

**ESTIMATES COMMITTEE
(1975-76)**

(FIFTH LOK SABHA)

NINETY-SECOND REPORT

MINISTRY OF RAILWAYS

Action Taken by Government on the recommendations contained in the Seventy-seventh Report of the Estimates Committee (Fifth Lok Sabha) on the Ministry of Railways—Railway Electrification Projects.



**LOK SABHA SECRETARIAT
NEW DELHI.**

March, 1976/Phalguna, 1898 (Saka)

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C O N T E N T S

	PAGE
COMPOSITION OF THE ESTIMATES COMMITTEE (1975-76)	(iii)
COMPOSITION OF STUDY GROUP 'F' OF THE ESTIMATES COMMITTEE (1975-76)	(v)
INTRODUCTION	(vii)
CHAPTER I—Report	I
CHAPTER II—Recommendations that have been accepted by Government	6
CHAPTER III—Recommendations which the Committee do not desire to pursue in view of the Government's replies	11
CHAPTER IV—Recommendations in respect of which replies of Government have not been accepted by the Committee	15
APPENDIX —Analysis of the action taken by Government on the recommendations contained in the Seventy-seventh Report of the Estimates Committee	22

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INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee, present this Ninety-Second Report of the Estimates Committee on Action Taken by Government on the recommendations contained in the 77th Report of the Estimates Committee (Fifth Lok Sabha) on the Ministry of Railways—Railway Electrification Projects.

2. The 77th Report was presented to Lok Sabha on the 29th April, 1975. Government furnished the replies indicating the action taken on the recommendations contained in this Report on the 10th September, 1975. The replies were examined by the Study Group 'F' of the Estimates Committee at their sitting held on the 15th March, 1976. The Draft Report was adopted by the Committee on the 20th March, 1976.

3. The Report has been divided into the following Chapters:—

I. Report.

II. Recommendations that have been accepted by Government.

III. Recommendations which the Committee do not desire to pursue in view of Government's reply.

IV. Recommendations in respect of which replies of Government have not been accepted by the Committee.

4. An analysis of the action taken by Government on the recommendations contained in the 77th Report of the Estimates Committee (5th Lok Sabha) is given in Appendix to this Report. It would be observed therefrom that out of 10 recommendations made in the Report 5 recommendations i.e., about 50 per cent have been accepted by Government and the Committee do not desire to pursue 2 recommendations i.e., 20 per cent in view of Government's replies. The replies of Government to 3 recommendations i.e., 30 per cent have not been accepted by the Committee.

NEW DELHI;

March 25, 1976.

Chaitra 5, 1898 (S).

R. K. SINHA,

Chairman,

Estimates Committee.

CHAPTER I

REPORT

Progress of Railway Electrification Projects

Recommendation Serial Numbers 1, 5 and 8 (Paragraph Nos. 25, 48—53 and 101—195)

In paragraph No. 25 of their 77th Report the Committee had noted that in view of relative superiority of electric traction over other modes of traction, and its relative economics and operational efficiency and in the light of rising oil prices and its scarcity, there was a scope for stepping up the electrification on the Railways. They had noted that these considerations had been kept in view while outlining the future electrification programme during the three successive plans. The Railways' plans for electrification of trunk routes were expected to be stepped up to about 1,800 kms. during the Fifth Plan, rising to 3,000 route kilometres in the Sixth Plan and reaching 4,000 route kilometres during the Seventh Plan.

2. Commenting on the achievement of the targets in the Fourth Plan, the Committee had observed in paragraphs Nos. 102 to 105 of the Report that originally the target had been fixed at 1700 km. which was subsequently lowered down to 1200 kms. at the time of mid-plan review in consultation with the Planning Commission since the originating traffic did not come up to expectation on which the original plan was framed. The outlay was also reduced from Rs. 82 crores to Rs. 73 crores. The actual achievements, however, came out to be 932 kms. and the expenditure during this period was Rs. 67.67 crores on this account.

3. Analysing the various reasons for shortfalls during the Fourth Plan period, the Committee had observed that the shortfall during the Fourth Plan was mainly due to slowing down on three projects viz. (i) Panskura-Haldia, (ii) Virar-Ahmedabad, and (iii) Waltair Kirandul Projects. The Committee had observed that slowing down on the Panskura-Haldia and Waltair-Kirandul Projects was more or less due to the factors beyond the control of the Ministry of Railways. The delay on the Virar-Ahmedabad section was partly due to delay in receipt of imported telecommunication cables and accessories and delay in power supply from the Maharashtra State Electricity Board and partly due to the need for taking up flood protection works like raising of tracks. The Committee had observed that while the Maharashtra State Electricity Board might have their own problems

in regard to supply of power for the project, with proper survey of routes it should have been possible for the Ministry of Railways to undertake flood protection works and to avoid delays on this account. Advance planning in regard to imported equipment could also have minimised delays to certain extent.

4. The Committee had also noted that there were delays on other projects taken up for electrification during the Fourth Plan period. The target of completion of Tundla-Delhi section had been put off from September, 1975 to December, 1976. The Madras-Vijayawada Section which was originally targetted to be completed in March, 1976 was now expected to be completed in 1977-78.

5. The Committee had emphasised in this connection that unless all-out efforts were made through continuous vigilance to achieve the targets now fixed in respect of these projects, it might become all the more difficult to achieve the overall targets for the Sixth and Seventh plans during which periods even larger energisation was envisaged.

6. Making an assessment of the projects included in the Fifth Plan, the Committee had noted in their recommendation at Serial No. 5 (Paragraph Nos. 48 to 53), that out of the 1800 route kms. proposed to be energised during the Fifth Five Year Plan electrification on projects totalling 1474 kms. was in progress. In addition to completion of all these sections, new works were likely to be started on another 3000—3500 route kms. during the plan. The Committee had, however, observed that though some of the schemes like Bhusaval-Nagpur and Durg-Nagpur had been found financially viable, it had not been possible to sanction these schemes so far, nor did it appear likely that these schemes would be sanctioned during 1975-76 due to financial stringency. The Committee had further noted that due to uncertain financial resources, it had not been possible to fix the targets in respect of certain sections comprising 3121 Route Kms., viz., Bhusaval-Nagpur, Durg-Nagpur, Delhi-Bina, Madras-Arkonam-Guntakal-Hospet, Sitarampur-Garhara, Bhilai-Dalli-Rajahara, Vadodra-Ratlam and Godhra-Anand, Arkonam-Eroda, Jalarpettai-Bangalore and Rampur-Dumara-Mughalsarai. Having thus noted the progress in electrification of the projects so far, the Committee had expressed doubt in regard to the achievement of the targets for electrification at the proposed rate during the plan period. The Committee had expressed the view that unless effective remedial measures were taken urgently, the slippages were bound to be appreciably large. They had, therefore, urged Government to take early decision on allocations in the light of the perspective plan and keeping in view the need for accelerated electrification in the context of World

Oil crisis. The Committee had further recommended that targets in respect of all the sections should be fixed immediately and effective steps taken to ensure that the same were adhered to strictly.

7. In their reply furnished to the Committee, Government have, while noting the observations of the Committee in regard to the shortfalls on Panskura-Haldia and Waltair-Kirandul projects, stated that the need of flood protection measures on the Virar-Ahmedabad section could not have been foreseen at the time of the survey of the section. The delays resulting from failure of M/s. Hindustan Cables Ltd. to supply the hitherto imported cables is understood to be due to anxiety of the Ministry of Railways to procure indigenous equipment as far as possible and promote development of the items not available indigenously.

8. Postponement of the targets for completion of the electrification of Tundla-Delhi and Madras-Vijayawada sections has been attributed to inadequacy of financial resources. In fact, the Committee have been informed that due to very limited funds being available for electrification projects during 1975-76 also, the target for completion of the electrification of Madras-Vijayawada section has had to be further put off beyond 1977-78.

9. It has been further stated by Government that the allotment of funds to the Ministry of Railways for its development programme was considerably less than the requirements during the first two years of the Fifth Plan. Hence different spheres of the development programme were affected to varying degrees. Electrification has also suffered a set back and the fifth plan target of 1300 route kms. is now beyond reach. During the first two years of the Fifth Plan, no new schemes could be taken up and progress on current schemes had to be slowed down. The total availability of funds during the next few years is also not known with any degree of certainty and as such it will not be possible to decide apportionment of funds between various competing demands, taking into consideration their relative priority. The Ministry have added that fixing of realistic targets for electrification schemes in the absence of this vital information is not possible.

10. It has been further stated that the progressing of electrification schemes and their completion during the sixth and seventh plans would similarly depend upon the availability of financial resources.

11. The Committee are unhappy to note that the allotment of funds to the Ministry of Railways for its development programme being considerably less than the requirements during the first two years of the Fifth Plan, different spheres of development programme

were affected to varying degrees. Electrification has also suffered a set back. Not only could no new schemes be taken up but also some current schemes have been adversely affected. Fifth Plan targets are stated to be beyond reach. The total availability of funds during the next few years is also not known with any degree of certainty and as such it will not be possible to decide apportionment of funds between various competing demands. It has, therefore, been pleaded that fixing of realistic targets for electrification schemes in the absence of this information is not possible.

12. The Committee appreciate that uncertainty arising from the availability of financial resources would affect proper and timely decisions regarding the execution of the Railway Electrification projects in the Fifth and subsequent plans. They would, therefore, like Government to take an early decision in the matter in the interest of planning and efficient and economic execution of these projects.

13. In this connection the Committee would, however, like to draw attention to the following observations of the Railway Convention Committee, 1973 contained in paragraphs Nos. 2.7 and 2.43 of their Eighth Report on Railways' Fourth and Fifth Five Year Plans and other ancillary matters:—

“The Committee, however, note that at the time of Mid-term appraisal when the target of originating traffic was lowered from 264.7 million tonnes, the Plan (Fourth Plan) outlay was also reduced from the original outlay of Rs. 1525 crores to Rs. 1275 crores. This was subsequently raised to Rs. 1400 crores (the traffic target remaining the same), mainly to take care of the escalation in prices. In spite of this, the expenditure has exceeded the Plan outlay. Furthermore—there have been heavy shortfalls in attaining some of the key physical targets during the Fourth Plan. The Committee are constrained to observe that the whole matter requires a fresh approach so that a careful and critical appraisal could be undertaken in respect of the investments made by the Railways in various sectors with a view to taking necessary remedial measures for future.

In fact, the budgetary anticipations for the last year of the Plan (Fourth Plan) were highly over-pitched and could hardly be considered realistic in the context of the Railways' performance in the earlier years of the Plan, the stagnation in the economy of which the Railways were undoubtedly

quite aware and last but not least, the labour problems besetting them. The Committee are, therefore, driven to the conclusion that the methodology of forecasting the estimates of growth of traffic from year to year, not to speak for the Plan as a whole, leaves much to be desired in spite of Railways' long experience in this field."

14. The Committee would urge that the Ministry of Railways may examine the position of resources in the light of the above observations, and if necessary, re-allocate the available funds keeping in view the paramount need for accelerated electrification in the context of the world oil crisis and having regard to the fact that the Railway electrification programme is attuned to the growth of traffic.

IMPLEMENTATION OF RECOMMENDATIONS

15. The Committee would like to emphasise that they attach the greatest importance to the implementation of the recommendations accepted by Government. They would, therefore, urge that Government should keep a close watch so as to ensure expeditious implementation of the recommendations accepted by them. In cases where it is not possible to implement the recommendation in letter and spirit for any reason, the matter should be reported to the Committee in time with reasons for non-implementation.

16. The Committee also desire that further information where called for in respect of the recommendation included in Chapter II of the Report may be intimated to them expeditiously.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation S. No. 2 (Para No. 26)

The Committee further note that, to guard against the interrupted power supply resulting from the shortage of power supply, the Ministry of Railways propose to set up their own generating stations, one each in West Bengal, Bihar and U.P. during the Fifth Plan. It is also proposed to replace and augment the generating capacity at Central Railway's existing Thermal Power Station at Thakurli near Kalyan by 2X110 M.W. sets. This proposal is also included in the Fifth Plan proposals of the Ministry of Irrigation and Power (now Ministry of Energy).

Reply of Government

The site studies and preparation of feasibility reports for setting up 2X110 MW Thermal Power Stations in West Bengal, Bihar and U.P. have been completed. Similarly site study and preparation of feasibility report for expansion of Central Railway's Power Station at Thakurli (Chola) have also been completed. The feasibility reports have been submitted to the Planning Commission for approval and allotment of funds to take up these works in the Fifth Five Year Plan.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 2 (Para No. 27)

The Committee hope that timely decisions will be taken in regard to final approval of these proposals and allotment of funds etc. so that the generating stations will be available to supplement the power supplies from other sources at an early date.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897]

Comments of the Committee

The final result of action taken in the matter may be intimated to the Committee.

Recommendation S. No. 3 (Para No. 28)

Since the power shortage is not likely to be overcome in the near future, Railways may have to set up their own power houses in the Sixth Plan also. The Committee recommend that this matter may be examined in depth and necessary programmes for setting up additional power stations by the Railways drawn up well in advance.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 6 (Para No. 59)

The Committee note that advance action for electrification of projects totalling 2,105 route kms. which might be energised during the Sixth Plan is in progress and surveys are in stages of completion. The Committee also note that surveys of the remaining sections are under consideration. Measures have also been taken to ensure that the electrification on sanctioned projects is not held up due to track works and remodelling of yards etc.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 7 (Para No. 60)

The Committee also note that the State Electricity Boards have already been advised of the possible requirement of power for electric traction and have been requested to take these loads into account while formulating their plans. As some more sections have been included in the latest Plan, the State Electricity Boards would be advised a fresh about the changes.

Reply of Government

State Electricity Boards have since been advised of the possible requirement of power for electric traction of sections likely to be electrified under the Corporate Plan. They have been requested to take these demands into consideration while planning their generating and distributing system so that availability of adequate power is ensured when the sections are electrified.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 7 (Para No. 61)

The Committee attach great importance to this aspect of the matter and would like the Ministry of Railways to give this matter careful attention and to assiduously pursue with the State Electricity Boards concerned to ensure that the electrification of the various projects is not held up on this account.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 10 (Para 123)

The Committee are constrained to note that, as already observed in their original Report hardly any concrete achievements in regard to economy and efficiency are discernible as a result of decentralisation of the Railway Electrification Organisation. As regards Research and Development Work which is believed to have been ignored by the erstwhile organisation, any concrete achievements on the side of newly constituted R.D.S.O. (Research Designs and Standards Organisation) on which this function has been devolved are yet to be observed as a result of six years of their work. On the other hand, the Committee feel that judging from the net results in terms of electrification there has been a considerable fall in the rate of electrification even after conceding the extraneous factors responsible for slowing down the completion of electrification schemes. While the Committee would not at this stage question the desirability of the decentralisation of the Railway Electrification Organisation, they would like to emphasize that the real test of efficiency as a result of decentralisation should be that the speed of electrification should

increase rather than decrease and there should be economy in cost. Since the need for electrification has now increased in the context of the existing situation of energy crisis and oil price hike in the world, the Committee would like Government to examine this matter in detail and ensure that organisational deficiencies do not hamper the speed of electrification of projects on the Railways.

Reply of Government

Observations of the Committee are noted. There is no denying the fact that there has been a considerable fall in the rate of electrification during the fourth Plan as compared to that during the third Plan. The decline more or less coincides with the disbanding of the Railway Electrification Organisation by the end of 1967. However, it is a moot point if the fall is mainly due to the organisational change.

While it may not be possible to achieve a substantial rate of electrification without an efficient organisation to implement schemes it is submitted that a smaller rate does not necessarily lead to the conclusion that the set-up is poor. Even with the best of organisations, the achievement can only be as high and cannot be higher than the rate at which new electrification projects are sanctioned for execution.

Assuming the period of completion of schemes as five years including the year of sanction, the Railway Electrification Organisation till the end of its existence upto December, 1967, could be normally expected to complete the schemes sanctioned till 1963-64 inclusive. Over the period of seven years from 1957-58 to 1963-64, schemes totalling 2803 route kms. were sanctioned i.e. at the average rate of 400 route kms. every year. As against this, the schemes sanctioned during six years between 1964-65 and 1969-70 which normally could have been completed by 1973-74, totalled 1111 route kms. i.e. an annual average rate of 185 route kms. only. This is the main reason for the substantial fall in the rate of electrification during the fourth five year Plan as compared to that during the previous years. It is doubtful if even the Railway Electrification Organisation, had it not to be disbanded because of dispersal of schemes over a wide area, could have maintained its earlier tempo of electrification under these circumstances.

It is considered that the new set-up had not a fair trial so far. It may be assured that the Government has an open mind on the subject and should future experience indicate that organisational changes

are called for to achieve higher rates of electrification, they will be considered and implemented.

[Ministry of Railways (Rly. Board), O.M. No. 75-BC-EC/V/77,
dated 10-9-1975/19 Bhadra, 1897].

Comments of the Committee

The Committee would like to re-emphasise that the real test of efficiency as a result of re-organisation should be the greater speed of electrification consistent with economy in cost.

CHAPTER III

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

Recommendation S. No. 4 (Para No. 37)

The Committee note that action to prepare a perspective Plan for electrification of the Indian Railways forming a part of the corporate plan of the Indian Railways has been initiated in implementation of the recommendation contained in para 2.37 of their original Report (70th Report Fourth Lok Sabha). The Committee also note that out of 16,000 route kms. that would warrant electrification by the end of the Seventh Plan, Government propose to electrify 8,800 route kms. upto that period at a cost of Rs. 950 crores excluding the cost of rolling stock. The Committee are, however, unhappy to note that this is only an initial version of the plan which was initiated in 1969 and it will take yet another two or three years to bring out a final detailed version. It is surprising that it should take nearly two Plan periods for the Railways to prepare even a 15 year plan for electrification of Indian Railways. It is noteworthy that by the time the Plan is ready, the first 5 years of the corporate plan will have elapsed. The Committee are led to the conclusion that Government have not given serious consideration to the implementation of the recommendation of the Committee that it deserved. In view of the importance that Railway electrification has acquired in the context of international energy crisis and the rising oil prices in the world, the Committee strongly recommend that urgent measures should be taken to complete the detailed perspective plan so that the same could be executed in a phased manner during the next 15 years and all slippages and delays resulting from want of working details obviated.

Reply of Government

Unfortunately an impression has been gained that the Ministry of Railways has not given serious consideration to the implementation of the recommendation of the Committee made in their 70th Report regarding formulation of a perspective plan for electrification. It may be clarified that a draft perspective plan for 'Railway Electrification' *only* in pursuance of the recommendation was fram-

ed in April, 1970. It had envisaged electrification of 1600, 2100 and 2500 route kms. during the fifth, sixth and seventh Plan periods.

Subsequently, in 1972, Indian Railways undertook preparation of a Corporate Plan covering all its spheres of activities such as line capacity works, yards and terminals, signal and telecommunication facilities, rolling stock—its production and maintenance, modes of traction, gauge conversion etc. with a view to handling traffic both passenger and freight, efficiently and economically, which is likely to develop over a period of 15 years, from 1974-75 onwards. Railway Electrification is one of the many activities which have been covered in the Corporate Plan.

Keeping in view inadequacy of indigenous production and rising cost of crude oil in international market, the Corporate Plan proposed acceleration of electrification and fixed the targets of 1800, 3000 and 4000 route kms.

It will thus be noted that a draft perspective plan for electrification was prepared in 1970. A new plan was prepared in the light of changed circumstances and was integrated in a broader Corporate Plan. It will be appreciated that in a complex organisation such as Railways an individual activity cannot be seen in isolation but an overall perspective is required to be kept in view. It may also be appreciated that planning is a continuous process and plans need to be recast and revised as time passes to cater to new needs brought about by changing circumstances.

The initial version of the Corporate Plan was formulated on an overall average rate of growth of traffic on Indian Railways. The final version will be based on more accurate assessment of growth of traffic on individual routes.

As regards electrification, the sections which need to be electrified in the immediate future have already been indentified. In fact out of 1800 route kms. which were proposed to be energised during the fifth Plan, works are already in progress on 1200 route kms. (Tundla-Delhi, Madras-Vijayawada, Kirandul-Waltair and Madras-Trivellore). Bhusaval-Nagpur and Nagpur-Durg which would have completed the target of 1800 had been surveyed in time, and but for paucity of funds, these sections too would have been taken up for electrification. Surveys of section totalling about 2100 route kms. which will be completed subsequently either have been completed, are in progress or have been sanctioned. Detailed study of

growth of traffic may necessitate changes in interse priority among proposed sections. Sixth Plan target may also have to be revised in the light of severe financial constraints during the fifth Plan so far. The preparation of the substantive version of the Corporate Plan will not effect progress of electrification. If there is a shipage and shortfall in meeting the targets of the initial version of the Corporate Plan it will not been account of non-finalisation of the Corporate Plan but will be due to scarcity of financial resources.

Incidentally it may be clarified that it was proposed to energise 8800 route kms. during the fifth, sixth and seventh Plans. With the 4189 route kms. already electrified upto the end of the Fourth Plan and another 269 route kms. which should have been completed by then, the electrified route length by the end of the seventh Plan would have been about 13250 kms. out of 16000 kms. on which electrification might be justified by the end of the seventh Plan.

(Ministry of Railways (Rly. Board) O. M. No. 75-BC-EC/CV/77
dated 10-9-1975/19 Bhadra 1897)

Recommendation S. No. 9 (Para No 106)

The Committee are disappointed to learn that most of the requirements of telecommunication cables and other accessories for Railway Electrification Works continue to be imported and M/s. Hindustan Cables have not been able to come up to expectations in regard to indigenous manufacturers so far. While concerted efforts should be made to obtain all the equipments required for Railway Electrification indigenously, it should be possible to obtain these items in time from foreign sources through advance planning. Now that future requirements of telecommunication cables and other accessories can be assessed-based on the programme of energisation, the Ministry of Railways should take appropriate action to ensure that all these items are obtained in time through indigenous sources as far as possible and the delay in receipt of these items does not cause delay in completion of the electrification projects as per the schedule.

Reply of Government

It will be appreciated that the policy of the Ministry of Railways has been to procure indigenous equipment as far as possible and promote development of the items not available indigenously. Considerable progress has already been made in respect of telecommunication system accessories.

As regards telecommunication cable it is understood that M/s. Hindustan Cables Ltd. have been endeavouring to increase the production rates. It is hoped that they succeed so that there may not be any need to import any telecommunication cable in future.

In respect of the recommendation of the Committee that Ministry of Railways should ensure that all items are obtained in time through indigenous sources as far as possible and delay in receipt of these items does not cause delay in completion of these projects, it is submitted that inordinate delay in receipt of certain essential items is bound to have adverse effect on completion of the project. Although efforts are being made to procure all the items in time, delays cannot be avoided in those cases where indigenous supplies fail to materialise and import of material has to be resorted to.

(Ministry of Rlys. (Rly. Board) O. M. No. 75-BC-EC|V|75
dated 10-9-1975/19 Bhadra 1897)

Comments of the Committee

The Committee hope that with greater coordination with M/s Hindustan Cables Ltd. (which is a public undertaking) the Ministry of Railways will be getting their future requirements of telecommunication cables indigenously.

CHAPTER IV

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

Recommendation S. No. 1 (Para No. 25)

The Committee note that steam traction is technologically inferior to diesel and electric locomotion in about every respect. Between the two modes of traction, the electric locomotive can haul a larger trailing load than the diesel locomotive on steep gradients. The Committee also note that a review of the relative economics and operational efficiency of electric traction vis-a-vis diesel and steam traction in the light of steep rise in the oil prices and its scarcity confirms that there is scope for stepping up the electrification on the Railways. The Committee observe that these considerations have been kept in view while outlining the future electrification programme during the three successive plans. The Railway's Plans for electrification of trunk routes are expected to be stepped up to about 1800 kms, during the Fifth plan, rising to 3000 route kms. in the Sixth Plan and reaching 4000 route kms. during the seventh Plan.

Reply of Government

The observations of the Estimates Committee are noted. It may be submitted in this connection, that due to financial stringency during the first two years of the Fifth Plan *viz.* 1974-75 and 1975-76, no new scheme could be commenced, and progress on current schemes had to be slowed down. Hence it will not be possible to achieve electrification of 1800 route kms. according to the earlier planning during the fifth Five Year plan.

Similarly, the progressing of electrification schemes and their completion during the sixth and seventh plans, will depend upon the availability of financial resources.

(Ministry of Railways (Railways Board) O. M. No. 75-BC-EC/
V/77 dated 10-9-1975/19 Bhadra 1897)

Recommendation S. No. 5 (para No. 48)

The Committee note that it is proposed to energise 1800 route kms. during the Fifth Five Year Plan, out of which electrifica-

tion on projects totalling 1474 kms. was already in progress at the beginning of Fifth Five Year Plan. In addition to the completion of all these sections, new works are likely to be started on another 3000—3500 route kms. during the plan.

Reply of Government

Due to severe paucity of financial resources, during the first two years of the fifth five year plan not only could no new scheme be taken up but also some current schemes were adversely affected.

Therefore, it will not be possible to complete electrification of 1800 route kms. during the fifth plan, as earlier envisaged.

The commencement of work on new electrification projects during the fifth five year plan, will also depend upon the availability of funds from year to year.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77 dated 10-9-1975/19 Bhadra 1897]

Recommendation S. No. 5 (para No. 49)

The Committee, however, find that though some of the schemes like Bhusaval-Nagpur and Durg-Nagpur have been found financially viable, it has not been possible to sanction these schemes so far, nor does it appear likely that these schemes will be sanctioned during 1975-76 due to financial stringency.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77 dated 10-9-1975/19 Bhadra 1897]

Recommendation. S. No. 5 (Para No. 50)

The Committee further note that due to uncertain financial resources, it has not been possible to fix the targets in respect of the following sections comprising 3121 Route Kilometres, viz. Bhusaval-Nagpur, Durg-Nagpur, Delhi-Bina, Madras-Arkonam-Guntakal-Hospet, Sitarampur-Garhara, Bhilai-Dalli-Rajahara, Vadodra-Ratlam and Godhra-Anand, Arkonam-Erode, Jolarpettai-Bangalore and Rampur-Dumra-Mughalsarai.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77 dated 10-9-1975/19 Bhadra 1897]

Recommendation S. No. 5 (Para No. 51)

Further, as would be seen under the section dealing with the progress of individual electrification projects during the Fourth Plan, the targets in case of a number of schemes are getting delayed.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 5 (Para No. 52)

Having noted the progress in electrification of projects so far, the Committee are doubtful if the targets for electrification at the proposed rate will be achieved during the Plan period. In the opinion of the Committee unless effective remedial measures are taken urgently, the slippages are bound to be appreciably large.

Reply of Government

Due to uncertain financial resources, limited funds have been made available for electrification projects during the first two years of the fifth five year plan. Hence the pace of progress of electrification schemes, had to be slowed down so as to work within the allotments made. Under the circumstances, it may be appreciated, there is no alternative but to postpone targets for completion of electrification schemes and slippages are bound to occur.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 5 (Para No. 53)

The Committee would, therefore, urge Government to take early decisions on allocation in the light of the perspective plan and keeping in view the need for accelerated electrification in the context of the world oil crisis. The Committee further recommend that targets in respect of all the sections should be fixed immediately and effective steps taken to ensure that the same are adhered to strictly.

Reply of Government

The allotment of funds to the Ministry of Railways for its development programme was considerably less than the requirements dur-

ing the first two years of the fifth Plan. Hence different spheres of the development programme were affected to varying degrees. Electrification has also suffered a set back and the fifth Plan target of 1800 route kms. is now beyond reach. The total availability of funds during the next few years is also not known with any degree of certainty and as such it will not be possible to decide apportionment of funds between various competing demands, taking into consideration their relative priority. It may be appreciated that fixing of realistic targets for electrification schemes in the absence of this vital information is not possible.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 8 (Para No. 101)

The Committee have already commented upon the progress in respect of individual projects till the end of the Third Plan in their original Report on the subject. The shortfall in the achievements during the three Annual plans has been negligible being only 12 kms.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 8 (Para No. 102)

As regards the Fourth Plan, the Committee find that originally the targets for energisation was fixed at 1700 kms. which was lowered down to 1200 kms. at the time of Mid-Plan review in consultation with the Planning Commission since the originating traffic did not come up to expectation on which the original Plan was framed. The outlay was also reduced from Rs. 82 crores to Rs. 73 crores. The actual achievements, however came out to 932 kms. and the expenditure during the Plan period was Rs. 67.67 crores on this account.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 8 (Para No. 103)

The Committee note that the shortfall during the Fourth Plan was mainly due to slowing down on the following three projects viz. (i) Panskura-Haldia (ii) Virar-Ahmedabad Scheme and (iii) Waltair-Kirandul Project. The Committee understand that slowing down on the Panskura-Haldia and Waltair-Kirandul projects was more or less due to the reasons beyond the control of the Ministry of Railways.

Reply of Government

The observations of the Estimates Committee are noted.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77 dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 8 (Para No. 104)

As regards the third project viz., Virar-Ahmedabad section, the delay was partly due to delay in receipt of imported tele-communication cables and accessories and delay in power supply from the Maharashtra State Electricity Board and partly due to the need for taking up flood protection works like raising of tracks. While the Maharashtra State Electricity Board may have their own problems in regard to supply of power for the project, the Committee feel that with proper survey of routes it should have been possible for the Ministry of Railways to undertake flood protection works and to avoid delays on this account. Advance planning in regard to *imported* equipment could also have been minimised the delays to certain extent.

Reply of Government

The survey for electrification of Virar-Ahmedabad section was carried out in 1965-66. The scheme was sanctioned in 1967-68 for execution. Subsequently, in the year 1970-71, there were unprecedented floods in the section leading to serious breaches of track at a number of places. It was, therefore, decided to raise the level of tracks over the various stretches on the section as flood protection measures. It will be appreciated that the need of flood protection measures could not have been foreseen at the time of the survey of the section for its electrification, as well as the commencement of electrification work.

With regard to imported equipment, it is stated that after taking the responsibility of laying cables from P & T sometime in 1968,

efforts were made by the Railways to develop indigenous manufacture of hitherto imported cables in the works of M/s. Hindustan Cables Ltd., a public sector undertaking. Accordingly discussions were being held with the representatives of Hindustan Cables Ltd. from January, 1969 onwards. Virar-Ahmedabad Project consisted of three groups viz., Virar-Bulsar (Group 30), Bulsar-Baroda (Group 31) and Baroda-Ahmedabad (Group 32). Considering the schedule for energising of group 32, cable requirements of this group were met by imports through global tender invited in 1970. It was then expected that requirements of the remaining two groups (30 and 31) of Virar-Sabarmati railway electrification and the subsequent Railway Electrification Projects would be met by M/s. Hindustan Cables Ltd. During the course of subsequent discussions with M/s. Hindustan Cables Ltd. from time to time, it came to light that they would be able to meet only a part of the requirements of group 30 and 31. An order for 154 Kms. cables was, therefore, placed on them in 1970 as the balance requirements of groups 30 & 31 had necessarily to be imported. This was done by a global tender invited in early 1971. It will be seen that the entire quantity was not imported in the first instance in 1970 as the intention was to procure cables indigenously to the maximum extent. Necessary action for import of the balance quantity was taken in 1971, as soon as it became clear that M/s. Hindustan Cables Ltd. would not be able to meet the requirements.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/V/77
dated 10-9-1975/19 Bhadra, 1897]

Recommendation S. No. 8 (Para No. 105)

The Committee note that there have also been delays on other projects taken up for electrification during the Fourth Plan period. The target of completion of Tundla-Delhi Section has been put off from September, 1975 to December, 1976. The Madras-Vijayawada Section, which was originally targetted to be completed in March, 1976 is now expected to be completed in 1977-78. While the Committee note the reasons for delays in the completion of these projects, they would like to emphasize that unless all-out efforts are made through continuous vigilance to achieve the targets now fixed in respect of these projects, it may become all the more difficult to achieve the overall targets for the Sixth and Seventh Plans during which periods even larger energisation is envisaged.

Reply of Government

Due to inadequacy of financial resources, the targets for completion of electrification of Tundla-Delhi and Madras-Vijayawada sec-

tion had to be postponed. In fact, due to very limited funds being available for electrification projects during 1975-76 also, the target for completion of the electrification of Madras-Vijayawada section has had to be further put off beyond 1977-78.

Execution of electrification schemes during the remaining years of the fifth Plan and subsequent Plans would depend to a large extent on the availability of funds. If financial stringency continues, scaling down of the tentative targets of electrification projects will be inevitable.

[Ministry of Railways (Rly. Board) O.M. No. 75-BC-EC/B/77
dated 10-9-1975/19 Bhadra, 1897]

Comments of the Committee

(Recommendations S. Nos. 1, 5 and 8)

Please See Chapter I

NEW DELHI;
March 25, 1976
Chaitra 5, 1898 (Saka).

R. K. SINHA,
Chairman,
Estimates Committee.

APPENDIX

(Vide Introduction)

Analysis of the action taken by the Government on the Recommendations contained in the Seventy-Seventh Report of the Estimates Committee

(FIFTH LOK SABHA)

I.	Total number of recommendations	10
II.	Recommendations which have been accepted by Government (Vide recommendation at Sl. Nos. 2, 3, 6, 7 & 10)	
	Number	5
	Percentage to total	50%
III.	Recommendation which the Committee do not desire to pursue in view of Government's reply (vide recommendations at Sl. Nos. 4 & 9).	
	Number	2
	Percentage to total	20%
IV.	Recommendations in respect of which replies of Government have not been accepted by the Committee (Vide recommendations at Sl. Nos. 1, 5 & 8).	
	Number	3
	Percentage to total	30%