plan submitted by Railway Board to Planning Commission, outlay proposed for New Lines is Rs. 884 crore, out of total plan outlay proposed at Rs. 16,715 crores i.e. 5.3 per cent. Final view by the Planning Commission on the mid-term review is yet to be taken.

Actual expenditure/outlays for the first 4 years of the Plan are as under:—

Year	Expenditure/ Outlay of Rail- way Annual Plan	Expenditure/ Outlay on New Lines (Rs. in crores)	% of Railway Plan
85-86 . . . . .	1942	78	4
86-87 . . . . .	2697	127	4.7
87-88 . . . . .	3300	180	5.4
88-89 . . . . .	3850	195	5.1

3. Planning Commission has also appreciated that "while adequate funds should be earmarked for new railway lines, there are compelling reasons such as overall constraints of resources and requirement of funds for other priority areas, which puts severe restrictions. In respect of plan outlay for railways, it is felt that currently priority would need to be given for replacement of overaged assets, creation of requisite capacity to meet the projected traffic, strengthening of the maintenance infrastructure to keep the operational fleet in order, electrification in the context of liquid energy crisis and operational efficiency and technological upgradation to equip the system to meet the anticipated traffic increase in the future. However, attempts are made at the time of formulation of annual plans to provide as much funds as possible for the new lines which are viable within the available resources."

4. In addition to other projects, completion of which has been indicated in the report, the following sections of new Lines, which are part of the approved projects, are also planned for commissioning in the 7th Plan:

1. Karur-Dindigul	(73 km)
2. Talcher-Angul	(18 km)
3. Rai Mehatpur-Una	(10 km)
4. Guna-Kolaras	(79 km)

[The Ministry of Railways O. M. No. 85/RCC/206/8  
dated 23/27-4-1988]

#### Recommendation

Out of the twenty lines, one line Apta-Roha has been completed, three lines in N.E. States, one each in Kerala, Andhra Pradesh and Rajasthan and one Defence project are expected to be completed in the Seventh Five Year Plan. One line in Orissa has been accorded priority and the Planning Commission is considering allotment of additional funds for this purpose. Completion of the remaining projects will depend on the availability of resources in the coming years. It has been conceded that because of resource constraint all the on-going schemes cannot be completed during the Seventh Plan. It has also been agreed by the Planning Commission that it is necessary to concentrate only on a few projects. The Railways also say that "it is advisable to concentrate only on a few projects and that is why we have nine new line projects appearing in the budget frozen, having a token allotment of only Rs. 1000 in 1986-87". The Public Accounts Committee (Seventh Lok Sabha) have also emphasised in

their 73rd and 136th Reports concentration on early completion of projects within the available funds. This Committee would only wish that the Government sticks to the stand that they have taken to concentrate only on a few projects.

[S. No. 5 (Para 3.20) of the Appendix II to the Report]

#### **Action Taken**

Observations noted. It may, however, be pointed out that the number of new line projects that will be completed in the VII Plan period is 4 and not 3. These are Dharmanagar-Kumarghat, Silchar-Jiribam, Balipara-Bhalukpong and Lalabazar-Bairabi.

[The Ministry of Railways O. M. No. 85/RCC/206/8  
dated 23/27-6-1988]

#### **Recommendation**

The requirement for completing the on-going Projects is to the tune of Rs. 1500 crores, whereas the outlay for the Seventh Five Year Plan is only Rs. 350 crores. Therefore, it is necessary that funds should possibly be confined to a few projects only to be taken up for completion within shorter period of time. Spreading of the spare resources as thin and wide adversely affects the productivity of the investible funds or alternately more funds should be provided for on-going projects on the basis of a mid-term appraisal of the Seventh Five Year Plan. However, it is also to be recognised that the need for satisfying the regional aspirations and initiating development works in the areas where necessary cannot be overlooked.

[S. No. 6 (Para 3.21) of the Appendix II to the Report]

#### **Action Taken**

Observations noted. However, expenditure/outlay in the first 4 years of the 7th Plan has been stepped up to Rs. 580 crores.

[The Ministry of Railways O. M. No. 85/RCC/206/8  
dated 23/27-6-1988]

#### **Recommendation**

The Committee have come across some instances where a railway line, constructed on the request of a Government Department or a Public Undertaking did not prove remunerative, as the project(s) proposed to be built up, for which the railway line was needed, had either failed to keep pace with the scheduled targets given to the

Railways or has not at all been set up. The traffic expected at the time of survey has not materialised. As a result of that, the Railways have been left with lines which are proving a burden on the Railways. There appears to be no interaction between the project authorities on one side and the Railways on the other. The Chairman, Railway Board has admitted during his evidence the need for such a coordination. The Committee is unable to comprehend such communication gaps. The Committee feel that there should be no difficulty in establishing such a dialogue, since the country as a whole and the Railways in particular are sufferer in such cases, a little alertness on the part of the Railways on taking up the initiative with the project authority will help them to avoid such contingencies.

[S.No. 10 (Para 5.25) of the Appendix II to the Report]

### **Action Taken**

Observations noted. The proposals for construction of new railway lines are sent to Planning Commission for their prior clearance before taking up construction of the project. The Planning Commission takes an overall view in this regard, taking into account the actual approval and progress of the industrial projects for which the construction of the railway lines is justified. The railway administration, during survey for the proposed rail line, also goes into the actual status of the industrial projects, while projecting the traffic arising from these undertakings. Wherever necessary, the Ministry of Railways also inter-acts with the concerned Ministry. The Ministry of Railways also learn about the status and progress of various on-going projects through meetings with various users and other ministries which are held from time to time. Based on such knowledge, some new line projects are not processed for sanction even though requests are received from the user departments.

[The Ministry of Railways O. M. No. 85/RCC/206/8  
dated 23/27-6-1988]

### **Recommendation**

With a view to avoiding such contingencies, the Railway Convention Committee (1980) made, *inter alia*, the following recommendation in their Twelfth Report on the Track Expansion Programme:

"It may also be seen whether the project-oriented lines can be treated as a part of the project itself and expenditure thereon could form part of the expenditure on the project as a whole. Alternatively, the losses, if any, should be

made good by grant of subsidy to Railways by the related authority."

[S. No. 11 (Para 5.26) of the Appendix II to the Report]

#### **Action Taken**

Noted.

[The Ministry of Railways O. M. No. 85/RCC/206/8  
dated 23/27-6-1988]

#### **Recommendation**

In their reply to the recommendation mentioned above the Government expressed the views of the Planning Commission, the Ministry of Finance and the Ministry of Railways (Railway Board). All of them hold different views on the subject. Briefly the Planning Commission is of the view that if the line is "a captive facility like a siding, its funding could be included in the project cost." The view of the Ministry of Finance is that "the outlay on the project oriented lines should be within the plan outlay of the Railways." While the Railways hold the view that the lines constructed for "certain specified project should be included in the cost of such projects."

[S. No. 12 (Para 5.27) of the Appendix II to the Report]

#### **Action Taken**

Noted.

• [The Ministry of Railways O. M. No. 85/RCC/206/8  
dated 23/27-6-1988]

## CHAPTER III

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

#### Recommendation

It would thus be seen that even in the reckoning of the Government, only a few of the on-going railway line projects will receive attention and many of them will be purposely left behind for want of adequate resources. This certainly is not a happy state of affairs. Though the Committee agree that the resource constraint is a factor not entirely under control of the planner or executor of the projects, a lesson should be drawn from the previous experience. At the beginning of the Sixth Five Year Plan (1980-81) 29 new lines were under construction. A sum of Rs. 240 crores was required for their completion during the plan period. But, for their completion and for taking up 22 new lines (2200 kms.—estimated cost Rs. 1152 crores) during that plan period, Rs. 380 crores were allotted. Due to financial constraints, the provision was reduced to Rs. 314 crores; against which the actual expenditure was Rs. 325 crores. Only 14 new lines had been opened for traffic of which 10 were only partially—completed. Construction works on 48 new lines were in progress requiring Rs. 1320 crores for their completion—15 of these projects were sanctioned between 1969-70 and 1978-79. The position at the commencement of the Seventh Plan (1985-86) was not better than what it was in 1980-81. It is needless to point out that delays in the execution of projects result in time and cost-overruns and non-achievement of the benefits expected from the completed projects.

[S. No. 2 (para 2.32) of the Appendix II to the Report]

#### Action Taken

Efforts are being made to reduce delays in execution of projects by requesting Planning Commission for increased outlays, reducing the new starts to the unavoidable minimum, and prioritisation of on-going projects, so that the limited resources are used to the best advantage for early completion of priority projects.

[The Ministry of Railways OM No. 85/RCC/206/85  
dt. 23/27-6-1988]

### Recommendation

The Committee note that the North Eastern Region has been accorded special priority in the matter of construction of railway lines in view of the present policy of the Government of India. In fact there is a full-fledged construction organisation under a separate General Manager (Construction) in the Northeast Frontier Railway to look after the construction activities in the North Eastern States. As on date the Northeast Frontier Railway has the following major six projects on hand:—

- (1) Dharamanagar-Kumarghat
- (2) Silchar-Jiribam
- (3) Lalabazar-Bhairabi
- (4) Balipara-Bhalukpong
- (5) Amguri-Tuli
- (6) Guwahati-Burnihat

It has been stated that the main constraint on progress of construction of these lines has been the inadequate allotment of funds. In some cases delay in handing over of required land by the State Governments has caused delay. In one case the terrain is difficult and poses serious problems of accessibility for transportation of construction materials to sites of work. Thus the overall progress of the first four lines in terms of percentage ranges from 42 to 66 and of the fifth line it is 20. The sixth line is held in abeyance, as the Government of Meghalaya do not seem to be interested in it. During their visit to the Northeast Region, the Committee gathered the impression that the progress on the five projects did not appear to be going in a way so as to suggest that the lines would be commissioned within the Seventh Five Year Plan. The Committee are constrained to observe that the things are not moving the way they should. As the position of resources stand today the total allotment of Rs. 350 crores for the Seventh Plan for new lines would just suffice only for the completion of these six projects in Northeastern States. As the allotment of the amount is for the entire country, the Committee suggest that special care should be taken to allocate more funds to projects in North-East region. Since the resources are the main constraint, and the terrain is difficult to handle, the Committee would suggest to the Ministry of Railways (Railway Board) to examine the possibility of taking up one railway after another instead of all the six projects going on contemporaneously after consulting the North-east Council.

[S. No. 9 (Para 4.6) of the Appendix II to the Report]

### Action Taken

Of the new lines approved for North Eastern region, on Dharma-nagar-Kumarghat project, the first phase upto Pencharthal (22 km) has been commissioned. On Lalabazar-Bhairabi new line, the first phase upto Jamira (30 km) has been commissioned on 11-4-1988. On Balipara-Bhalukpong new line, the first phase upto Gamani (14 km) is planned for commissioning by 3/89. The remaining portions of these 3 projects, as also the Silchar-Jiribam new line, are planned for commissioning in 1989-90. These are in progress accordingly. Work on Amguri-Tuli new line is held up due to border dispute between Nagaland and Assam and, consequent non-availability of land for construction of line. The matter is being pursued with both the State Governments for an early settlement, so that unobstructed possession of the requisite forest land is obtained for completing the line.

Guwahati-Burnihat new line has since been dropped due to non-clearance, by the Meghalaya Government, of its location within the State territory.

In view of the above, it is not longer necessary to take up one new railway line at a time. Moreover, these 6 lines had been sanctioned at a time, as a uniform gesture to the 6 hill-States around Assam and as such, it was only appropriate to have progressed them simultaneously, as far as practicable.

[The Ministry of Railways O.M. No. 85/RCC/206/8  
dt. 23/27-6-1988]

### Recommendation

Now that the project-oriented lines enjoy priority in the Seventh Five Year Plan, a re-thinking is necessary on this issue by all the three parties. In view of the failures of the projects referred to earlier in this Report, the Committee support the views expressed by the Railways and would reiterate their earlier recommendation that the project-oriented lines should be treated as a part of the project itself and the expenditure thereon should form part of expenditure on the project as a whole. The modalities of the accounting system of taking over/handing over assets after a certain period can be worked out. The Committee are anxious that there should be commitment on the part of the user Ministry/State in such cases. It is not a question of "mere allocation



funds", as pointed out by the Planning Commission, but a question of able husbanding of resources and ensuring accountability.

[S. No. 13 (Para 5.28) of the Appendix II to the Report]

### Action Taken

The matter has been re-examined.

The Ministry of Railways' view has been that the rail line constructed for certain specific projects should be included in the cost of such projects and losses incurred on the project oriented line, arising due to shortfall on traffic projection should also be borne by the users.

The Planning Commission feels that "a rail line can be considered as a part of the project only if it is a captive facility like siding. In all other cases, such schemes need to be continued to be included as part of the railway project. Factors influencing viability of rail line schemes can be considered at the time of formulation and appraisal of such schemes."

The Ministry of Finance has stated that "whenever projects, especially large projects, are considered, the need for linked investments in other sectors is invariably taken into account. Thus, when power plants are set up, for example, investments in the development of coal mines is considered. Similarly, the investment required in Port infrastructure is taken note of when export-oriented projects are considered. In all such cases, the linked investments forming part of the systems cost are recognised as investments of the concerned sectors and are not forming part of the main project. Only investments that are required as a captive facility of the main project, such as sidings serving coal projects, are included as a part of the main project. It is noted that this position has been brought out by the Planning Commission. The principles being followed in the generality of cases will be equally applicable to investments required by the Railways."

As the Ministry of Railways have to follow the guidelines of the Planning Commission and Ministry of Finance in such matters, their views stated above, may be treated as reply of the Government.

[The Ministry of Railways OM No. 85/RCC/206/85  
dated 23/27-6-1988]

### Recommendation

This brings to the mind of the Committee a case, where the urgency of the construction of the railway line is being realised by all concerned, but the wherewithal is missing. The Committee has Koraput-Rayagada line in mind. This is needed to cater to NALCO traffic as well as for Vizag Steel Plant, besides the existing iron-ore traffic. Though the Planning Commission advised the Railways about delay in setting up the Plant during the Sixth Five Year Plan, they are "unable to provide fully for this in the Seventh Five Year Plan". According to the Chairman, Railway Board, the sanction was perhaps given for the railway portion, for the port portion and steel plant portion all together along with the project estimate of the main project but what happened later on is that the funds are still being allocated through the normal railway plan and that is the problem. It is apparent that sanction was given for the three components of the project separately viz., for the plant, for the port and for the railways, but later on the Railways were to provide fund from their own allocation. Reasons for this change are not clear to the Committee. The Committee would only stress that funding of project-oriented lines should be treated as part of the project itself. Such a system would ensure better accountability on the part of all concerned with the project. In case the projects do not share the cost of construction of project line meant for them, the Committee would make alternative recommendation to the Railways to shift the emphasis on project oriented lines to the "On-going Railway line project meant for the development of backward areas."

[S. No. 14 (para 5.29) of the Appendix II to the Report]

### Action Taken

Planning Commission has furnished comments as under:—

"As to the observations regarding allocation of funds for Koraput-Rayagada (KR) railway lines the following points bear emphasis:

The Koraput-Rayagada (KR) railway line project was taken up to meet the additional traffic requirements of the Orissa Aluminium project (NALCO) who were having an alumina plant, near Machiliguda, and the Vishakhapatnam Steel Plant Project. The existing KK line did not have the requisite capacity to cater to this transport requirement of these plants in addition to the requirement of

iron ore for export through Vizag Harbour. The portion of the (KR) line upto Machiliguda (19.64 Kms) was completed in December 1985 so as to meet the NALCO traffic, which in the interim period prior to the completion of the Vizag Steel Plant, was capable of being moved over the KK line. The balance portion of the (KR) line is necessary to meet the requirements of the Steel Plant traffic. Since, at the time of the formulation of the 7th Plan, it was felt that the Steel Plant would not go on stream in the Plan period, the urgency to complete the line was not there. It was only subsequently that the revised schedule of the Steel Plant was finalised and the Planning Commission then decided to give priority to the funding of the (KR) line towards its completion by the year 1991 or so, i.e., the beginning of the 8th Plan period. in time to meet the expanding traffic requirement.

“It needs to be clarified that all such projects are financed out of the total Plan outlays allocated to the Railways and the requirements are taken into consideration by the Planning Commission while deciding the total outlays for Annual Plans. There is no question of Railways finding resources from their own allocations. In fact, the outlay for construction of new railway lines approved for the Railways’ Seventh Plan was substantially stepped up at the time of formulation of Annual Plans, to take care of such projects. During the first four years, a stepped up outlay of Rs. 580 crores, against initially approved outlay of Rs. 350 crores for the entire Seventh Plan had been allocated to the Railways for new lines.”

In view of above, it is not possible to shift the emphasis from the project oriented lines. However, to the extent possible, within the constraint of resources, funds are allotted to the ongoing Railway line projects meant for the development of backward areas.

[The Ministry of Railways OM No. 85/RCC/206/8  
dated 23/27-6-1988]

## CHAPTER IV

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

#### Recommendation

Even for the new lines added during the Seventh Five Year Plan, so far, there is no guarantee of completion by the end of the Eighth Plan, as the Secretary, Planning Commission has stated: "We cannot give any commitment in this regard. We do not know the position. Our expectation is that we should be able to provide funds and they have to be completed by the end of the Eighth Plan." The Chairman, Railway Board admitted that "what we are going for new lines is not in keeping with the aspirations of the people or the needs of the economy." Sharing his concern, the Committee would suggest that the Railways should pay greater attention to completing the on-going railway line projects, which are there for a long time and should not allow them to linger on from Plan to Plan.

[S. No. 3 (Para 2.33) of the Appendix II to the Report]

#### Action Taken

Railways are utilising the limited resources on completing the on-going projects so as to derive the maximum benefit for the investments made. For this purpose, a few priority projects have been identified for being progressed faster. As a result, certain other projects where substantial investments have not been made and which have necessarily had to be slowed down.

[The Ministry of Railways OM No. 85/RCC/206/8  
dt. 23/27-6-1988]

#### Recommendation

From the elaborate statements submitted to the Committee from time to time by the Ministry of Railways (Railway Board) it is seen that in almost all the twenty cases of new line projects, selected by

the Committee for examination, the anticipated cost has become double the original cost or even more than that. Expenditure on each project upto September 1985 and outlay for 1985-86 are proportionately meagre to the anticipated cost. Delays in execution of the projects have led to cost overruns which, in turn, have eroded the funds provided in the Plan due to escalation in the cost of staff, material and part of the funds being consumed by too many projects progressing tardily. It is also observed that the objectives and the benefits sought to be achieved on completion of the projects are being delayed and in the meanwhile other modes of transport get developed in the regions to be served by these projects. Many of the projects have been the victims of cost escalation because of the increase in the cost of land and the slow process of acquisition of land.

[S. No. 4 (Para 3.19) of the Appendix II to the Report]

#### **Action Taken**

A review of the projects approved over the years is conducted annually. Keeping in view the availability of resources, work on projects of lower priority is slowed down, or suspended, so that the limited resources available could be used to expedite completion of the priority projects.

[The Ministry of Railways OM No. 85/RCC/206/8  
dt. 23/27-6-1988]

#### **Recommendation**

The Committee stress that the existing on-going railway line projects should be completed on priority basis. The Committee suggest that target dates should also be fixed, even if tentatively, for the parts of the projects to begin with and then for the projects as a whole. Funds may be allocated accordingly. The inadequate financing has not been helpful for railways finances, besides adversely affecting the priorities for balanced development of the entire country.

[S. No. 7 (Para 3.22) of the Appendix II to the Report]

#### **Action Taken**

Keeping in view the wide gap between the requirement of funds for completing the on-going projects and the resources that are

allocated thereof, it is not possible to fix targets for completion of all projects. Targets are fixed for projects that can be completed within the financial year based on the allocations decided in the Annual Plan.

For certain other projects of a special nature, targets are fixed for complete as well as part of the projects according to requirement of the industries, operational needs, etc. This is also subject to availability of resources.

[The Ministry of Railways OM No. 85/RCC/206/8  
dt. 23/27-6-1988]

### Recommendation

At the instance of the Committee, the Ministry of Railways (Railway Board) furnished details of new lines for which the foundation stones were laid by the Prime Minister, Transport Minister/Railway Minister. Since 1972 the Prime Minister laid foundation stones in respect of ten new line projects and the Transport Minister/Railway Minister laid the foundation stones for fourteen lines. Out of 24 lines, for which foundation stones were laid from 1979 onwards, only two lines have been completed so far. At the time of foundation laying ceremony, it is normal to inform the gathering present about the programme of completing the projects. The rate of progress except in case of Apta-Roha line, has not been satisfactory till now. But, according to Planning Commission, "the progress of work on these schemes has to be seen in the light of the priorities enunciated—given the constraint of funds, the progress of these works is understandable". The Committee regret to observe that lines for which foundation stones were laid by no less a person than the Prime Minister of India or the Railway/Transport Minister of India are lingering on for one reason or the other. This tends to give an impression that the authorities concerned are not serious about the commitments made. The Railways tend to lose their credibility. This is not desirable. It is necessary that at the time of foundation stone laying funds for projects should be secured. In case it is not possible to fulfil the commitments, the practice of formally laying the foundation stones should be given up in future. But the implicit commitment on 24 lines referred to above should be honoured on a priority.

[S. No. 15 (Para 6.4) of the Appendix II to the Report]

## Action Taken

1. The following projects not yet commissioned are being progressed according to allotment of funds shown against each:

S. No.	Project	Outlay (Rs. crore)	Remarks	
<b>A. Foundation stones laid by Prime Minister.</b>				
		87-88	88-89	
1.	Satna— Rewa	2	4	
2.	Jammu— Udhampur	5	7	
3.	Rampur— New Haldwani	2	5	
4.	Jogighopa— Guwahati with Rail-cum-Road Bridge.	10	7.5	In 87-88 Rs. 8 crore has been additional allotment by re-appropriation. In 88-89, about Rs. 10 crore will be given by N.E.C. and Ministry of Surface Transport.
5.	Bijnagar— Nadikude	8.42	4	Full line will be commissioned by 3/88.
6.	Alleppey— Kayankulam			
<b>B. Foundation stones laid by Railway Minister.</b>				
1.	Mathura Alwar	1.81	4	
2.	Nangal Dam— Talwara	3.5	5	
3.	Ernakulam— Alleppey	9.5	7.87	
4.	Karur— Dindigul— Madurai Tuticorin	8.66	5.01	Karur— Dindigul (73 kms.) new line will be commissioned in 1988-89.
5.	Tamluk— Digha	3	3	
6.	Koraput— Rayagada	46.44	58.74	Target 3/91.
7.	Bhuj— Naliya	10.19	2.10	Commissioned by 3/88.
8.	Lalabazar Bhairabi			

Following projects are not being progressed.

Sl. No.	Project	Remarks
<b>A. Foundation stones laid by Prime Minister</b>		
1.	Chhittauni Bagaha	1st phase i.e. Bagaha to Valmikinagar (9 kms.) has been commissioned. The project

S. No.	Project	Outlay (Rs. crore)	Remarks
			was originally envisaged as a measure for flood control for which it is no longer considered a priority work considering very heavy investment involved. Ministry of Irrigation, Govts. of Bihar and U.P. have not agreed to bear their increased share of costs. The matter is being reviewed by the Planning Commission.
2.	Howrah—Amta including Bargachia Champadanga branch line.		The first phase from Santragachi to Bargachia (22 kms.) has been commissioned. Further work is not being taken up due to constraint of resources.
<b>B. Foundation stones laid by Railway Minister.</b>			
1.	Sakri—Hassanpur		Work is not being taken up due to resource constraints.
2.	Eklakhi—Balurghat		Work has been frozen up due to resource constraint.
3.	Kapadvanj—Modasa [		—Do—

[The Ministry of Railways O.M. No. 85/RCC/206/8 dt. 23/27-6-1988].



## CHAPTER V

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

#### Recommendation

Another point which the Committee would like to stress is that a high priority should be accorded to such on-going railway line project as has been taken up in State, in which no railway line could be constructed/completed since Independence, for example Nangal-Talwara railway line, which is the only on-going railway line project in Himachal Pradesh. Here the Committee would also like to emphasise that in such States where a number of lines are under construction, one line should be selected for speedy construction and early completion on priority basis.

[S. No. 8 (Para 3.23) of the Appendix II to the Report]

#### Action Taken

Projects for construction of new railway lines are taken up on a variety of considerations, taking into account the interest of the nation as a whole. The limited funds available have to be used judiciously to progress satisfactorily the priority projects. The *inter-se* priorities between the projects need to be determined on the basis of factors like operational compulsions, requirement of development, strategic considerations etc.

Nangal Dam-Talwara new line construction is in progress, for which Rs. 5 crores have been allotted in 1988-89. The first section from Nangal Dam to Raimehatpur has been commissioned and the second section upto Una is planned for commissioning in the 3rd quarter of 1989.

[The Ministry of Railways OM No. 85/RCC/206/8  
dt. 23/27-6-1988]

NEW DELHI;

December 12, 1988  
*Agrahayana* 21, 1910 (Saka).

SUBHASH YADAV,

Chairman,  
Railway Convention Committee.

## APPENDIX

### Statement of conclusions/Recommendations

Sl. No.	Para No.	Ministry	Conclusion/Recommendation
1	2	3	4
1	4	Ministry of Railways	<p>The Committee expect that the final reply to the recommendation at S. No. 8 in respect of which only an interim reply has been furnished will be submitted to them expeditiously.</p>
2	10	-do-	<p>From the reply of the Ministry of Railways, the Committee find that the expenditure/outlay for new line projects for the first four years of the Seventh Plan is Rs. 580 crores out of which about Rs. 385.88 crores have already been spent. According to the Minister of Railways the residual requirement of funds, for completing all the 31 on-going new line projects involving a total length of 2614 km, would be about Rs. 1,470 crores. The Committee are distressed to find that allocation of Rs. 195.01 crores only has been made for the new line projects for the year 1988-89. The Railways are carrying a large portfolio of on-going projects, particularly, those of new railway lines and large shelf of projects with a thin spread of resources inevitably results in time and cost overrun. At the same time, the Railway projects are highly capital intensive</p>

with long gestation period and delays in execution of the projects make this period still longer. The investments made on projects which have been abandoned or slowed down lead to unnecessary blocking of funds which could be utilised for completing the priority projects. The Committee, therefore, recommend that the Ministry of Railways should prepare a perspective plan based on the fixed priorities and available resources. They also desire that the Planning Commission should also endeavour to allocate more funds for these on-going Railway line Projects so that all these 31 lines could be completed by the middle of Eighth Plan.

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The Committee are surprised to note the reply of the Ministry of Railways that it is not possible to fix targets for completion of all projects in view of the wide gap between the requirement of funds for completing the on-going projects and the resources that are allocated thereof. In Committee's view, it should certainly be possible to fix target dates for the parts of the projects if not for the project as a whole. The Committee feel that before taking up surveys for the new railway lines except on urgent and other considerations detailed in paragraph 16(a) and (c) of this Report, the Ministry of Railways should ensure that the existing 31 on-going Railway lines are completed.

The Committee, therefore, reiterate their recommendation that the Ministry of Railways should fix target dates for the parts of

the projects and thereafter for the projects as a whole to the extent feasible.

#### Ministry of Railways

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The Committee find instances galore in the Audit Reports of the Comptroller and Auditor General of India on Railways where the priorities fixed went on changing from time to time. Such instances create doubt in the mind of the Committee as to whether the priorities are at all fixed on the basis of objectives indicated by the Ministry. There have been numerous other instances where after incurring substantial expenditure, works were subsequently frozen/slowed down/abandoned. In the opinion of the Committee, the work on such projects had to be discontinued either as a result of improper selection of projects or financial constraints caused by indiscriminate sanction of too many projects unrelated to the available resources. The Committee, therefore, desire that the Ministry of Railways should, after detailed feasibility and viability surveys, draw up a priority list of new Railway line projects in the light of objectives laid down with a view to avoiding ad hoc selection of these projects. They feel that priority should be accorded to such on-going railway line projects as have been taken up in States in which no railway line could be constructed/completed since Independence. One of such projects is that of Nangal-Talwara railway line which is the only on-going railway line project in Himachal Pradesh. The Committee, therefore, reiterate

their earlier recommendation that in such States where a number of lines are under construction, at least one line should be selected for speedy construction and early completion on priority basis.

-do-

The Committee are concerned to note that lines for which foundation stones were laid by no less a person than the Prime Minister of India or the Minister of Railways are lingering on for one reason or the other. Laying of foundation stone by the Prime Minister or the Railway Minister is a commitment made, on behalf of the Nation, to the people of that area. At the time of foundation laying ceremony, it is the normal practice to inform the gathering present about the programme of completing the project. The Committee desire that before laying foundation stone of a particular project, the Ministry of Railways should, in consultation with the Planning Commission and the concerned Ministries, ensure the necessary funds for the project. The Committee, therefore, reiterate their earlier recommendation that the implicit commitments made by way of laying foundation stones for all the 24 railway line projects referred to above should be honoured on a priority basis.

## PART II

### MINUTES OF THE 47TH SITTING OF THE RAILWAY CONVENTION COMMITTEE HELD ON 7-12-1988

The Forty-seventh sitting of the Railway Convention Committee was held on Wednesday, the 7 December, 1988 from 1600 hours to 1645 hours in Committee Room No. 53, Parliament House, New Delhi. The following Members were present in the meeting:

#### MEMBERS OF THE COMMITTEE

Prof. Narain Chand Parashar—*in the chair*

2. Shri Mostafa Bin Quasem
3. Shri Ram Chandra Vikal
4. Shri Dharni Dhar Pasumatari
5. Shri Bhagatram Manhar
6. Shri P. Upendra

#### SECRETARIAT

1. Shri R.D. Sharma—Director Incharge (B)
2. Shri D.S. Birwal—OSD
3. Shri R.C. Gupta—Financial Committee Officer.

2. The Committee chose Prof. Narain Chand Parashar to act as Chairman for the sitting under Rule 258(3) of the Rules of Procedure and Conduct of Business in Lok Sabha.

3. The Committee then considered and adopted the Draft Report on action taken by Government on the recommendations contained in the Ninth Report of the Railway Convention Committee (1985) on 'On-going Railway Line Projects.' The amendments/modifications made by the Committee are shown in the Annexure.

4. The Committee also authorised the Chairman to make consequential changes as might become necessary and present the Report to the House.

5. Thereafter, the Committee decided to undertake an on-the-spot study tour to Bombay, Goa, Bangalore and Madras in the last week of December 1988.

6. The Committee also decided to suggest to the Ministry of Railways that the Minister of Railways may take some of the Members of the Railway Convention Committee with him on visits to foreign countries where works are being executed by the Railways in order to enable them to familiarise with the working and progress of these projects/works.

7. The Committee then adjourned.

**ANNEXURE**

Modifications/Amendments made by the Committee in the Draft Report on action taken on the recommendations contained in the Ninth Report of the Railway Convention Committee (1985) on 'On-going Railway Line Projects'.

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Page	Para	Lines	Amendments/modifications
6	13	7-16	<i>For</i> The Committee fail..... taken up for construction. <i>Read</i> The Committee feel that before taking up surveys for the new railway lines except on urgent and other consi- derations detailed in Paragraph 16(a) and (c) of this Report, the Ministry of Railways should ensure that the existing 31 on-going railway lines are completed.
13	20	3	<i>Add</i> 'or the Minister of Railways' after Prime Minister of India.

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