

**STANDING COMMITTEE ON RAILWAYS
(2007-08)**

FOURTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

SUBURBAN AND METRO RAILWAYS

THIRTY FOURTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

October, 2007/Kartika, 1929 (Saka)

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Presented to HS on 06.11.2007
Presented to Lok Sabha on
Laid in Rajya Sabha on



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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2007-08)

Shri Basudeb Acharia - Chairman

MEMBERS**LOK SABHA**

2. Shri Prasanna Acharya
3. Dr. Dharendra Agarwal
4. Shri Atiq Ahamad
5. Shri S. Ajaya Kumar
6. Shri Bapu Hari Chaure
7. Shri H.D. Devegowda
8. Shri Kishan Lal Diler
9. Shri Giridhar Gamang
10. Shri Anwar Hussain
11. Shri Mahesh Kumar Kanodia
12. Ch. Lal Singh
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14. Shri Ananta Nayak
15. Shri Laxmanrao Patil
16. Shri A. Sai Prathap
17. Shri Kishan Singh Sangwan
18. Shri Iqbal Ahmed Saradgi
19. Shri K. Subbarayan
20. Shri C.H. Vijayashankar
21. Vacant

RAJYA SABHA

22. Shri Karnendu Bhattacharjee
23. Maulana Obaidullah Khan Azmi
24. Shri Satyavrat Chaturvedi
25. Shri Lalit Kishore Chaturvedi
26. Shri Shreegopal Vyas
27. Shri Tarini Kanta Roy
28. Shri A. Elavarasan
29. Shri Isam Singh
30. Shri Harendra Singh Malik
31. Shri Abani Roy

SECRETARIAT

1. Dr. (Smt.) P.K. Sandhu - Additional Secretary
2. Shri Louis Martin - Joint Secretary
3. Shri V.S. Negi - Director
4. Smt. Sunita - Under Secretary

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2007-08), having been authorised by the Committee to present the Report on their behalf, present this Thirty Fourth Report of the Standing Committee on Railways (2007-08) on 'Suburban and Metro Railways'.

2. The Committee took oral evidence of the representatives of the Ministry of Railways on 7th September, 13th and 19th October, 7th and 19th December, 2006. The Committee also took oral evidence of the representatives of the Ministry of Urban Development and Delhi Metro Rail Corporation (DMRC) on 9th November, 2006 and heard the views of Shri Ashok Bhatnagar, former Chairman, Railway Board on 8th January, 2007.

3. The Committee considered and adopted the Report at their sitting held on 22nd October, 2007. Minutes of the related sittings are given in appendix to the Report.

4. The Committee wish to express their thanks to the representatives of the Ministry of Railways (Railway Board), Ministry of Urban Development, Delhi Metro Rail Corporation and Shri Ashok Bhatnagar, former Chairman, Railway Board for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the subject 'Suburban and Metro Railways'.

NEW DELHI;
31 October, 2007
9 Kartika, 1929 Saka

(BASUDEB ACHARIA)
Chairman,
Standing Committee on Railways

PART-I
BACKGROUND ANALYSIS

I. Historical background

(A) Suburban Services

1.1 Suburban and Metro Rail Services are those shuttle services which serve the population of large cities with reference to the working hours in offices, industrial establishments, educational institutions etc. A Suburban Railway is basically for carrying people from suburbs into the city. On the other hand, Metro Railway is an intra-city transport system to move people within the city. According to the Chairman, Railway Board, normally upto a distance of 50-75 kms. is covered under Metro Railway. Beyond this, upto a distance of 150 kms. and more comes under Suburban Railway.

1.2 In India, suburban services were introduced in Mumbai on 3.2.1925, Chennai on 1.5.1931, and Kolkata on 1.12.1957 being the port cities and easily accessible by sea were the first to become centres of trade and industry and therefore Electrical Multiple Unit (EMU) was introduced in these cities to cater to mass passenger transport need. This has now become the lifeline of all the above three metropolitan cities.

1.3 Zonal Railways are empowered to introduce new suburban trains on their Railway network where suburban services are already plying, with their existing rolling stock, review of links, additional stock allotted to as per rolling programme.

1.4 The length of suburban sections in and around the metropolitan cities is as under:-

(i)	Mumbai	-	135 kms.
(ii)	Chennai	-	162.56 kms.
(iii)	Kolkata	-	705 kms.
(iv)	Delhi	-	43 kms.

(B) Metro Railway

1.5 In the year 1947, it was realized that a Rail borne Rapid Transit System is needed to solve the transportation problems of metro cities. Indian Railways were entrusted with the task India's first metro constructed in Kolkata became a reality on 24 October, 1984

with a partial service on 3.40 km between Esplanade and Bhowanipur. The Kolkata Metro is integrated at two places viz. Dum Dum Metro Station and Rabindra Sarovar Metro Station with Circular Railway. The Kolkata Metro has the administrative status of a Zonal Railway, though it does not come under the 17 Railway Zones.

2. Passenger Services

2.1 Out of the 9,500 mail and express passenger trains run by Indian Railways daily, 4113 trains are suburban trains. Railways at present are running mostly wide bodied 9 car rakes electrical multiple units in the suburban sections which have quick acceleration and deceleration to handle commuters. Considering the increase in suburban traffic, Railways are moving towards 12 coach rakes.

2.2 The information regarding EMU stock position, rakes and total suburban services run by Railways in Mumbai (Central and Western Railways), Kolkata (Eastern and South Eastern Railways), Chennai (Southern Railway) and Northern Railway as furnished by the Ministry of Railways in September, 2006 are as under:

EMU stock position/rake/services on Indian Railways								
Rly.	Total rakes in service	Rake length						EMU Services/Day
		12 car	10 car	9 car	8 car	6 car	3 car	
CR	100	21	0	79	0	0	0	1216
WR	65	34	0	31	0	0	0	1030
NR	15	11	0	4	0	0	0	92
SR	60	0	0	34	21	3	2	640
ER	126	2	24	98	0	0	2	1003
SER	25	0	0	25	0	0	0	132
Total	391	68	24	271	21	3	4	4113

2.3 It may be seen from the above table that out of 391 rakes in service, rake length of 299 rakes are of 9 cars or lower.

3. Passenger Traffic

3.1 The average number of passengers originating daily in suburban services during the last five years as furnished by the Ministry of Railways are as follows:-

Daily average of originating passengers

(In thousands)

Year	Kolkata	Mumbai	Chennai	Total
2001-02	1823	5724	661	8208
2002-03	1777	5642	612	8031
2003-04	1818	5716	617	8151
2004-05	2040	5987	672	8699
2005-06	2211	6190	713	9114

3.2 Year-wise total Passenger kilometers of suburban services are stated to be as under:-

(In thousands)

Year	Kolkata	Mumbai	Chennai	Total
2001-02	24949757	62151614	5732424	92833795
2002-03	25224368	60017425	4987205	90228998
2003-04	26844946	64064880	5029682	95939508
2004-05	29850761	68361634	5505082	103717477
2005-06	30892896	69688768	5792665	106374329

3.3 During the 9th Plan period the growth in suburban passenger traffic was 3.20 per cent on an average. In the first four years of 10th Five Year Plan period the growth was as under:-

Year	Suburban Passengers* (In Millions)	Percentage growth over previous year
2002-03	3011.41	(-)2.08
2003-04	3076.77	2.17
2004-05	3275.12	6.46
2005-06	3437.11	4.95

* Includes Metro Kolkata

3.4 The Committee desired to know the reasons for slow growth in suburban passenger traffic during the year 2005-06. The Chairman, Railway Board stated as under:-

“The slight drop in 2005-06 was predominantly due to very heavy floods in Mumbai area.”

3.5 As regards negative growth rate of –2.08 per cent during the year 2002-03 and the factors that led the growth rate to rise upto 6.46 per cent in 2004-05, the Ministry in their written note furnished the following information:-

“In the year 2002-03 the negative growth in passenger traffic on suburban section can be attributed to the following factors:-

- (i) Safety surcharge of Rs.1/- was levied on second ordinary tickets w.e.f. 01.10.2001.
- (ii) Due to adjustment in fares w.e.f. 01.04.2002, the fares for second class ordinary were increased slightly except for certain distances where they were same or lower. The minimum fares in second class were revised from Rs.3/- to Rs.4/-.
- (iii) Mumbai Urban Transport Project (MUTP) surcharge was levied for journeys within notified suburban sections of Mumbai on Central and Western Railways. The amount levied varied from Rs.1/- to Rs.2/- for single journey tickets, from Rs.10/- to Rs.40/- in case of MSTs and Rs.30/- to Rs.120/- in case of QSTs.

Suburban traffic is short distance traffic, which is price sensitive. Since the factors mentioned above contributed to increase in fares, some of the traffic on this section diverted from rail to road.

As regards increase in number of passengers during the year 2004-05, the same can be attributed to following two major reasons.

- (a) Enhancement of minimum penalty for travelling without ticket from Rs.50 to Rs.250 w.e.f. 1.7.2004.
- (b) Increase in road transport fare because of diesel price hike.”

3.6 The average number of passengers originating daily during the last five years and also the passenger kilometers in Metro service Kolkata is as under:-

(In thousands)

Year	Originating Passenger	Passenger kilometers
2001-02	210	712648
2002-03	212	727801
2003-04	247	844358
2004-05	267	906337
2005-06*	296	998029

* Provisional

4. Augmentation of the services

4.1 In reply to a question whether Railway Board propose to constitute a Committee or make study to find out if there is a need for introduction of suburban Railway system in those cities where the population is increasing and city is expanding and where there is a need for rapid transport system, the Chairman, Railway Board stated:-

“As per the Rules of Business, this is a subject which is covered by the Ministry of Urban Development. Rule based solution is not with the Railways and therefore, again and again we are going to the Ministry of Urban Development. The primary reason for stops us from going into this is the loss that we are incurring on this. suburban Railway system are very capital intensive and unless we work out a system of giving a direct subsidy and it works on no profit no loss basis, the Railway would not be encouraged to enter into this area. Therefore, it remains an area of responsibility of the Urban Development where they are now trying to work out a system of giving some kind of viability gap funding to make the projects attractive etc. But so far we have not worked on this. We are restricting ourselves to existing suburban systems with whatever improvements we can make in the suburban systems with the help of the State Governments.”

4.2 A representative of the Railway Board stated in this connection:-

“According to the present Rule of Business Allocation, the Railways were supposed to look after only the existing Metro services, which we have taken up and maintained. Truly speaking, for the expansion of the same or the new suburban system, it should be the business of the Urban Development Ministry.”

4.3 With regard to augmentation of suburban services, Railways have initiated some major projects in metro cities. The brief details of these projects are as under:-

(i) Mumbai Urban Transport Project (MUTP) phase-I

4.4 In the Mumbai suburban section with the assistance of the State Government, Railways have launched Mumbai Urban Transport Project (MUTP) phase-I at a cost of Rs.3125 crore in 2003-04 and the works on this phase are to be completed by 2008-09. Under this Railways are converting the DC traction to AC traction in Mumbai areas. 50 per cent of the cost has been taken as a loan from the World Bank the liability of which will be shared equally by the Ministry of Railways and State Government. The remaining 50 per cent is equally shared by Railways and the State Government of Maharashtra. A surcharge is being collected for repayment of World Bank loan. Mumbai Rail Vikas Corporation (MRVC) has proposed to start the work of MUTP Phase-II at a cost of around Rs.4000 crore.

(ii) MRTS Phase-II in Chennai

4.5 In Chennai Tirumayilai to Velacheri MRTS Phase-II project at a cost of Rs.691.04 crore was sanctioned in 1996-97. The cost is being shared between the State Government and the Railways in the ratio of 2:1. Further extension from Velacheri to St.Thomas Mount has been sanctioned in the year 2006-07 at estimated cost of Rs.417.21 crore. The cost sharing is the same ratio even in this extended portion.

(iii) Extension of Circular Railway in Kolkata

4.6 Railways had sanctioned in the year 1999-2000 the extension work of Circular Railway from Princepghat to Majerhat and Dumdum Cantt to Kolkata Airport. The extension work from Princepghat to Majerhat has already been completed and opened. From Dumdum Cantt to Kolkata Airport has been commissioned in July 2006. This extension project was fully funded by the Ministry of Railways.

(iv) Multi Modal Transport System (MMTS) of Hyderabad-Secunderabad

4.7 This work was sanctioned in 2001-02 at the cost of Rs.89 crore on cost sharing basis in the ratio of 1:1 with the State Government. This work has also been completed. The Multi Modal Transport System (MMTS) Phase-II is also being considered by the Railways and this work is proposed to be taken up only after the formation of joint venture company in this regard.

(v) Gauge Conversion between Tambaram and Chengalpattu

4.8 This gauge conversion work was sanctioned at a cost Rs.455 crores in 1998-99 and the work has been completed. The State Government has shared 50 per cent of the cost.

(vi) Extension of Metro Railway, Kolkata

4.9 The extension of Metro Railway, Kolkata from Tollygunge to Garia (8.7 km) at a cost of Rs.907 crore was sanctioned in the year 1999-2000 as a material modification to ongoing work of Metro, Kolkata and is targeted for completion by 2007-08. One third of the cost of this extension work is shared by the State Government of West Bengal.

4.10 To a query whether growth in the number of rakes and line capacity is commensurate with growth in suburban traffic, the Chairman, Railway Board said with reference to Western-Central suburban section that the growth in the number of rakes was not commensurate due to delay in the manufacture of EMUs and that the effort at capacity generation is to expand from 9 car to 12 car rakes. As regard Kolkata suburban section, a representative of Railway Board said (on 8.1.2007) that the requirement of rakes projected in 2006-07 will be fully met and that there were no constraints in line capacity. When it was pointed out that in single line section Bandel-Katwa, doubling work has not been sanctioned beyond Jirat, the representative said that it would be taken up as a subsequent project. To a query about taking up doubling work between Batkullah and Krishna Nagar, the witness said that whatever projections made by Eastern Railway are being catered to.

4.11 It transpired during the oral evidence of the Ministry of Railways that the Phase-I of Mumbai Urban Transport Project which was originally scheduled to be commissioned by June 2008 would be completed only by December 2009 due to delay in supply of equipment consequent on order placement procedure taking longer time than expected. It was stated in this connection that the new system to access the tender bids, to get into dialogue with them and zero-in into the correct technology took longer time than expected.

5. Passenger Revenue

5.1 Although the suburban traffic constitutes 58.15 per cent of the total passenger traffic of Indian Railways, yet it contributes only 9.09 per cent of passenger revenues.

5.2 The revenue earned (passenger earnings) by suburban services in three Metros during the last five years shown in the following table:-

(Rs. in crores)

Year	Kolkata	Mumbai	Chennai	Total
2001-02	261.94	847.07	85.96	1194.97
2002-03	287.76	900.38	73.60	1261.74
2003-04	294.97	918.56	77.05	1290.58
2004-05	327.79	956.91	86.53	1371.23
2005-06	335.87	993.67	84.87	1414.41

Figures for the year 2006-07 are not available.

5.3 It may be observed from the above statement that passenger earning fell sharply in Chennai suburban services from 85.96 crore in 2001-02 to Rs.73.60 crore in 2002-03 and remained far below in 2003-04 as compared to the earning of 2001-02. Suburban services in Kolkata and Mumbai have shown steady improvement in passenger earnings during the five years from 2001-02:-

5.4 Analysis of the profitability of coaching services for 2005-06 has revealed an overall loss of Rs.6566 crore of which net suburban losses in Kolkata, Mumbai and Chennai contributed to Rs.837 crore. Details regarding the operational losses incurred by the suburban services of Chennai, Kolkata and Mumbai during the last five years are as follows:-

(Rs. in crores)

Year	Kolkata	Mumbai	Chennai	Total
2001-02	549.92	(-) 25.86	115.95	640.01
2002-03	593.82	(-) 51.45	107.33	649.70
2003-04	651.83	21.07	134.76	807.66
2004-05	676.79	(-) 41.50	111.82	747.11
2005-06	692.70	12.38	132.42	837.50

5.5 The above data reveals that Kolkata suburban services have been incurring huge losses every year followed by those of Chennai. Mumbai suburban services have been making profits except for the years 2003-04 and 2005-06.

5.6 Per kilometre earnings and per kilometre expenditure for suburban services in the year 2004-05 were 13 paise and 20 paise respectively.

5.7 Ministry of Railways in their written note informed that major factors contributing to the losses incurred in EMU and non-EMU services in three metros are as under:

- (a) Low second class ordinary fares, and
- (b) Concessional monthly and quarterly season ticket fares availed by the bulk of suburban passengers (67.7%).

5.8 In reply to a question as to the steps taken to eliminate the losses, the Ministry in their written note has stated:-

“With a view to reduce/eliminate suburban losses, it has been decided to augment 9-car EMU rakes to 12-car rakes in a phased manner depending upon availability of resources and operational feasibility. The incremental volume of passenger in a train would result in increased passenger kilometers per trip thus reducing the cost per passenger kilometer. Also, Railways are moving progressively towards conversion from DC to DC/AC traction in Mumbai areas. This would result in considerable saving in energy cost.”

5.9 The Committee enquired whether the Ministry of Railways (Railway Board) has ever made any study or worked out a programme to reduce the losses in suburban system. The Chairman, Railway Board during evidence stated:-

“The reduction of losses is a continuous exercise which we are undertaking. The fact that we are changing over from DC traction to AC traction is a part of that exercise as well. In Mumbai suburban section, where we are converting 9-car rakes into 12-car rakes on priority, is also a part of that exercise. This will help Railways to retain the number of services at the same level while increasing the capacity of each rake by almost 30 per cent. There are many other methodologies being adopted like setting up Automatic Ticket Vending Machines, improving on ticket checking to see that more people comply with ticket purchase.”

Further he added:-

“In the suburban section the major share of travellers prefer and travel on monthly and quarterly season ticket. This is where we charge for 15 single journeys for permitting them travel for one month period. It is because of this component that the losses are predominantly high. We do not have a scientific study to show this, but we have made assessments on a number of occasions.”

5.10 Regarding energy consumption, the representative of Railway Board further added:-

“On energy consumption, we have made a study. In nutshell, it comes out that when AC system is converted from DC, we will save 25 per cent of the energy bill, which will be very substantial. This is proven on record. We are monitoring it also. Once we are converting to AC, we are getting benefit on mail express also because that tariff comes to us less than the DC conversion. As regards the suburban system, there is 25 per cent reduction in the energy bill.”

5.11 The representative of the Ministry of Railways explaining the reasons for adoption of DC system in Mumbai suburban and AC system in Kolkata suburban service stated that Mumbai suburban service was started way back in 1925 and at that time the technology available was DC. It was 1500 volts DC and the Britishers at that time chose the available technology. Kolkata Metro suburban services came on 3000 volts DC somewhere in 1935 or so. Higher the voltage, the efficiency and the cost of energy go down. In India, AC system was made available in the early 60s, 1960-61 onwards. That time Kolkata suburban system was switched over from 3000 volt DC to 25 KV AC. But Mumbai suburban remained there because a very large chunk of DC locomotives and suburban EMUs was also there. Conversion went on deferred in Mumbai due to traction difficulties. In 1998, the decision was taken to go in for conversion for AC. That work is in progress and in a couple of years from now, the passengers of Mumbai will get a lot of respite.

5.12 When enquired as to why in the case of Mumbai suburban the decision for conversion to AC traction was not taken when the Kolkata suburban had already decided in 1960 to switch over to AC traction. The Member, Electrical, Railway Board stated:-

“At that time the passenger usage in Kolkata area was much less. There were different streams. Sealdah Division had many difficulties routes. There were Bandal and Bardhwan streams also. In Mumbai, streams are all North-South – be it Central Railway or the Western Railway. In those days, during 60s and during

early 70s also, the study was made whether we switch over to AC conversion. Then, the problem was : once we switch over to AC, conversion cannot be overnight. There would be transition period problems. For example, Virar to Churchgate. If we go in steps, then we cannot run the suburban services from Churchgate to Virar; and the people of Mumbai would not accept switchover at intermediate stations. In 1995, we got our 3-phase system of locomotives, then it became possible because rakes were available, systems were technologically available, which could run on 1,500 volt DC as well as on 25,000 volt AC. This technology got developed abroad in late 80s, and we adopted it in 1995. Therefore, the decision was taken to start conversion in 1998. Today, we are taking dual voltage AC-DC. Whatever rakes we are plying today from Churchgate to Virar and now in Kasara we have introduced AC rakes – they work on DC upto Kasara, and when they enter Kasara they switch over to AC. This dual voltage system had come to India in 90s. That is why this decision was taken now.”

5.13 Regarding the scope for reducing the cost of operations, the Chairman, Railway Board stated:-

“There is not much scope of reducing the cost of operation in the suburban areas because operations in the suburban areas particularly in Mumbai area have been very rationalized. There are many other areas where we are working to reduce the losses. We have huge potential of generating advertisement revenue from suburban sections because the number of people visiting the suburban stations is very high and therefore the earning from advertisement can also be very high. That is being exploited. The land in the suburban area is very precious. We are now working on methodologies for undertaking commercial exploitation of this land. These are the avenues which we are exploring to increase our sundry and other earnings so that it can compensate the losses which we are undergoing.”

5.14 The details of the revenue earned and operational losses incurred by Metro Railway, Kolkata during the last five years is stated to be as under:-

(Rs. in crore)

Year	Revenue earned	Losses incurred
2001-02	39.17	64.12
2002-03	38.52	61.28
2003-04	42.42	62.33
2004-05	46.89	77.07
2005-06	52.56	72.28

6. Fund Allocation

6.1 The Ministry of Railways informed the Committee that no separate fund is made for suburban services. The Budget for Zonal Railways includes provision for both suburban and non-suburban sections covering running of trains, maintenance and upkeep of permanent ways, rolling stock etc.

6.2 For development works however, with the approval of Planning Commission, separate allotment of funds is made under Metropolitan Transport Projects in Mumbai and Chennai, Eastern, South Central, Western Railways and Metro Railway, Kolkata under Demand No. 16-Assets-Acquisition, Construction & Replacement. The total gross allotment made during the last five years under this Demand is as under:

	2002-03	2003-04	2004-05	2005-06	2006-07
Metropolitan Transport Project, Mumbai	22.60	184.08	202.96	102.63	153.85
Metropolitan Transport Project, Chennai	67.00	50.00	36.00	7.42	19.56
Eastern Railway	18.00	6.98	4.96	2.67	12.97
South Central Railway	25.00	8.13	5.89	1.91	0.52
Western Railway*	97.44	3.71	-0.77	2.27	0.60
Metro Railway, Kolkata	88.63	121.05	106.74	127.56	142.66

* From 2004-05 most of the projects have been transferred to the Mumbai Urban Transport Project (MUTP)

6.3 Asked why consultation with Planning Commission is required for preparation of Annual Plan for Metropolitan Transport Project when the cost was much less than Rs.100 crore, the Chairman, Railway Board stated:-

“Before we prepare the Annual Plan, we get proposals from all the Zonal Railways for projects including Metro Projects which they can justify. We go through those lists, internal checks are gone through and projects which we feel should go through are then further sent to the Planning Commission for their in principle approval. Then the proposal goes through the Cabinet.”

The Financial Commissioner, Railway Board further added:-

“Whenever the money allocation is to be made for suburban ongoing works, we have to justify the already committed fund requirement of the year and that would

be supported by the Government's budgetary support. That explanation, we are bound to give to Planning Commission because we want their endorsement. Based on that endorsement only, the Finance Ministry will calculate their budgetary allocation for the year."

6.4 In reply to a question about need to have a separate allocation for the Suburban System, the Chairman, Railway Board stated:-

"Looking to the vast area of responsibility that Railways has to undertake and looking to the pending projects that is 268 projects needing investment of about over Rs.54,000 crore, I do not foresee Indian Railway seriously considering increased investment into Metro regions of the order which you are hinting at. Yet there is a need to take care of the increasing level of traffic in this area. When we were faced with this situation, the solution which we found in consultation with the Maharashtra Government was that we would take assistance from the World Bank and also share the cost equally. That has propelled us and encouraged us to spend money in that area. That is a very good working model which we are seeing and which has been accepted by the people of Maharashtra and Mumbai. If we can replicate this model, it will also encourage the Railways to see that similar improvements are brought in other regions as well."

6.5 The percentage of overaged EMU coaches in Mumbai Suburban Railway network is stated to be 23%.

6.6 To a query as to whether there is any difficulty in making separate allocation of fund to suburban services, the Ministry of Railways stated in a written reply that suburban and non suburban services avail common infrastructure for train operation etc. and that maintenance facilities are also common. It has been stated that separate funds are allocated for development works.

7. Operating ratio

7.1 The Committee desired to know whether separate operating ratios are maintained for suburban sections. A representative of the Ministry of Railways stated that the operating ratio is calculated on the basis of a Zone and not even on the basis of a Division because of limitation of our present apportioning muster and other accounting procedure.

7.2 The Chairman, Railway Board stated in this connection:-

“We have also undertaken a major accounting reform work. This was at the instance of Asian Development Bank (ADB) and the study is already on. After the accounting study has been done and implemented on the Indian Railways, we will be able to get complete details of input costs for each of the service and separately for the suburban system to work out more accurately our returns from that system. This study would be completed by the end of 2008. We are working on a laid down time schedule and as far as this study is concerned, we are so far right on time. Therefore, as on date, we have a reasonably accurate system of judging the efficiency of suburban network and also follow up action is being taken. After 2008, when we implement the study fully, we would know in greater detail how the suburban system is responding in terms of expenditure and earnings.”

7.3. To a query about improvement in efficiency of suburban operations, the Chairman Railway Board stated:-

“The monitoring of suburban system is done at the Divisional level, Zonal level and also at the Board level. The broad parameters are known to us. The expenditure that we are incurring and the earnings that we are getting out of it and also the areas where we need to pay attention to improve operations. The augmentation from 9 car to 12 car rakes, DC to AC conversion, review of time tabling, introducing automation in selling of tickets etc. are essentially parts of that process to review to improve the efficiency of the existing system.

Improvements should be seen from two perspectives, - the return I am getting for the service, I am giving and the perception of the customer. In so far as the Railways are concerned, we find that punctuality percentage have consistently remained at a satisfactory level. They have been plus 95 per cent during the last two years.

The number of passengers on the entire suburban system has gone up. Therefore, the earning has also gone up. The rakes on some of the systems have not kept pace with the growth in traffic throughout the Tenth Plan Period as also during the current year in the Mumbai area. Therefore, overcrowding has gone up in the rakes. So, the service level needs to be improved further from the customer’s view point. We need to reduce the ticket issue time, there are long queues invariably noticed there. We have a project at hand under which we will be introducing automatic ticket vending machines. We have started the pilot project in the Mumbai area and would subsequently cover all the suburban areas. About 300 automatic ticket vending machines would be set and their numbers will be proliferated further based on the experience. We have a long way to go in improving our services in suburban sections.”

8. Punctuality

8.1 With regard to the city-wise punctuality ratio of suburban trains for the last 3 years, the Ministry of Railways furnished the following details:-

Railways-wise	2003-2004	2004-05	2005-06
CR (Mumbai suburban)	91.8%	91.9%	93.9%
WR (Mumbai suburban)	97.7%	98.0%	97.0%
SR (Chennai suburban)	99.6%	94.4%	97.9%
ER (Kolkata suburban)	97.5%	96.9%	97.9%
SER (Kolkata suburban)	77.8%	90.5%	92.3%
NR (Delhi)	96.9%	97.2%	97.5%
SCR (Secunderabad suburban)	98.1%	97.3%	99.3%

8.2 The reasons for late running of trains include not only those which are attributable to the Railways such as asset failure like signal failure, electric system and track failure, etc but also those which are beyond the control of Railways such as miscreant activities, natural calamities like cyclones, damage to track due to breaches, law and order problems, bad weather, cattle run over and electric grid failure etc.

8.3 When asked about the reasons for no improvement in the punctuality in Western Railways as compared to the other Railways, the representative of the Ministry of Railways stated as under:-

“The level of punctuality in the Western Railway is of the order 97 per cent to 98 per cent. This is more or less the maximum which can be achieved. “

Further he added:-

“There is a marginal fall. After attaining that level, to maintain it is very difficult. Unlike the Southern Railway, the Western or Central Railway system is saturated one.”

8.4 With regard to the steps taken by the Railways to improve operations and the punctuality, the Ministry in a written note stated:-

“(i) Intensive, round the clock monitoring of trains at all three levels viz. Divisional, Zonal Head Quarters and Railway Board.

- (ii) Improvements in Time tabling to provide a clear path.
- (iii) Improvement in standard of maintenance of assets to reduce equipment failures.
- (iv) Counselling and motivating staff to ensure punctual running.
- (v) Liaison with State Government to tackle the Law and Order problems and miscreant activities.
- (vi) Up-gradation of technology of track, rolling stock and signalling.”

8.5 The Committee enquired about the impact of improvements made in the standard of maintenance of assets and equipment failure on the punctuality, the representative of the Ministry stated as under:-

“Results are very positive. Particularly in EMUs and locomotives in the suburban services in all the Railways.”

8.6 Further being enquired about the counseling and motivating staff to ensure punctual running and how it is being done the representative of the Ministry stated:-

“All safety staff are sent to Zonal Training Centres for attending refresher course. In addition for motor men and drivers we also have a hands on training simulator also. Most importantly, counseling is being done by loco inspectors while on job. They try to improve their enginemanship and also educate them about the safety rules and regulations. That is how the counseling and motivation is done.”

8.7 On a question as to the extent of law and order problems come in the way of maintaining efficiency and timely running of the trains, the representative of the Railway Board stated:-

“Law and order affects in many ways. Firstly, it leads to fact, pilferage of materials from the tracks, signalling and cables. There are identified areas which are more prone to this than others. When such a thing takes place, the operation naturally get affected. Second type of problem is the kind of alarm chain pulling without authority or without a valid reason. The case of running over people who are crossing- is also a serious problem. More seriously, when some incidents of terrorism or vandalism takes place they are causing more serious problems.”

8.8 With reference to the upgradation of technology of track, rolling stock and signalling, the representative of the Ministry of Railway stated:-

“On the rolling stock side, the EMU rakes, we are in the process of large scale up-gradation of technology. The foremost in the line is in the Mumbai area where we are converting it from the conventional DC system which is very inefficient and inadequate for the growing number to the modern system with 25 KVAC. We are planning to finish it by December 2009.....There are some regions in the Eastern India where automatic signalling was not there, particularly in Sealdah. The decision to install automatic signalling has already been taken and areas

where it was missing have been identified and that work is on our high priority. We will be completing it in three years time. In Mumbai, we have put an automatic warning system. It is more for safety reason.”

9. Passenger Amenities

9.1 While planning for provision/augmentation of stations, due consideration is given to the importance of the station from point of view of passenger traffic. Stations have, therefore, been divided into seven categories viz., A1, ‘A’, ‘B’, ‘C’, ‘D’, ‘E’ and ‘F’ categories depending upon the earnings that is an indicator of the passenger traffic.

9.2 Suburban stations come under ‘C’ category. There are about 500 suburban stations on Indian Railways. When a station is constructed, minimum essential amenities are to be provided at each category of station. For a suburban station, these amenities are as under:

Sl. No.	Amenities	Norms
1.	Booking facility (No. of windows)	4 Nos.
2.	Drinking water (piped or hand pump) (No. of taps)	6 taps on each platform
3.	Seating arrangements (No. of seats per platform)	10 Nos.
4.	Platform shelter/shady trees (on each platform)	200 sqm
5.	Urinals	4 Nos.
6.	Latrines	2 Nos.
7.	Platforms (High, Medium or Rail Level)	(As decided by Railway)
8.	Lighting arrangements	20 Lux Level
9.	Fans	As per norms
10.	Foot Over Bridge	Minimum 1 FOB
11.	Time Table Display	(As decided by Railway)
12.	Clock	
13.	Water Coolers	1 on main Platform

All the above minimum essential amenities are provided at all suburban stations.

9.3 The availability of amenities at stations as per above norms may not be commensurate with the actual passenger traffic. Hence the requirement of actual

amenities based on number of passengers as per the norms are worked out and any augmentation based on this is known as Recommended Amenities.

9.4 It was stated in a written reply that 21 suburban stations (list given in Appendix) have been selected as Model Stations of which works at two stations viz.. Mambalam and Chennai Beach Stations in Southern Railway have been completed. Works relating to improvement/provision of amenities to be provided at these selected model stations are undertaken through Annual Works Programme depending upon relative priorities and availability of funds. Railways plan is to develop all identified model stations by March, 2008.

9.5 The desirable amenities are those additional amenities which are considered desirable to improve customer satisfaction and interface process at the station and are required to be provided at the selected model stations. These amenities are:-

- (i) Enquiry and computer based announcement
- (ii) Public Address System
- (iii) Book stalls/other stalls of essential goods
- (iv) Parking/circulatory area
- (v) Public phone and internet
- (vi) Signages (standardized)
- (vii) Modular catering stall
- (viii) Automatic vending machine
- (ix) Pay and Use Toilets
- (x) Self Printing Ticket Machines (SPTMs)/ Unreserved Ticketing System/UTS
- (xi) Circulating area lights

9.6 A pilot project for the installation of 200 Unreserved Ticketing System (UTS) integrated self operated Automatic Ticket Vending Machines (ATVMs) over the suburban stations of Mumbai area (100 each on Western and Central Railway) has been sanctioned in 2006-07. These machines were to be installed by 31st March, 2007 over 64 stations (Western 29 stations and Central 35 stations) of Railways. To proliferate this concept further installation of 450 UTS integrated self operated ATVMs over Eastern Railway, South Eastern Railway, Southern Railway (100 machines each), Northern Railway and South Central Railway (75machines each) have been sanctioned in the Supplementary Demands for Grants 2006-07.

10. Security arrangements

10.1 'Policing' being a State subject, maintenance of law and order in Railway premises as well as on running trains are the statutory responsibility of the State police who have a separate wing known as the Government Railway Police (GRP) for dealing with matters relating to law and order on the Railways. GRP is dealing with all the matters relating to registration & investigation of crimes concerning to passengers. Earlier, the role of RPF was limited to the security of Railway Property. On the recommendation of the High Level Committee on Railway Security, the Ministry of Railways supplemented the efforts of the State Government in ensuring better security to the Railway passengers by deploying RPF for escorting trains, access control and regulation of traffic at the railway stations. The RPF Act and the Railways Act have been amended to empower RPF to perform duties related to passenger security w.e.f. July 2004. However, powers to register, investigate and prosecute in all cases under IPC & other Special Acts are with GRP. The safety and security of the railway tracks, bridges outside the outer signals is the responsibility of the District Police. However, at present, no suburban train is escorted by GRP over Central & Western Railway since GRP staff were withdrawn from escorting of Mumbai suburban trains and deployed for strengthening of access control duty.

10.2 The following steps have reportedly been taken by the Railways for security of commuters especially after the incidents of serial bomb blasts in Mumbai's Western Railway on 11.7.2006:-

- (i) Installation of CCTV at stations
- (ii) Deployment of additional RPF/RPSF staff with hand held metal detector and RPF sniffer dogs for frisking and random checking of baggages on platforms in coordination with GRP
- (iii) Strengthening of physical security of generally considered vulnerable stations
- (iv) Minimising the number of entry points
- (v) Intensive publicity and public awareness campaign alerting and educating all passengers to remain vigilant

- (vi) Abandoned vehicles are checked by RPF/GRP at the station premises
- (vii) Special intelligence orientation courses to upgrade skill of RPF staff have been conducted.
- (viii) A Committee for a comprehensive review of all security aspects of the Railways viz-a-viz other Departments is being constituted to make recommendations for an Integrated Security Plan and also to examine the modalities for installation of X-Ray machines at entry points, parcel offices etc.

10.3 On a question of increasing the deployment of RPF personnel in suburban services after the bomb blasts incidents in Mumbai, a representative of the Railway Board informed as under:-

“In the case of suburban railways, escorting of the train during peak hours is impossible. That is why, if you see the number of trains which are escorted by RPF and GRP personnel, it is limited to non peak period. But after the bomb blasts, we are now trying to take more care of the access control and human entry to stations is being watched. We are trying to provide close circuit television sets there. Recently, we had a trial done by trying to have a door frame detector which could not work because of the crowd. Therefore, now the decision taken is that we will provide CCTVs which will help in monitoring and at the same time we will provide sniffer dogs too.”

He further added:-

“In the recent directive that we have got from the Ministry of Home Affairs, it is to restrict the number of entry points because they are feeling that because of this openness, the miscreants or terrorists are able to have direct access. We must now try to reduce the number of entry points and try to guard those points and see that people do not enter with explosives or other materials. In Mumbai area, there is a conscious drive to reduce the number of entry points because if there are too many thoroughfare, people are able to access from anywhere to the station. Therefore, with the State Governments demand, we are now trying to reduce the number of access points so that we are able to control the movement.”

10.4. When the Committee enquired about the number of stations where CCTVs have been provided, a representative of the Railway Board informed during evidence as under:-

“Presently we have got CCTVs set up at 14 stations and we are adding more now..... We are trying to increase the use of dog squads. We are trying to increase the tempo of deployment of dog squads and trainers on the Railways. We have also sent a proposal to the Ministry of Finance for increasing RPF strength. This was under consideration with the Ministry of Finance. They have recently returned the note with some consideration We will sit with the

Ministry of Finance and discuss with them. I am sure we will work out a proper solution to this.”

10.5 The following measures are reportedly taken regarding access control at Suburban stations:-

“(a) **Entry/Exit Points:** 100 Nos. of Door Frame Metal Detectors (DFMD) have been installed at various suburban stations over Indian Railways. These DFMDs are being utilized by the GRP/RPF personnel for screening the passengers and their baggage 292 Nos. of Hand Held Metal Detectors (HHMD) are being used by the RPF personnel to supplement such screening of the passengers and their baggage.

Apart from this, Joint Security Survey have been conducted in various suburban stations which are vulnerable against terrorist attacks to identify and plug the unauthorized entry/exit points and efforts are being made to expeditiously rectify the same in order to strengthen the Basic Security Arrangements in these suburban stations.

- (b) **Railway Platforms:** 68 Nos. of CCTVs have been installed at various suburban stations for keeping a watch against any suspicious object/activities at the Railway platforms.
- (c) Use of Canine Teams : 27 Nos. of Dog Squads have been deployed by the RPF at various suburban stations over Indian Railways for detecting any explosives/IED devices present at the Railway platforms.
- (d) 01 No. of RPF Bomb Detection and Disposal Squad (BDDS) is available in Chennai/Southern Railway which may be utilized by the RPF personnel in case of any bomb threat in suburban stations of Southern Railway. In case of any bomb threat in any other suburban stations over Indian Railways, the Bomb Detection and Disposal Squad of Police units are being utilized by the concerned GRP personnel.
- (e) Passenger awareness campaign through Central Announcement System and Pamphlets requesting the passengers to be alert and to check interior of the rakes, particularly under the seats and overhead luggage racks is being done regularly in various suburban stations over Indian Railways.
- (f) Other measures for strengthening the security cover at Railway platforms of suburban stations over Indian Railways includes Co-ordination Meetings between Civil Police, GRP and RPF at various levels for sharing the Intelligence inputs related to security of passengers of suburban stations of Indian Railways and to re-design the security strategy, accordingly.

Future Strategies:

- 10.6 (a) All the vulnerable Railway stations to be provided with CCTVs, Access Control Gadgets viz. Entry Scanners, HHMDS integrated with Itemizers, X-Ray Machines etc.
- (b) Up gradation of Training Centres of RPF to improve skills of RPF personnel for effectively dealing with passengers & Passenger area security.
- (c) Raising RPF Bomb Detection & Disposal Squads in each vulnerable Division.”

11. Jurisdictional issues

11.1 As per the amendment made in 1986 to the Government of India (Allocation of Business) Rules, 1961, the responsibility of technical planning and safety for Rail Based Transport System rested with the Ministry of Railways. The coordination of urban transport system is the responsibility of the Ministry of Urban Development.

11.2 Asked about the reasons behind the amendment of the Allocation of Business Rule in 1986 by which Metro Railway was brought under the Ministry of Urban Development stated in a note:-

“Unlike intercity transport, urban transport cannot be planned for in isolation from the rest of urban development but must be planned for in conjunction with the rest of urban planning. In particular, land use and transport have very strong linkages and must be planned in an integrated manner. Business and residential areas must be planned for in a manner that makes transport easy and hence must be planned for in a coordinated manner.

Further more Metro Railway Systems are an integral part of the urban transport system and cannot be thought of as isolated systems merely because they use a different technology. Without proper integration with other forms of urban transport, such as bus based systems, personal vehicles, parking facilities, etc. metro railways will not serve a meaningful purpose in a sprawling city.

While examining the proposal concerning allocation of business relating to urban transport in the Cabinet Secretariat, it was noted that this subject falls within the domain of the State Governments. However, it was also noted that the major metropolitan cities in India presented special problems which could not be tackled entirely by the State Governments themselves.

In view of the above, it was decided to treat Urban Transport as distinct from projects of Railways and National Highways etc. Since provision of Urban

Transport is intertwined with Urban Development, the subject, to the extent it concerns the Union Government, had, after due inter-ministerial consultation been entrusted to the then Ministry of Works & Housing by Cabinet Secretariat. The exact formulation of the entry in the Government of India (Allocation of Business) Rules, 1961, was, thereafter, finalized by Cabinet Secretariat after consultation with all the concerned Ministries including the Ministry of Railways (Railway Board).”

11.3 Metro Railways (Construction of Works) Act, 1978, administered by Ministry of Railways, was extended to Delhi Metro by Ministry of Urban Development (MoUD) w.e.f. 5.6.2000 this was not in accordance with Allocation of Business rules. Railways being the Central subject under the Union List of Seventh Schedule of the Constitution, the administrative ministry is the Ministry of Railways. Extension of this act can be done only by the administrative Ministry.

11.4 The definition of ‘railways’ under Article 366(20) of the Constitution is to the effect that it does not include a tramway wholly within the municipal area, or any other line of communication wholly situated in one state and declared by Parliament by law not to be railway.

11.5 However, when Delhi Metro (Operation and Maintenance) Act, 2002 was processed, Ministry of Law & Justice had reportedly opined that Metro Railway is not a ‘Railway’ within the meaning of Article 366 (20) of the Constitution of India. Subsequently, before the opening of Phase-I in December 2002, Secretary/Law, is stated to have confirmed that Metro Railway is a Railway. Thus, an anomalous situation has been created by Ministry of Urban Development in framing legislation on a matter which was not within its jurisdiction. Ministry of Railways administering Delhi Metro (O & M) Act under a legislation enacted by another ministry, considering Metro Railway as not to be a Railway, would further compound the anomaly created by this enactment. Further, the responsibility of technical planning and safety with reference to non-Government Railways is to be administered by Ministry of Railways through Railway Act 1989 but the same is not possible in face of the advice of Law Ministry that Metro Railway is not a Railway.

11.6 It has been stated that legally, the Railway Ministry cannot take the responsibility of technical planning and safety of Delhi Metro through Operation & Maintenance Act, enacted by Ministry of Urban Development on the basis that Metro Railway is not a Railway and that the said Act has over-riding effect on Indian Railway Act.

11.7 The Railway Board, is stated to have requested Secretary, MoUD on 23.06.2005, followed by reminders dated 15.09.05, 10.11.05 and 19.07.2006, that the Ministry of Urban Development may take appropriate action to set right this anomalous situation. It was also suggested that on advice from Ministry of Urban Development, Ministry of Railways could frame a comprehensive Operation & Maintenance Act, which will be applicable not only to Delhi Metro but for all other Metros which are coming up in the country. No action is stated to be have been taken so far.

11.8 When asked to state what action has been taken to set right this anomalous situation, the Ministry of Urban Development in their written note stated:-

“The Delhi Metro (Operation and Maintenance) Act, 2002, was enacted by the Ministry of Urban Development (MoUD) as MoUD was the administrative Ministry for Delhi Metro and for urban transport. As per the allocation of business rules, the subject of urban transport except for technical planning and safety is the responsibility of MoUD. As such MoUD had the responsibility towards operations and maintenance of Delhi Metro necessitating enactment of Delhi Metro (O &M) Act, 2002.

There were changes in the view of Law Ministry with regard to whether or not the Delhi Metro was or was not “Railway”. However, the question of who piloted the enactment does not debar the Indian Railways, who are also a Government of India organization, from discharging the responsibility of Central Government for Safety Certification. In fact the decision for broad gauge in respect of the Delhi Metro was taken only on the firm technical advice of Indian Railways. It also required them to provide necessary back stopping and infrastructure support for the project. However, Indian Railways have not been advised, in view of the recent Cabinet decision dated 26.04.2006, that they have nothing to do with the Delhi Metro. Hence, MoUD is taking steps for which a Committee has been set up under the Chairmanship of Chief Commissioner of Railway Safety. Once the Committee submits its report and the same is accepted by the Government, Ministry of Urban Development can take over the responsibility of technical planning and safety and a proposal shall be made for amending the Allocation of Business Rules 1961 accordingly.”

11.9 The Government of Maharashtra wanted to adopt Standard Gauge in Mumbai Metro against the firm technical advice of the Ministry of Railways in favour of Broad Gauge. Due to the difference of opinion between Ministry of Railways, Ministry of Urban Development and State Governments etc., a Group of Ministers (GoM) was appointed on 13.12.05. The GoM made the following recommendations which were accepted by the Cabinet on 5.4.2006:-

- (i) Urban Transport being a State subject and in view of the opinion already given by the Attorney General of India, for operation and maintenance of metro rail systems falling within the jurisdiction of a municipal area, legislation could be enacted by the State Government concerned. However, it would be desirable for the Ministry of Urban Development to draft a model legislation and circulate it among the States for possible enactment to meet their requirement.
- (ii) Safety is an important issue and to ensure uniformity in safety certification, the institution of the Commissioner of Railway Safety should be used. It may be appropriately strengthened and provided the institutional back up necessary to enable it to discharge this responsibility. State legislation may include an enabling provision in entrusting the responsibility of safety certification to the Commissioner for Railway Safety.
- (iii) The choice of gauge is a techno economic parameter and should be left to the concerned State Governments to decide.

11.10 On being asked whether Metro Railway should be brought under the Ministry of Railways, a non-official witness (Shri Ashok Bhatnagar, former Chairman, Railway Board) stated as under:-

“From the point of view of getting the maximum out of Metro System, the Railway Ministry has got very little to do with that it is to be either with the Ministry of Urban Development or it should be actually under the management of the city authorities. Our experience in the Railways has been that to make such a type of system successful and useful, the benefit of which basically goes to the people who are either living in the city or working in the city and really taking off the load from the surface transport arrangements which may be there in that city, the control effectively should be with the city transport authorities. The Railways at the best can give some technical expertise, advice for the construction, operation and management of the system.”

11.11 Emphasizing that safety system will need to be strengthened for taking care of metros in the country, the Chairman, Railway Board said:-

“We feel that the exiting Commissioner of Railway Safety System is not fully equipped to deal with metro safety as they are today. They will need to be strengthened in a big way; and I am told that decision is also being taken by the Ministry of Urban Development.....Their feeling is that there should be a common Commissioner of Railway Safety for all the metros in the country instead of permitting individual State Governments to have their own safety systems, which would result into different standards being applied. But I suppose, they will take a final decision in this regard. In the Railways, it is the Ministry of Railways, which is the final safety certifying authority. Even though we have Commissioner of Railway Safety, the ultimate responsibility is devolved on the Ministry of Railways to act upon the recommendations of the Chief Commissioner of Railway Safety and devise safety standards in the entire Railway system.”

Part-II

Recommendations/Observations of the Committee

1. Suburban services of Indian Railway provide vital link between suburbs and the city in three metropolitan cities viz. Kolkata, Chennai and Mumbai. Suburban Sections of Kolkata have a length of 705 kms., Chennai-162.56 kms and Mumbai-135 kms. The average number of passengers originating daily in suburban services of these three cities has been as high as 9.1 million in the year 2005-06. The Committee feel that there are other cities with a huge population of commuters from suburban areas and are badly in need of Suburban Rail Services. It has been contended in this context that urban transport is a State subject and Metro Railway System form an integral part of the Urban Transport System. In the opinion of the Committee, the Suburban Services, which run along the existing Railway System and primarily ferry people from suburban areas, cannot but be bracketed as a Metro Railway System which essentially operates intra-city. The Committee also do not agree with the other reasons cited by the Railway Board Chairman against taking up new suburban systems that they are very capital intensive and incur huge losses. The Committee wish to remind the Railways of its social obligations and of the existing mechanism of meeting such obligations through cross subsidization. The Committee urge the Railways to undertake a detailed study of the need for providing Suburban Train Services in other major cities and apprise the Committee of the outcome.

2. The Committee regret that growth in the number of rakes and line capacity in Suburban Sections has not been commensurate with growth in suburban traffic. There has been over crowding in the rakes. The number of rakes in Western-Central Suburban Section is stated to be not commensurate with traffic growth due to delay in manufacture of EMUs.

Such delays reflect failure of Railways. In Kolkata Suburban Section the Bundel-Katwa doubling work and Jirat-Katwa Section have not been sanctioned which are necessary to improve the line capacity. Similar is the case regarding doubling work between Ranaghat and Krishna Nagar. The Committee recommend that works of augmentation of line capacity and passenger carrying capacity in Suburban Sections should be assigned due priority with sufficient fund allocation. The Committee also recommend the following in this connection:-

- (i) Integration of Kolkata Metro with Circular Railway at Dum Dum Station.
- (ii) Expeditious construction of Kolkata Metro connecting Garia and integration with Suburban Section.
- (iii) Further extension of Metro upto Baranagar.
- (iv) Doubling of Circular Railway to make it popular.
- (v) Separate Suburban Terminal for Howrah in Eastern Railway.

3. The phase-I of Mumbai Urban Transport Project (MUTP) which was originally scheduled to be commissioned by June 2008 at a cost of Rs.3125 crore is anticipated to slip up badly in adhering to the schedule and is now expected to be commissioned in December 2009 after a time overrun of seventeen months. The Committee feel that the delay attributed to order placement procedure taking longer time was avoidable with better planning. The Committee would like to know the extent of cost escalation consequent on the delay in execution of MUTP and whether the time overrun and cost escalation, if any, would have any adverse impact on the funding by the World Bank. The Committee feel that the Railways would do well to learn from Delhi Metro which has a remarkable record of project planning and implementation.

4. The operational losses incurred by Suburban Services in the three cities viz. Mumbai, Kolkata and Chennai during the year 2005-06 stood at Rs.837 crore. Of this Kolkata Suburban Section alone accounted for as much as 692 crore loss and Chennai around Rs.132 crore. A scrutiny of the information available for the last five years indicates that the Mumbai Suburban Section made a profit between Rs.26 crore and Rs.51 crore in three out of five years whereas Kolkata and Chennai Suburban Sections have been incurring substantial losses year after year. The Metro Railway of Kolkata has also been incurring losses in the range of Rs.61 crore to Rs.77 crore each year during the last five years. The Committee desire that specific reasons for mounting losses incurred by Kolkata and Chennai Suburban Sections and Kolkata Metro Railway should be gone into in the light of the performance by the Mumbai Suburban Section and appropriate steps taken to ensure that they break-even, without additional financial burden on travelling public.

5. The steps proposed to bring down the operational cost and augment earnings in Suburban Sections include augmentation of 9 car EMU rakes to 12 car rakes (which will increase capacity of each rake by almost 30 per cent), conversion from DC/AC traction in Mumbai areas (expected to result in 25 per cent reduction in energy bill), fully exploiting the potential for advertisement revenue, commercial exploitation of the land in Suburban areas, curbing ticketless travel and setting up Automatic Ticket Machines over the Suburban Sections. The Committee trust that effective implementation of all these measures in a time bound manner would result in substantial improvement of the financial results of the Suburban Sections. The Committee in this connection desire that immediate action should be taken to lengthen all Suburban Section platforms to enable them to handle 12 car rakes.

6. At present, operating ratios are not calculated for Suburban Sections because of limitation of accounting procedure. Calculation of these would be possible on completion of the accounting study, undertaken at the instance of the Asian Development Bank, which is Scheduled to be completed by the end of 2008. The Committee are of the view that operating ratios of suburban sections unlike those of Zonal Railways, can be a fair index of operational performance of the suburban section and accordingly desire that the operating ratio of each suburban section should be worked out annually soon after implementation of the accounting reforms.

7. The punctuality ratio of Kolkata Suburban Section of South Eastern Railway and Mumbai Suburban Section of Central Railway have been poor during the last three years as compared to those of Suburban Sections of other Zonal Railways. The punctuality ratios of South Eastern Railway Suburban Section was between 77.8 per cent and 92.3 per cent and those of Central Railway Suburban Section was between 91.8 per cent and 93.9 per cent which were far below 97 per cent and above achieved by Suburban Sections of other Zonal Railways. The Committee hope that the causes for this poor punctuality performance by the South Eastern Railway and Central Railway would be studied and necessary remedial steps taken to effect improvement in punctuality of Suburban Services.

8. The Committee observe that out of the 500 Suburban stations, 21 stations have been identified by Railways to be developed as a model stations by March 2008. Model stations are those which are provided with 'desired amenities' such as inquiry and computer based announcement, public address system, book stalls, parking area etc. So far only 2 Suburban stations have been provided with all desirable amenities and fully developed as model

stations. The Committee desire that the works at the remaining 19 identified model stations should be completed by March 2008 as planned.

9. Following the serial bomb blasts in Mumbai's Western Railway on 11.7.2006, Railways have taken several measures for security of commuters such as minimizing the number of entry points, installing 68 CCTVs and 100 Door Frame Metal Detectors at various Suburban Stations, use of 27 dog squads, passenger awareness campaign and such other steps. It has been stated that in future, all the vulnerable stations will be provided with CCTVs and access control gadgets and in each vulnerable Division, a RPF bomb detection and disposal squad will be raised. The Committee suggest that there should be a regular mechanism of intelligence agencies transmitting Railway related security information to Government Railway Police and RPF and alerting them to maintain extra vigil in order to pre-empt terrorist attacks.

10. There have been as yet unresolved jurisdictional issues between the Ministry of Urban Development and the Ministry of Railways in the matter of application of Metro Railways (Construction of Works) Act, 1978 to Delhi Metro in the year 2000 and administering Delhi Metro (Operation & Maintenance) Act, 2002 in the context of safety certification of Delhi Metro. On the one hand, the Ministry of Urban Development appears to have overstepped its jurisdiction in extending the Metro Railways (Construction of Works) Act, 1978 which is administered by the Ministry of Railways and on the other, though the Ministry of Urban Development is the administrative Ministry for Delhi Metro (Operation & Maintenance) Act, 2002, the Ministry of Railways were required to discharge the responsibility of safety certification of Delhi Metro. The Committee are surprised at the lack of coordination and cooperation between the two Ministries of Central Government resulting in persisting inter Ministerial wrangles. All this was caused and compounded by the Ministry of Law and Justice which gave

contradictory views as to whether or not Delhi Metro comes under the definition of 'railway'. The Committee feel that such sorry state of affairs cannot be expected from any quarter. The Committee have now been informed by the Ministry of Urban Development that it would propose amendment of Allocation of Business Rules, 1961 to enable it to take over the responsibility of technical planning and safety of Delhi Metro, once the panel under the Chairmanship of Chief Commissioner of Railway Safety which is looking into the issue submits its Report. The Committee trust that this would be done expeditiously as the matter has been in dispute for quite long.

NEW DELHI
31 October, 2007
9 Kartika, 1929 (Saka)

BASUDEB ACHARIA
CHAIRMAN,
STANDING COMMITTEE ON RAILWAYS

Revised List of 21 identified suburban Model Stations

Sl. No.	Name of Stations
1	Barasat
2	Basirhat
3	Bongaon Jn.
4	Budge Budge
5	Canning
6	Dankuni
7	Dhakuria
8	Garia(F)
9	Ghuntiarisharif
10	Madhyamgram
11	Nabadwipdham
12	Tollygunge
13	Mambalam
14	Chennai Beach
15	Arakkonam Jn.
16	Bagnan
17	Kolaghat
18	Mecheda
19	Santragachi
20	Uluberia
21	Dadar

**MINUTES OF THE FIRST SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2006-07)**

The Committee sat on Thursday, the 7th September, 2006 from 1400 hours to 1615 hours in Committee Room No. 62, Parliament House, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Prasanna Acharya
3. Shri S. Ajaya Kumar
4. Shri Ramdas Bandu Athawale
5. Shri Kishan Lal Diler
6. Shri Sunil Kumar Mahato
7. Shri Shri Ananta Nayak
8. Shri Laxmanrao Patil
9. Shri A. Sai Prathap
10. Shri K. Subbarayan

RAJYA SABHA

11. Maulana Obaidullah Khan Azmi
12. Shri Satyavrat Chaturvedi
13. Shri Shreegopal Vyas
14. Shri Tarini Kanta Roy
15. Shri Harendra Singh Malik
16. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|----------------------|---|--------------------|
| 1. | Shri A.K. Singh | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Arun K. Kaushik | - | Assistant Director |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|---------------------|--|
| 1. | Shri J.P. Batra | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Shri R.R. Jaruhar | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri Ramesh Chandra | Member Electrical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri R. K. Rao | Member Mechanical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 5. | Shri K.C. Jena | Member Staff, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 6. | Shri A.K. Suri | Director General (RPF) |
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- | | | | |
|----|--------------|--------------|--------------|
| 2. | XXXX
XXXX | XXXX
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XXXX |
| 3. | XXXX
XXXX | XXXX
XXXX | XXXX
XXXX |

4. Thereafter, the representatives of the Ministry of Railways (Railway Board) briefed the Committee on the subject 'Suburban and Metro Railways' and clarified the various points raised by the Members.

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

The Committee then adjourned.

**MINUTES OF THE FOURTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2006-07)**

The Committee sat on Friday, the 13th October, 2006 from 1500 hours to 1700 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Prasanna Acharya
3. Shri S. Ajaya Kumar
4. Shri Ramdas Bandu Athawale
5. Shri Bapu Hari Chaure
6. Shri Kishan Lal Diler
7. Shri Anwar Hussain
8. Shri Mahesh Kumar Kanodia
9. Ch. Lal Singh
10. Shri Ananta Nayak
11. Shri Laxmanrao Patil
12. Shri Kishan Singh Sangwan

RAJYA SABHA

13. Shri Karnendu Bhattacharjee
14. Maulana Obaidullah Khan Azmi
15. Shri Satyavrat Chaturvedi
16. Shri Lalit Kishore Chaturvedi
17. Shri Shreegopal Vyas
18. Shri Tarini Kanta Roy
19. Shri Isam Singh
20. Shri Harendra Singh Malik

SECRETARIAT

- | | | | |
|----|----------------------|---|--------------------|
| 1. | Shri A.K. Singh | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Arun K. Kaushik | - | Assistant Director |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|----------------------|--|
| 1. | Shri J.P. Batra | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Shri R. Sivadasan | Financial Commissioner, Railway &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri Ramesh Chandra | Member Electrical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri R. K. Rao | Member Mechanical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 5. | Shri R. Sundararajan | Additional Member (Works) |
| 6 | Shri A.K. Suri | Director General (RPF) |

2. The Committee, took the oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject ‘Suburban and Metro Railways.’ The evidence remained inconclusive and the Committee decided to take further evidence on the subject in their next sitting.

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

The Committee then adjourned.

**MINUTES OF THE FIFTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2006-07)**

The Committee sat on Thursday, the 19th October, 2006 from 1500 hours to 1700 hours in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Ramdas Bandu Athawale
3. Shri Kishan Lal Diler
4. Shri Giridhar Gamang
5. Shri Anwar Hussain
6. Shri Mahesh Kumar Kanodia
7. Shri Kishan Singh Sangwan

RAJYA SABHA

8. Shri Karnendu Bhattacharjee
9. Maulana Obaidullah Khan Azmi
10. Shri Lalit Kishore Chaturvedi
11. Shri Shreegopal Vyas
12. Shri Tarini Kanta Roy
13. Shri Isam Singh
14. Shri Harendra Singh Malik
15. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|----------------------|---|--------------------|
| 1. | Shri V.S. Negi | - | Director |
| 2. | Shri Arun K. Kaushik | - | Assistant Director |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------------|---|
| 1. | Shri J.P. Batra | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Shri R. Sivadasan | Financial Commissioner, Railway &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri S.B. Ghosh Dastidar | Member Traffic, Railway Board & Ex-officio
Secretary to the Government of India. |
| 4. | Shri Ramesh Chandra | Member Electrical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 5. | Shri R. K. Rao | Member Mechanical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 6 | Shri A.K. Suri | Director General (RPF) |

2. The Committee, took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Suburban and Metro Railways.' The evidence remained inconclusive. The Committee also decided to take oral evidence of the representatives of the Ministry of Urban Development in connection with the examination of the subject.

3. xxxx xxxx xxxx xxxx

4. The Committee decided to hold their next sitting on 31.10.2006 at 1100 hours.

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

The Committee then adjourned.

**MINUTES OF THE SEVENTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2006-07)**

The Committee sat on Thursday, the 9th November, 2006 from 1100 hours to 1300 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri S. Ajaya Kumar
3. Shri Kishan Lal Diler
4. Shri Mahesh Kumar Kanodia
5. Ch. Lal Singh
6. Shri Laxman Rao Patil
7. Shri Kishan Singh Sangwan
8. Shri C.H. Vijayashankar

RAJYA SABHA

9. Maulana Obaidullah Khan Azmi
10. Shri Satyavrat Chaturvedi
11. Shri Lalit Kishore Chaturvedi
12. Shri Shreegopal Vyas
13. Shri Tarini Kanta Roy
14. Shri Harendra Singh Malik
15. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|----------------------|---|--------------------|
| 1. | Shri V.S. Negi | - | Director |
| 2. | Shri Arun K. Kaushik | - | Assistant Director |

**Representatives of the Ministry of Urban Development and Delhi Metro
Rail Corporation (DMRC)**

1. Shri M. Ramachandran Secretary, Ministry of Urban Development
2. Shri E. Sreedharan Managing Director, DMRC
3. Shri S.K. Lohia Director (UT), Ministry of Urban Development
4. Shri G.P. Garg Chief Commissioner of Railway Safety

2. xxxx xxxx xxxx xxxx

3. Thereafter, the Committee, took oral evidence of the representatives of the Ministry of Urban Development and Delhi Metro Rail Corporation (DMRC) on the subject 'Suburban and Metro Railways.'

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

The Committee then adjourned.

**MINUTES OF THE EIGHTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2006-07)**

The Committee sat on Thursday, the 7th December, 2006 from 1500 hours to 1600 hours in Committee Room No. 139, Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Prasanna Acharya
3. Shri Dharendra Agarwal
4. Shri Bapu Hari Chaure
5. Shri Kishan Lal Diler
6. Shri Giridhar Gamang
7. Shri Sunil Kumar Mahato
8. Shri Ananta Nayak
9. Shri Kishan Singh Sangwan

RAJYA SABHA

10. Shri Lalit Kishore Chaturvedi
11. Shri Abani Roy

SECRETARIAT

1. Shri A.K. Singh - Joint Secretary
2. Shri Arun K. Kaushik - Assistant Director

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------------|--|
| 1. | Shri R.R. Jaruhar | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India. |
| 2. | Shri S.B. Ghosh Dastidar | Member Traffic, Railway Board &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri Ramesh Chandra | Member Electrical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4 | Shri A.K. Suri | Director General (RPF) |

2. xxxx xxxx xxxx xxxx xxxx

3. The Committee, thereafter, took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject ‘Suburban and Metro Railways.’ The evidence remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE NINTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2006-07)**

The Committee sat on Tuesday, the 19th December, 2006 from 1500 hours to 1600 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri S. Ajaya Kumar
3. Shri Ramdas Bandu Athawale
4. Shri Bapu Hari Chaure
5. Shri Kishan Lal Diler
6. Shri Giridhar Gamang
7. Shri Mahesh Kumar Kanodia
8. Shri Sunil Kumar Mahato
9. Shri Laxmanrao Patil
10. Shri Kishan Singh Sangwan

RAJYA SABHA

11. Maulana Obaidullah Khan Azmi
12. Shri Tarini Kanta Roy
13. Shri Isam Singh
14. Shri Harendra Singh Malik
15. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|----------------------|---|--------------------|
| 1. | Shri A.K. Singh | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 2. | Shri Arun K. Kaushik | - | Assistant Director |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------------|--|
| 1. | Shri J.P. Batra | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Shri S.B. Ghosh Dastidar | Member Traffic, Railway Board &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri Ramesh Chandra | Member Electrical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri R. K. Rao | Member Mechanical, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 5. | Shri K.C. Jena | Member Staff, Railway Board & Ex-officio
Secretary to the Govt. of India |
| 6 | Shri A.K. Suri | Director General (RPF) |

2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Suburban and Metro Railways.' The evidence remained inconclusive.
3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

**MINUTES OF THE ELEVENTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2006-07)**

The Committee sat on Monday, the 8th January, 2007 from 1100 hrs to 1300 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

LOK SABHA

2. Shri Prasanna Acharya
3. Dr. Dhirendra Agarwal
4. Shri Ramdas Bandu Athawale
5. Shri Bapu Hari Chaure
6. Shri Kishan Lal Diler
7. Ch. Lal Singh
8. Shri Ananta Nayak
9. Shri Laxmanrao Patil
10. Shri A. Sai Prathap
11. Shri K. Subbarayan
12. Shri C.H. Vijayashankar

RAJYA SABHA

13. Shri Satyavrat Chaturvedi
14. Shri Lalit Kishore Chatruvedi
15. Shri Sreegopal Vyas
16. Shri Tarini Kanta Roy
17. Shri Isam Singh
18. Shri Harendra Singh Malik
19. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|---------------------------|---|--------------------|
| 1. | Shri Amitabh Mukhopadhyay | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Arun K. Kaushik | - | Assistant Director |

Non official witness

1. Shri Ashok Bhatnagar - Former Chairman, Railway Board

2. At the outset, the Chairman wished the Members a happy and prosperous New Year and welcomed Shri Ashok Bhatnagar, former Chairman, Railway Board to the sitting of the Committee. The Committee then took oral evidence of Shri Ashok Bhatnagar on the subject 'Suburban and Metro Railways'.

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

The Committee then adjourned.

**MINUTES OF THE ELEVENTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2006-07)**

The Committee sat on Monday, the 8th January, 2007 from 1400 hrs. to 1530 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Bapu Hari Chaure
3. Shri Ananta Nayak
4. Shri C.H. Vijayashankar

RAJYA SABHA

5. Shri Lalit Kishore Chatruvedi
6. Shri Sreegopal Vyas
7. Shri Tarini Kanta Roy
8. Shri Harendra Singh Malik

SECRETARIAT

- | | | | |
|----|---------------------------|---|--------------------|
| 1. | Shri Amitabh Mukhopadhyay | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Arun K. Kaushik | - | Assistant Director |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------------|--|
| 1. | Shri J.P. Batra | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Shri R.R. Jaruhar | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri S.B. Ghosh Dastidar | Member Traffic, Railway Board &
Ex-officio Secretary to the Govt. of India. |
| 4. | Shri Ramesh Chandra | Member Electrical, Railway Board &
Ex-officio Secretary to the Govt. of India |
2. At the outset, the Chairman welcomed the officers of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject ‘Suburban and Metro Railways.’ The evidence was concluded.
3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

**MINUTES OF THE EIGHTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2007-08)**

The Committee sat on Monday, the 22nd October, 2007 from 1500 hours to 1540 hours in Room No. 139, First Floor, Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Dr. Dharendra Agarwal
3. Shri S. Ajaya Kumar
4. Shri Bapu Hari Chaure
5. Shri Giridhar Gamang
6. Shri Mahesh Kumar Kanodia
7. Shri Manik Singh
8. Shri Kishan Singh Sangwan
9. Shri K. Subbarayan

RAJYA SABHA

10. Shri Karnendu Bhattacharjee
11. Shri Satyavrat Chaturvedi
12. Shri Lalit Kishore Chaturvedi
13. Shri Shreegopal Vyas
14. Shri Tarini Kanta Roy
15. Shri A. Elavarasan
16. Shri Isam Singh
17. Shri Harendra Singh Malik
18. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|----------------------|---|---------------------|
| 1. | Shri A. Louis Martin | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Y.M. Kandpal | - | Deputy Secretary-II |

2. The Committee took up for consideration the Draft report on 'Suburban and Metro Railways' and after some deliberation adopted the same without any changes and authorized the Chairman to finalize the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways (Railway Board) or otherwise and present the same to the Hon'ble Speaker, Lok Sabha under Direction 71A(I) of the Directions by the Speaker, Lok Sabha and to the House during the next Session.

The Committee then adjourned.