

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

FOURTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**DEMANDS FOR GRANTS
(2008-09)**

THIRTY SIXTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

April, 2008/ Chaitra 1930 (Saka)

THIRTY SIXTH REPORT
STANDING COMMITTEE ON RAILWAYS
(2007-08)

FOURTEENTH LOK SABHA

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

DEMANDS FOR GRANTS
(2008-09)

Presented to Lok Sabha on 16.04.2008
Laid in Rajya Sabha on 16.04.2008



LOK SABHA SECRETARIAT
NEW DELHI

April, 2008/ Chaitra 1930 (Saka)

CONTENTS

	PAGE
COMPOSITION OF THE COMMITTEE.....	(iii)
INTRODUCTION	(v)
REPORT.....	
I. Implementation of the Committee’s recommendations.....	1
II. Demands for Grants – 2008-09.....	2
III. Operating Performance	
A. Traffic Receipts	4
B. Passenger Traffic.....	5
C. Other Coaching Earnings	8
D. Miscellaneous Transactions	10
E. New Trains	12
F. Operating Ratio.....	13
IV. Railway Plans and Performance	
A. 11 th Five Year Plan.....	15
B. Annual Plan 2007-08.....	16
C. Annual Plan 2008-09.....	19
V. Track Related Matters	
A. New Lines	22
B. Doubling	25
C. Gauge Conversion.....	29
D. Track Renewal.....	29
E. Signalling and Telecommunication Works.....	29
F. Electrification	32
G. Level Crossing.....	33
H. ROBs/RUBs.....	34
VI. Miscellaneous	
A. Rolling Stock.....	37
B. Security	38
C. Passenger Amenities	40
D. Information Technology.....	44
E. Public Private Partnership.....	45
F. World Class Stations.....	47
G. Staff Welfare.....	48
H. Setting up of new coach factory.....	49
I. Wagon Reconstruction Unit.....	50
J. Indian Railways Catering and Tourism Corporation.....	50
Recommendations/Observations of the Committee	52
Annexures.....	

Appendix

Minutes of the sittings of the Standing Committee on Railways held on
13.03.2008, 19.03.2008, 26.03.2008, 27.03.2008, 28.03.2008
and 09.04.2008

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. Smt. Suman Mahato
7. Shri Bapu Hari Chaure
8. Shri H.D. Devegowda
9. Shri Kishan Lal Diler
10. Shri Giridhar Gamang
11. Shri Anwar Hussain
12. Shri Mahesh Kumar Kanodia
13. Ch. Lal Singh
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 Manik Singh
20. Shri K. Subbarayan
21. Shri C.H. Vijayashankar

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 Abani Roy
28. Shri A. Elavarasan
29. Shri Isam Singh
30. Shri Harendra Singh Malik
31. Vacant*

* Shri Tarini Kanta Roy, MP retired on 02.04.2008

SECRETARIAT

1.	Dr. (Smt.) P.K. Sandhu	-	Additional Secretary
2.	Shri P.K. Misra	-	Joint Secretary
3.	Shri V.S. Negi	-	Director
4.	Shri Y.M. Kandpal	-	Deputy Secretary-II
5.	Shri Vinay Barwa	-	Executive Officer
6.	Smt. Rashmi Roy	-	Sr. Executive Assistant

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 Sixth Report of the Standing Committee on Railways on 'Demands for Grants - 2008-09 of the Ministry of Railways'.

2. The Committee took evidence of the representatives of the Ministry of Railways on 13th, 19th, 26th, 27th & 28th March, 2008. The Committee also heard the views of representatives of National Federation for Indian Railwaymen (NFIR), All India Railwaymen Federation (AIRF) and All India RPF Association on 27th March, 2008.

3. The Committee considered and adopted the Report at their sitting held on 9th April, 2008. Minutes of the related sittings are given in appendix to the Report.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the Demands for Grants (2008-09).

5. The Committee also wish to express their thanks to the representatives of National Federation for Indian Railwaymen (NFIR), All India Railwaymen Federation (AIRF) and All India RPF Association for appearing before the Committee and placing their views before the Committee.

NEW DELHI;
11 April, 2008
22 Chaitra, 1930 Saka

BASUDEB ACHARIA
Chairman,
Standing Committee on Railways

REPORT

CHAPTER - I

IMPLEMENTATION OF THE COMMITTEE'S RECOMMENDATIONS

The 27th Report of the Standing Committee on Railways on “Demands for Grants – 2007-08 of the Ministry of Railways” was presented to Lok Sabha on 26th April, 2007. The Report contained 18 recommendations/observations.

1.2. In compliance of the Direction 73-A of the Directions by the Speaker, the Minister of State in the Ministry of Railways made a statement in the House on 3rd December, 2007 giving the status of the implementation of various recommendations/observations made by the Committee in their 27th Report. An analysis of the Minister's statement showed that 12 recommendations have been accepted by the Government. Out of these, only 8 recommendations at Sl. Nos. 1, 2, 4, 6, 7, 8, 10 and 16 were found implemented by the Government and remaining 5 recommendations at Sl. Nos. 3, 5, 9, 12, 15 and 18 are under process for implementation.

1.3. On the basis of Action Taken replies received from the Ministry of Railways on the above mentioned Report, the Committee presented their 35th Report (Action Taken Report) to Parliament on 4th December, 2007. The Committee in their 35th Report have commented on the Action Taken Replies furnished by the Ministry in respect of recommendations contained in the 27th Report at Sl. Nos. 3, 5, 12, 13, 16, 17 and 18. The final replies thereon are awaited from the Ministry. 12 recommendations/observations (Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15 and 18) were accepted by the Ministry. Recommendations/observations at Sl. Nos. 12, 13, 16 and 17 were reiterated by the Committee as the replies of the Ministry thereon were not found satisfactory by the Committee. In respect of recommendations/observations at Sl. No. 11 and 14, the final replies thereon are awaited from the Ministry.

CHAPTER-II

DEMANDS FOR GRANTS - 2008-09

The Indian Railways being the world's largest government railway, functions as vertically integrated organization providing passenger and freight services. It is a single system which consists of 63,327 routes of track on which more than 18,371 number of trains ply carrying more than 17 million passengers and hauling nearly 2 million tonnes of freight everyday, thereby contributing to the economic growth of the country and in promoting national integration.

2.2 The formation of policy and overall control of the Railway is vested in Railway Board comprising the Chairman, who is an ex-officio Principal Secretary to Government of India, Financial Commissioner and other functional members, all ex-officio Secretary to Government of India. The operational part of the system is managed through 16 zones and 68 operating divisions. Apart from this, there are 6 production units engaged in manufacture of rolling stock and other related items. Indian Railways also has a sole research & development wing viz. Research, Design and Standards Organization (RDSO) with the status of a zonal Railway, that functions as technical advisor and consultant to the Ministry, Zonal Railways and production units.

BUDGET AT A GLANCE FOR 2008-09

2.3 The Budget at a Glance as given in the Explanatory Memorandum on the Railways Budget for 2008-09 is as follows:-

(Rupees in crore)				
Actuals 2006-07	Budget 2007-08	Description	Revised 2007-08	Budget 2008-09
62,731.50	71,318.00	1. Gross Traffic Receipts	72,755.00	81,901.00
		2. Miscellaneous Receipts		
..	820.24	(a) Interest on Fund Balances	..	..
817.66	..	(b) Receipts from Safety Surcharge on Passenger Fares	..	..
1,151.56	1,276.00	(c) Subsidy from General Revenues towards dividend relief & other concessions	1,525.33	1,707.69
85.12	28.23	(d) Other Miscellaneous Receipts	83.43	88.20
2,054.34	2,124.47	(e) Total Miscellaneous Receipts	1,608.76	1,795.89
64,785.84	73,442.47	3. Total Receipts	74,363.76	83,696.89
37,432.53	42,687.00	4. Net Ordinary Working Expenses	41,721.00	50,000.00
7,416.00	8,683.36	5. (a) Appropriation to Pension Fund	8,250.00	9,590.00
4,198.00	5,496.46	6. (a) Appropriation to Depreciation Reserve Fund	5,450.00	7,000.00
49,046.53	56,687.00	7. Total Working Expenses [4+5+6]	55,421.00	66,590.00
		8. Miscellaneous Expenditure		
817.66	..	(a) Appropriation to Spl. Railway Safety fund	..	..
51.07	60.00	(b) O.L.W.R.	60.00	60.00
417.45	493.66	(c) Other Miscellaneous Expenditure	466.00	624.27
1,286.18	553.66	(e) Total Miscellaneous Expenditure	526.56	684.27
50,332.71	57,420.48	9. Total Expenditure [4+5+6+8]	55,947.56	67,274.27
14,453.13	16,021.99	10. Net Revenue [3-9]	18,416.20	16,422.62
3,583.81	3,908.54	11. (a) Dividend Payable to general Revenues	4,218.12	4,635.88
663.00	664.00	(b) Payment of Deferred Dividend	664.00	..
4,246.81	4,572.54	(c) Total Dividend Payment	4,882.12	4,635.88
10,206.32	11,449.45	12. Surplus/Shortfall [10-11]	13,534.08	11,786.74
1,880.00	2,646.75	13. (a) Appropriation to Development Fund	2,359.00	947.00
8,326.32	8,750.18	14. (a) Appropriation to Capital Fund	11,175.08	10,839.74
..	..	15. Appropriation to Railway Safety Fund	..	..

..	52.52	16. Appropriation to Special Railway Safety Fund	..	..
78.7%	79.6%	17. Operating Ratio	76.3%	81.4%
19.0%	18.0%	18. Ratio of Net Revenue to Capital-at-Charge and investment from Capital Fund	20.9%	15.8%

DEMANDS FOR GRANTS FOR THE YEAR 2008-09

2.4. The estimates of expenditure from the Consolidated Fund included in the Budget Statement and required to be voted by the Lok Sabha are submitted in the form of Demands for Grants. There are 16 Demands for Grants of Railways – Demands 1 to 15 dealing with Revenue expenses, appropriation to the funds and dividend payment and Demand 16 dealing with Works expenditure. Demands for Grants of the Railways for 2008-09 are given in the following statement :-

(Rs. in crores)

No. of Demand	Name of Demand	Total Demand	
		Voted	Charged
1.	Railway Board	132.61	..
2.	Miscellaneous Expenditure (General)	483.17	..
3.	General Superintendence and Services on Railways	3166.07	.0848
4.	Repairs and Maintenance of Permanent Way and Works	5407.70	4.2746
5.	Repairs and Maintenance of Motive Power	2570.50	.2300
6.	Repairs and Maintenance of Carriages and Wagons	5435.36	.0700
7.	Repairs and Maintenance of Plant and Equipment	2958.51	.0515
8.	Operating Expenses – Rolling Stock and Equipment	4040.26	.1410
9.	Operating Expenses – Traffic	8526.81	.6710
10.	Operating Expenses – Fuel	13669.89	3.0100
11.	Staff Welfare and Amenities	2318.32	.3151
12.	Miscellaneous Working Expenses	2413.81	60.7079
13.	Provident Fund, Pension and Other Retirement Benefits	9705.75	.6636
14.	Appropriation to Funds	28386.74	..
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	4635.88	..
16.	Assets – Acquisition, Construction and Replacement		
	Revenue	60.00	..
	Other Expenditure		
	Capital	29938.85	17.2000
	Railway Funds	22419.50	10.7000
	Railway Safety Fund	1299.90	.10
	Total	14,7569.63	98.2195

CHAPTER-III
OPERATING PERFORMANCE

A. Traffic Receipts

The details of the actuals 2006-07, Budget & Revised Estimates 2007-08 and Budget Estimates 2008-09 of Gross Traffic Receipts as given in Explanatory Memorandum are as below:-

(Rs. in crore)

Details	Actuals 2006-07	Budget 2007-08	Revised 2007-08	Budget 2008-09
Passenger – Upper Class	3243.07	3553.39	3779.00	4035.20
Passenger – Second Class	13981.49	16521.61	16296.00	17645.80
Total Passenger Earnings	17224.56	20075.00	20075.00	21681.00
Other Coaching Earnings	1717.73	2200.00	2200.00	2420.00
Goods Earnings	41716.50	46943.00	47743.00	52700.00
Sundry Other Earnings	1711.70	2000.00	2673.00	5000.00
Total Earnings	62370.49	71218.00	72655.00	81801.00
Suspense	361.01	100.00	100.00	100.00
Gross Traffic Receipts	62731.50	71318.00	72755.00	81901.00

3.2 The Committee observed that the estimates of Gross Traffic Receipts for the year 2007-08 budgeted at 71,318.00 crore were revised upwards to Rs. 72,755 crores at the Revised Estimate stage. On being asked as to what were the reasons which enabled upward revision of Gross Traffic Receipt by Rs. 1437 crore, the Ministry of Railways in a written reply stated as under:-

“The Budget Estimates of Gross Traffic Receipts were based on anticipated freight loading of 785 million tonnes and 6,606 million of originating passengers during the year. The Revised Estimates for the fiscal have been fixed keeping in view the latest available trend of performance, projections furnished by the zonal railways and expected impact of various initiatives taken to boost traffic earnings.

The freight loading of 785 million tonnes envisaged in BE was pegged at 7.86% growth over 2006-07. Actual freight loading to end December, 2007 at 571.35 million tonnes reflects an incremental of 43.40 million tonne and registered a healthy growth of 8.22% over the corresponding period of last year. The target of freight loading in the Revised Estimates was therefore enhanced from BE target of 785 million tonnes to 790 million tonnes. With the enhanced traffic output and taking into account the impact of dynamic pricing policy and onset of peak season, the target of freight earnings in the Revised Estimates, 2007-08 has been assessed at Rs. 47,743 crore i.e., Rs.800 crore more than the BE target.

For Sundry other earnings the target has been increased from Rs.2,000 crore in BE to Rs.2,637 cr. due to the element of operating losses on strategic lines to be reimbursed

by the General Exchequer being made part of sundry earnings as directed by Audit. The target for passenger and other coaching earnings have been retained at the budgeted level as per the trend of earnings upto December, 2007.

Taking into account the increased target of Goods and Sundry earnings, the Revised Estimates of Gross Traffic Receipts for 2007-08 have been estimated at Rs.72,755 crore, an increase of Rs.1,437 crore than the budgeted target.”

3.3 When asked about the actual Gross Traffic Receipt till the end of February 2008, the Ministry informed the Committee that as on 29.02.2008, total traffic earnings was Rs. 63,147 crore. The Committee desire to know whether the Railways would be able to achieve the remaining target of 1,608 cr. of Gross Traffic Receipt during the month of March 2008, the Ministry in a written reply stated as under:

“Post RE the approximate traffic earnings to end of February, 2008 indicate a further improvement in all the segments. Passenger earnings to end February, 2008 (approximates) indicate a growth of 15.2% over the corresponding period of last year. Freight loading to end of February, 2008 at 714.25 million tonnes indicates a growth of 8.99% as against 8.55% assumed in the Revised Estimates. Apart from reimbursement of operating losses on strategic lines by the General Revenues, increased dividend from Public Sector Undertakings under the Ministry is also anticipated by the year end and defaulting parties particularly Badarpur Thermal Power Station (BTPS), are being vigorously pursued to realize outstanding traffic dues.

In view of post RE trend of traffic earnings and other initiative being taken, Railways are hopeful of achieving the target of Gross Traffic Receipts set in the Revised Estimates.”

3.4 The Financial Commissioner, Railway Board during evidence stated:

“As of now, at the end of February, we have already crossed Rs.63,147 crore which is the exact figure. One month is left. Normally, on an average, Rs. 6,000 to Rs.7000 crore per month we get. But for the last month we have calculated more because of the increase due to higher loading. 785 million tonne was the target and in the RE, we have made it 790. Hopefully, we may exceed even that. So, about Rs.300 crore we have calculated on that basis, plus increase in yield. As I told you earlier, when we budgeted we made this estimation at 59.8 G/MT whereas we are ending up at about 61. So, with this calculation, besides other freight policies whatever discount and surcharge we have added, we are hopeful to achieve the targets. If at all there is any shortfall, it will be very marginal.”

B. Passenger Traffic

(a) 2006-07

3.5 It has been stated in the Annual Report of Ministry that during 2006-07, the number of passengers carried was 6,219 million as against 5,725 million in 2005-06 – registering an increase of 8.6%. However, Passenger kilometres, which is the product of the number of passengers carried and average distance traversed, was 695 billion, up by about 12.8% from the level of 616 billion in the previous year. Passenger earnings also increased by Rs.2,095.24 crore (13.9%) compared with those of 2005-06.

(b) 2007-08

3.6 As per the explanatory memorandum in view of the trend in originating passenger traffic, the targeted passenger earnings for 2007-08 in the Revised Estimate have been retained at the Budget Estimate level of Rs.20,075.00 crore. Assuming a 5.5% growth in the originating number of passengers, Passenger Earnings for 2008-09 have been estimated at Rs.21,681.00 crore which is higher by Rs. 1,606 crore over the Revised Estimates for the year 2007-08.

(c) 2008-09

3.7 The passenger traffic in 2008-09 has been projected at 7056.38 million originating passengers and 830 billion passenger Kilometers (BPKM).

3.8 The target for passenger earnings for the year 2008-09 has been kept at Rs. 21,681 crore which is higher by Rs. 1606 crore over the Revised Estimates for the year 2007-08.

3.9 When the Committee inquired about decrease in incremental growth, the Member Traffic (Railway Board) during evidence replied as under:-

“It is because I cannot introduce more trains. My capacity on the same lines has to carry passengers and I have to carry freights. I have got constraints for examining trains. This is a safety issue. I cannot bring in more trains into Delhi because I do not have the maintenance facilities. Similarly, whatever new coaches that I am doing, I am trying to augment them on new trains. But despite these constraints, we have announced a fairly large number of new trains – some 63 new trains. We increased frequency etc. But still I do not expect a higher growth than what has been projected. The new trains that are coming, they are not coming on our arterial routes. For example, if you notice Delhi in the plan, there are a very few trains terminating in Delhi. This is how the generation of traffic gets affected.”

3.10 On being asked about the steps proposed to be taken to achieve the projected higher target for the year 2008-09 in the wake of reduction in fares and various concessions given, the Ministry of Railways (Railway Board) in a written reply stated that the under variable fare schemes, higher discounts have been announced for Lean period when the occupancy is generally low. As the occupancy in peak period and in all popular trains throughout the year is good, 50% of discounts have been proposed.

3.11 They further informed that it is expected that because of these discounts, Railways would attract higher volume of passenger traffic to meet the projected targets. Concessions granted to students, Lady Senior Citizens. Ashok Chakra Awardees and Aids affected persons to fulfill the Railways' social commitments would, however, have the marginal effect on the passenger earnings.

3.12 When asked about the rationale behind reduction of 50% fare in the popular trains throughout the year whereas in other trains during peak period only, the Ministry of Railways (Railway Board) informed that higher discounts in the fares for AC-I and AC-2-Tier have been announced to attract higher volume of passenger traffic during lean period when occupancy is generally low. They further informed that the occupancy in popular trains is higher than the occupancy in other passenger trains throughout the year. Similarly, the occupancy in all other passenger trains is good during peak period. Therefore, it has been proposed for reduction of 50% of proposed reduction i.e. 3.5% in Ist AC and 2% in AC II fares in popular trains throughout the year and in peak season only for all other passenger trains. Railways expect that this reduction would not affect the projections made for passenger earnings and overall anticipated growth of passengers is expected to be 5.5% in the year 2008-09.

3.13 On being asked whether Railway will suffer loss or gain by reducing the fare, the Member Traffic during evidence replied as under:-

“It is very difficult to make an assessment. Whenever you reduce fare, even if you reduce fare for lower classes – it has been reduced by one rupee – what it does is that because of elasticity of demand, you get more volume by reducing the fare. How much more volume will actually take place is something which we cannot assess. It is very difficult to say what actually the elasticity of demand is. What we can assess is what is going to be our outflow or loss because of giving this concession, seeing a fixed amount of passengers that we carried, but actually that is not true. When you actually reduce the fare, the number of passengers grows. After reduction of fare, volume in AC-II tier and AC-III tier has shown good improvement. I can give you the figures. Between 2006-07 and 2007-08, we went up from 5,832.39 million passengers to 6,333.73 million passengers. During the last year, we reached 6,688.28 million passengers. This is the total number of passengers. This growth has taken place. That is why, I am saying that it is very difficult to assess. There are a number of factors like additional services, attaching additional coaches and reduction in fare. It is rather difficult to find on account of which factor how much volume has increased.”

3.14 When asked whether any study had been undertaken about assessing total percentage of losses on account of ticket less traveling, passengers switching over to other modes of transport etc. and steps taken to plug these problems and attract more passengers, the Ministry of Railways (Railway Board) informed that the loss due to ticket less travel is not quantifiable. However, number of measures have been taken to curb ticket less travel which includes regular/surprise checks, magisterial checks and imposition of deterrent penalties as per the Railways Act. 1989. During the current year 2007-08 (upto January 08), 55.91 lakh passengers were found travelling without/with improper tickets and an amount of Rs. 205.64 crores realized as railway dues.

3.15 In the budget speech 2008-09, it has been announced that to make the fares of higher classes competitive, the fares of AC-I and AC-II Tiers are proposed to be reduced by 7% and 4 % respectively. Further, it has also been announced that this reduction will be only 50% for popular trains and in other trains during peak period.

C. Other Coaching Earnings

3.16 As per the explanatory memorandum, taking into account the trend of earnings during the course of the year and various measures taken to increase the parcel business, the Revised Estimates of earnings from Other Coaching Traffic in 2007-08 are fixed at Rs.2,200.00 crore as was reflected in the Budget Estimate for the year. For 2008-09, these have been assessed at Rs.2,420.00 crore, anticipating a growth of around 10%.

Goods Earnings

3.17 As per the Budget documents the revised target of freight loading has been increased to 790 million tonnes for 2007-08 i.e. 5.00 MT more than Budget estimates for the year. The actual freight loading upto the end of December 2007 is 571.35 MT only. However, keeping in view uptrend in yield per million tonnes, the target of freight earnings in 2007-08 has been enhanced to Rs. 47,743.00 cr., which is Rs. 800.00 crore more than the Budgeted Estimates. The actual freight earning upto the end of December 2007 is Rs.33447.15 crore. The goods earnings for 2008-09 have been placed at Rs. 52,700.00 crores assuming an incremental 60 million tonnes originating revenue earning freight traffic over the Revised Estimates for 2007-08.

3.18 On being asked whether it will be possible to achieve the target of 790 MT in the remaining period of 2007-08, the Ministry of Railways (Railway Board) replied affirmative and added that the revenue earning freight loading during 2007-08 upto February, 2008 was approx. 714.25 million tonnes. All out efforts are being made to achieve the revised target of 790 million tonnes for the year.

3.19 When asked further about the specific efforts proposed to be taken during 2008-09 to achieve the higher target fixed, the Ministry of Railways (Railway Board) informed that Indian Railways sets for itself difficult targets and tries to achieve them. In the last 5 years, Indian Railways has been achieving difficult targets of originating freight revenue loading. Railways are laying emphasis on improving its asset utilization through improved wagon turn round, ensuring improved availability of locomotives, elimination of vacuum-brake stock,

intensive monitoring of freight terminals, improving the conditions of freight terminals by focused investments, laying emphasis on completion of the various on-going line capacity works on the critical sections, reviewing the maintenance practices, reduce asset failures and lastly have a tariff incentives regime that encourages shift of traffic to rail and minimizes empty running.

3.20 When asked about the specific efforts proposed to be taken during the year 2008-09 to achieve the target fixed, the Ministry of Railways (Railway Board) informed that the incentive scheme for traditional Empty flow direction is being made for aggressive marketing for financial year 2008-09 to increase freight revenue. Further the new Liberalized wagon investment scheme, Wagon leasing scheme and Terminal development scheme have been announced for attracting new streams of traffic in Special purpose wagons and High capacity wagons.

3.21 The Member Traffic during evidence further elaborated as under:-

“Special purpose wagons are wagons. For example, if I get customers for my bulk segment movement, then they will be acquiring special type of wagons. They can either procure them or they can lease them from leasing companies. That scheme is about to be finalised. Similarly, there are bulk wagons for movement of wheat. That is also likely to start shortly, bulk movement of wheat from the ports because when we import wheat, it comes in bulk. That will also be transported in bulk. So, wagons are for that type of movement. Similarly, we have developed already on our own special auto carriers for movement of automobiles. There could be special wagons for movement of chemicals, vegetable oil and so on. A large range of special wagons are available for such purposes. ----- The new wagons that we will be building, the stainless steel wagons, they will have approximately 4.5 tonnes more payload capacity. Similarly, we are further redesigning the wagons in such a way that the density of the train load will go up”.

Sundry Other Earnings

3.22 As per the Explanatory Memorandum, anticipating a higher dividend from the public sector undertakings and including the reimbursement of operating losses on strategic lines by general exchequer, the Revised Estimates for 2007-08 of Sundry earnings have been fixed at Rs.2,637.00 crore i.e. Rs.637.00 crore higher than the Budget Estimates for the year. For 2008-09 these have been assessed at Rs.5,000.00 crore i.e., a growth of 89.6% anticipating increased revenue on account of commercial exploitation of Railway land by Railway Land Development Authority (RLDA) and revenue share for Budget hotels from IRCTC.

Suspense

3.23 In the Revised Estimates, 2007-08, the target of clearance from 'Suspense' which represents unrealised traffic earnings, has been retained at the budgeted level of Rs.100 crore. In the Budget Estimates 2008-09 also the target of clearance under this head has been kept at the level of Rs.100 crore.

D. Miscellaneous Transactions

3.24 As per the Budget documents, the Actuals 2006-07 Budget and Revised Estimates 2007-08 and Budget Estimates 2008-09 under Miscellaneous Transaction is under:-

(Rs. in crore)

Details	Actuals 2006-07	Budget 2007-08	Revised 2007-08	Budget 2008-09
RECEIPTS				
(i) Receipts from Subsidised Companies	0.13	..	..	..
(ii) Railway Recruitment Boards	15.45	12.67	15.55	16.44
(iii) Other Misc. Receipts	69.54	15.56	67.88	71.76
(iv) Receipts from Safety Surcharge on passenger fares	817.66	..	..	..
(v) Subsidy from General Revenues towards dividend relief and other concessions	1151.56	1276.00	1525.33	1707.69
(vi) Interest on Railway Fund Balances*	..	820.24	..	..
TOTAL	2054.34	2124.47	1608.76	1795.89
EXPENSES				
(i) Payment to worked lines	0.31	0.40	0.24	0.38
(ii) Subsidy	0.01	0.01	0.01	0.01
(iii) Surveys	10.55	30.55	35.54	24.54
(iv) Misc. Railway Expenditure	396.58	454.04	420.77	589.34
(v) Open Line Works Revenue	51.07	60.00	60.00	60.00
(vi) Appropriation to Special Railway Safety Fund	817.66	..	..	..
(vii) Appropriation to Pension Fund	10.00	8.66	10.00	10.00
TOTAL	1286.18	553.66	526.56	684.27

* As per approved accounting changes, interest on Railway fund balances is not a part of Miscellaneous Receipts. Accordingly, this is not reflected in Actuals, 2006-07, Revised Estimates, 2007-08 and Budget Estimates, 2008-09.

Dividend to General Revenues

3.25 It has been stated in the Explanatory Memorandum that taking into account the latest estimates of Capital-at-Charge, Dividend payable to General Revenue works out to Rs.4,218.12 crore in Revised Estimates 2007-08, which is Rs. 309.58 crore higher than that assessed in Budget Estimates. Out of this, Rs.2.57 crore has been appropriated to Railway Safety Fund. Besides, it is proposed to make a payment of Deferred Dividend of Rs.664.00 crore to the General Revenues liquidating the entire liability on this account.

3.26 The dividend liability to General Revenues for 2008-09 is estimated at Rs.4,635.88 crore including Rs.2.57 crore to be appropriated to Railway Safety Fund, reflecting an increase of Rs.417.76 crore over the Revised Estimate of Rs.4,218.12 crore for 2007-08.

Working Expenses

3.27 The Actuals of the year 2006-07, Budget and Revised Estimates 2007-08 and Budget Estimates 2008-09 of Working Expenses as given in the Explanatory Memorandum is as under:-

(Rs. in crore)

Demand No. and Nomenclature	Actuals 2006-07	Budget 2007-08	Revised 2007-08	Budget 2008-09
General Superintendence and Services on Railways	2104.54	2502.09	2394.75	3166.15
Repairs and Maintenance of Permanent ways and works	3848.67	4495.06	4286.46	5411.98
Repairs and Maintenance of Motive Power	1988.82	2414.85	2175.75	2570.73
Repair and Maintenance of Carriage and Wagons	4311.83	4904.29	4629.19	5435.43
Repairs and Maintenance of Plant and Equipment	2120.13	2516.73	2359.61	2958.57
Operating Expenses – Rolling Stock and Equipment	3112.71	3479.24	3382.98	4040.40
Operating Expenses – Traffic	6107.98	6962.60	6851.10	8527.48
Operating Expenses – Fuel	11352.43	12291.71	12249.17	13672.90
Staff Welfare and Amenities	1669.82	1930.18	1890.63	2318.63
Miscellaneous Working Expenses	1844.78	2057.16	2131.40	2474.52
Provident Fund, Pension and other Retirement Benefits	7513.57	8229.36	8224.03	9706.41
TOTAL	45975.28	51783.27	50575.07	60283.20
Credits or Recoveries	-1094.60	-936.27	-724.07	-683.20
Deduct – Amount recouped from funds	-7448.15	-8160.00	-8130.00	-9600.00
NET	37432.53	42687.00	41721.00	50000.00

3.28 From the above table it may be seen that the sanctioned Budget Grant for 2007-08 for Ordinary Working Expenses was Rs. 51783.27 crore (Gross). The Revised Estimates of Rs. 50575.07 crore (Gross) is less than the Budget Grant by Rs. 1208.20 crore. There has been excess in Demand No. 12. Credits in reduction of expenditure are estimated at Rs.724.04 crore i.e. Rs.212.20 crore less than the Budget. The amount recouped from Pension Fund has been decreased to Rs.8130.00 crore over the Budget Grant of Rs. 8160.00 crore. The Revised Estimates of Net Working Expenses has, thus, been kept at Rs.41721.00 crore, Rs. 966 crore less than the Budget. Decrease of Rs. 1208.20 crore in gross expenditure comprises of a decrease of Rs. 1227.50 crore under 'Voted' portion, and an increase of Rs. 1929.14 lakh under 'Charged' appropriation, which is on account of more payments anticipated in satisfaction of court decrees.

3.29 The Budget Estimates of Ordinary Working Expenses (Gross) for the year 2008-09 has been placed at Rs.60283.20 crore involving an increase of Rs.9708.13 crore over the Revised Estimates of Rs.50575.07 crore for 2007-08. Credits in reduction of expenditure are estimated at Rs.683.20 crore i.e. Rs.40.87 crore less than the Revised Estimates. The amount recouped from Pension Fund is estimated at Rs.9600.00 crore. Taking together the credits and the amount recouped from Funds, the Net Working Expenses are estimated to be Rs.50000.00 crore during 2008-09 as against the Revised Estimates for 2007-08 of Rs.41721.00 crore, an increase of Rs.8279.00 crore.

3.30 According to the Ministry, the increase in expenditure of Rs.9708.13 crore (Gross) is mainly on account of:-

- (a) Increase in staff costs (Rs.6921.08 crore) analysed as under:-
 - (i) Salaries, wages on POH and Other Allowances (Rs.4151.34 crore). This includes an ad-hoc provision of Rs.4000 cr. to meet the impact of recommendations of VI Central Pay Commission.
 - (ii) Payment of Dearness Allowance (Rs.1287.36 crore).
 - (iii) Higher pensionary charges (Rs.1482.38 crore) due to increase in the number of pensioners as also higher dearness relief including an ad-hoc provision to meet the impact of recommendations of VI Central Pay Commission.
- (b) Increase in material and other costs on account of increase in prices additional maintenance of assets, repairs and maintenance of rolling stock, electrical, signal and telecommunication services contractual payments, and increase in traffic, etc. (Rs. 912.26 crore).
- (c) More expenditure on fuel arising from increase in traffic and prices of Diesel and Electricity tariff (Rs.1415.79 crore).
- (d) Lease/Hire charges to Indian Railway Finance Corporation and under BOLT and OYWS (Rs.458.61 crore).
- (e) More provision under *Charged* appropriation due to more payments anticipated in satisfaction of court decrees (Rs.39.52 lakh).

E. New Trains

3.31 Railways have announced introduction of 10 new Garib Rath & 53 new trains besides extension of 16 trains and increase in frequency of 11 trains during 2008-09. It is observed that some new trains and extension of number of trains have been announced subject to gauge conversion and upon commission of new line. The Ministry of Railways (Railway Board) in a written reply have stated that there are number of new lines and gauge conversion projects which are targeted to be completed during the year 2008-09 for which trains are planned and announcements are made.

3.32 When asked about the quarterly status of implementation of introduction of new trains, extension of trains and increase in frequency of trains announced in the 2007-08 budget, the Ministry of Railways informed as under:-

(Trains in pairs)						
Services	Announced in Railway Budget 2007-08	Implemented in Quarter I	Implemented in Quarter II	Implemented in Quarter III	Implemented in Quarter IV (Till 14.03.08)	Remaining
Introduction	45	1	22	6	11	5*
Extension	24	1	14	7	1	1
Increase in frequency	15	-	9	2	3	1
Total	84	2	45	15	15	7*

* Nizamuddin- Dehradun Garib Rath Express announced in Rail Budget 2007-08 is to be introduced as Jammu Tawi- Kathgodam Garib Rath trains (as announced in the Railway Budget 2008-09).”

F. Operating Ratio

3.33 The Committee note from the budget documents that operating ratio of the Indian Railways in the year 2007-08 is likely to be 76.3%. The projections for the year 2008-09 is around 81.4%. When asked about the reasons for higher operating ratio projected for the year 2008-09, the Ministry of Railways (Railway Board) in a written reply stated that the Operating Ratio is ratio of Total Working Expenses to Traffic Earnings. In 2008-09, while Traffic Earnings are projected to increase by Rs.9,146 cr. at a growth rate of 12.6%, total Working Expenses projected at Rs.66,590 cr. reflect an increase of Rs.11,169 cr. implying growth rate of 20.2% over Revised Estimates, 2007-08. This is mainly due to ad-hoc provision of Rs.4,000 cr. under Ordinary Working Expenses and Rs.1,000 cr. under Appropriation to Pension Fund made on account of likely impact of the recommendations of VI Central Pay Commission. Appropriation to Depreciation Reserve Fund forming part of Total Working Expenses, has also been stepped up to Rs.7,000 cr. in 2008-09 from Rs.5,450 cr. in Revised Estimates, 2007-08 implying a growth of 28.4%. The higher increase provided under Working Expenses as stated above has resulted in a higher Operating Ratio of 81.4% for 2008-09.

3.34 With regard to the Railway Zones having Operating Ratio of more than 80%, the following information was furnished by the Ministry -

Central Railway	83.3%
Eastern Railway	161.0%

	20
East Central Railway	97.6%
North Eastern Railway	134.0%
Northeast Frontier Railway	129.2%
North Western Railway	99.6%
Southern Railway	111.5%
Western Railway	86.5%

3.35 When asked about *Railway-wise* operating ratio instead of all India Operating Ratio, the representatives of the Railway Board replied as under:-

“That is also a useful figure for comparing performance with the previous year. What I meant is that Eastern Railway is compared with Eastern Railway only. In case of Eastern Railway, I think it has improved. In 2006-07, Eastern Railway’s operating ratio was 150; then in 2007-08, it became 139.5, and for 2008-09, they are projecting 161. So, improvement is there. That is the Revised Estimate figure.”

3.36 When enquired about the steps proposed to be taken to improve the performance of such Zones as this will ultimately affect the operating ratio of Railways as a whole, the Ministry of Railways (Railway Board) informed that the zonal railways are consistently pursued for capturing more and more traffic through vigorous marketing efforts and increasing the occupancy of passenger trains by expanding passenger interface through E-ticketing, I-ticketing and Information Technology. Zonal railways have also been urged to draw action plan for leasing of SLR to book parcel business and exploring avenues of earnings through advertisement etc. besides strict observance of economy and austerity in expenditure so as to improve the efficiency of the Indian Railways as a whole.

CHAPTER IV
RAILWAY PLANS AND PERFORMANCE

A. XI Five Year Plan

According to the Ministry of Railways (Railway Board) the outlay proposed by the Railways for the 11th Five Year Plan (2007-2012) was Rs.2,51,000 crores as per break-up given below –

Head	Plan Head	11th Plan Outlay (In Rs.)
11	New Lines	16,000
14	Gauge Conversion	18700
15	Doubling	19,000
16	Traffic Fac.-Yard Remod	7500
17	Computerisation	5200
18	Railway Research	425
21	Rolling Stock	59475
29	Road Safety-Level Crossing	1000
30	Road Safety-ROB/RUB	11000
31	Track Renewals	23165
32	Bridge Works	2895
33	Signalling & Telcom Works	12000
35	Electrification Projects	3500
36	Other Electrical Works	3460
41	Machinery & Plan	2200
42	W/shops incl. Pus	10100
51	Staff Quarters	1085
52	Amenities for Staff	1455
53	Passenger & other users amenities	3500
62	Investment in PSUs	41000
64	Other Specified Works	1000
81	M.T.P.	4750
71	Inventories	2590
	TOTAL	251000

4.2 The Planning Commission have however, advised the total plan size at constant prices (2006-07) as Rs. 2,26,263 crores amounting to Rs. 2,55,909 crore at current prices. The breakup of the same (Rs.2, 55,909 crores) as per Planning Commission is as under:

Gross Budgetary Support (GBS):	Rs. 50,063 crores
National Projects :	Rs. 13,572 crores
Internal General & Extra Budgetary Resources (IEBR):	Rs.1,69,654 crores
Private Investment :	Rs. 22,620 crores

Total **Rs.2,55,909 crores**

4.3 The detailed break-up, planhead-wise, of the final outlay has not been finalized by the Planning Commission.

4.4 Regarding physical targets set for the plan period in respect of New Lines, Gauge Conversion, Doubling, Electrification and signalling, Ministry have informed as under –

New Lines	2,000 Kms.	excluding Dedicated Freight Corridors
Gauge Conversion	10,000 Kms.	
Doubling	6,000 Kms.	
Electrification	3,500 Kms.	
Signaling	the physical targets include : –	

- (a) Track circuiting of 4500 track circuit locations
- (b) Replacement of over-aged signalling assets at 1250 locations
- (c) Block proving by axle counter/Last vehicle verification at 3000 Block stations
- (d) CTC with Automatic Block Signalling on 1750 kms.
- (e) Provision of isolation of run through stations at 250 stations
- (f) On board train collision prevention system – 4000 Rkms.
- (g) Clamp type point machine – 10,000 Nos.
- (h) Train management system & CTC at Chennai, Howrah, Secunderabad, Vadodara, Bangalore, Tundla, Mumbai CST and New Delhi
- (i)** Second distant signal for high speed goods at 1500 stations

B. Annual Plan 2007-08

4.5 According to the Ministry, the Annual Plan for 2007-08 was proposed for a total outlay of Rs.31,000 crore comprising internal generation of resources of Rs.16,606 crore (54%), extra-budgetary resources of Rs.5,740 crore (19%) and Capital from General Exchequer of Rs.5,721 crore (18%). In addition, Rs.1,051 crore (3%) was proposed from the Railway Safety Fund out of which Rs.725 crore was to be funded from Railways' share of the Central Road Fund. An outlay of Rs.1,882 crore (6%) was expected to be provided for through Special Railway Safety Fund, of which the support from the Ministry of

Finance was to be Rs. 1,165 crore . The budgetary estimate and revised estimate for the year 2007-08 were as under:

(Rs. in crore)

	Budget Estimates	Revised Estimates
I. Internal Resources		
DRF, DF & OLWR	8387.00	8667.00
Capital Fund	8219.00	6908.60
Total Internal Resources	16606.00	15575.60
II. Safety Funds		
Railway Safety Fund	1050.69	1050.60
Special Railway Safety Fund (Railway's contribution)	717.00	661.00
III. Capital from General Exchequer		
a) Budgetary Support	5721.31	5721.31
b) Additional Budgetary Support for National Projects	..	1235.00
c) Contribution to SRSF	1165.00	1165.00
Total Capital from General Exchequer	6886.31	8121.31
IV. Market Borrowings and Others		
IRFC	5000.00	4750.00
RVNL	240.00	240.00
WIS	500.00	219.60
Total Market Borrowings	5740.00	5209.60
TOTAL PLAN SIZE	31000.00	30618.11

- The thrust of the Annual Plan, 2007-08 has been to take up and complete throughput enhancement works on priority as also increasing capacity of the Railways.
- Special emphasis was given to remove bottleneck on the system so as to remove various operational constraints and also providing better passenger amenities.
- Works relating to electrification of sidings where detention in rolling stock exist due to traction problem were given priority.

4.6 Net outlays provided in Revised Estimates 2007-08 (including contribution to SRSF) for various Plan Heads were as under:

(Rs. in crore)

Plan Heads	BE 2007-08	RE 2007-08
New Lines (Construction)	1570.00	2680.29
Restoration of dismantled lines	30.00	30.00
Gauge Conversion	2404.31	2770.52
Doubling	2000.00	1742.2
Traffic facilities – Yard remodeling & others	800.00	914.48
Computerization	325.00	281.87
Railway Research	60.00	21.74
Rolling Stock	8902.50	8439.11
Leased Asset – Payment of Capital Component	1677.00	1649.85
Road Safety Works – Level Crossings	500.00	499.93
Road Safety Works – Road Over/Under Bridges	550.69	550.67
Track Renewals	3360.00	3367.38
Bridge Works	597.10	660.74

Signalling and Telecommunication Works	1596.90	1550.94
Electrification Projects	300.00	453.41
Other Electrical Works	233.30	276.57
Machinery & Plant	297.00	286.05
Workshops including Production Units	646.00	604.8
Staff Quarters	160.00	189.86
Amenities for Staff	206.00	215.09
Passenger Amenities	493.00	633.6
Investment in PSUs	2690.00	1473.4
Other specified works	319.20	338.16
Inventory	550.00	501.63
Metropolitan Transport Projects	722.00	485.82
Total	31000.00	30618.11

4.7 The physical targets fixed at the Budget estimate revised estimate and likely to be achieved, alongwith reasons for variation as stated by the Ministry of Railways are as under:

Plan Head	B.T.	R.T.	Reasons for variation
New Lines	500 Kms.	155 Kms.	The process involves finalization of detailed estimates first. Thereafter availability of land on the alignment, finalization of contract both for labour and material is done to start the work. In some cases especially of New lines, environmental clearance is to be taken. All these procedures consume time.
Gauge Conversion	1800 Kms.	1650 Kms.	
Doubling	700 Kms.	500 Kms.	
Electrification projects	500 Route Kms.	500 Route Kms.	
Rolling Stock			
Locomotives (No.)	400 No.	420 No.	
Coaches (No.)	3481 No.	3690 No.	
Wagons (Vehicle Units)	11000 Vus	10200 Vus	
Signalling & Telecom (only major items)			
Replacement works	326 Nos. of stations	300	Shortage of contractors
Track circuiting	1811 locations	1100 Locations	
Rehabilitation Works	155 Nos. of stations	90 Nos. of stations	
Automatic block signaling	300 RKM	300 RKM	
Anti Collision Device	Only after successful completion of the project on NFR, it is proposed to extend the coverage.		Installation of ACD on Kathihar – Dibrugarh – Ledo section of NFR has been done and further deployment of the system alongwith increase in level of coverage is under progress.
Block proving by Axle counters	389 Block sections	389 block sections	
Train protection and warning system	250 RKM	50 RKM	The system is being implemented for the first time on IR, adaptability to IR conditions is taking some more time than anticipated and the system on SR is targeted to be operational by March, 2008.
Bridge Works	1444 Nos.	1418 Nos.	Sometimes due to increase in steel costs, non-availability of steel/cement and non-availability of traffic restrictions/ block, works get delayed.
Track Renewals	3789 km	3180.5 km	Targets are achievable
Metropolitan Transport Works			Chennai MRTS Phase II from Tirumailai to Vellachery has been completed and opened to traffic in November, 2007. Extension of Chennai MRTS from Vellacheri to St. Thomas Mount was included 2008-09. Detailed estimates of this project has been sanctioned and the project is targeted for completion by 2010-11. Projects related to extension of Metro Rail, Kolkata and MUTP Mumbai are in progress.

Others			This included Plan Heads, such as, Traffic facilities, Workshops, Inventories, Railway Research, payment of Capital Component of Lease Charges to Indian Railway, Finance Corporation etc., which are not amenable for quantification in a monitorable format due to a large number and varied nature of works under such plan heads. It is thus not possible to give single/summarized position of physical targets/outcomes for such Plan Heads.
--------	--	--	--

C. Annual Plan 2008-09

4.8 The Minister of Railways in his budget speech has stated that the target for freight loading for the year 2008-09 has been kept at 850 MT and for freight output at 550 billion tonne km. Budget Estimates for Freight, Passenger, Sundry other Earnings and other Coaching Earnings have been kept at Rs. 52,700 crore, Rs 21,681 crore, Rs. 5,000 crore and Rs 2,420 crore respectively. Gross Traffic Earnings have been projected as Rs 81,801 crore, reflecting an increase of Rs.9,146 crore on the Revised Estimates for 2007-08. Provision for Ordinary Working Expenses for 2008-09 has been kept at Rs.50,000 crore, which is 20 per cent more than the Revised Estimates for 2007-08. Provision for Depreciation Reserve Fund has been stepped up to Rs.7,000 crore and Pension Fund to Rs.9,590 crore. An ad hoc provision of nearly Rs 5000 crore for the anticipated recommendations of the 6th Pay Commission. Thus total Working Expenses will be Rs.66,590 crore and Net Revenue Rs.16,423 crore. While Railways' cash surplus before dividend is projected at Rs.24,783 crore, the targeted Operating Ratio is 81.4 percent. Fund balances to end of the next financial year are estimated at Rs.19,707 crore. Dividend payable for 2008-09, assessed on the basis of the rate of dividend for 2007-08, is estimated at Rs.4,636 crore. In the Plan outlay for the year, Rs.20,600 crore will be provided from internal resources.

4.9 According to the Ministry, the main objectives/ thrusts of the Annual Plan 2008-09 are as under :-

- (i) Enhancement of Rail Capacity ;
- (ii) Emphasis on traffic facility works ;
- (iii)** Priority to Electrification projects ;
- (iv)** Improvement in passenger amenities and providing comfort to Rail users
- (v) Emphasis on Road safety works.
- (vi)** Acquisition of New Rolling stock

4.10 The Budget Estimates 2008-09 for Demand No.16 – Assets-Acquisition, Construction & Replacement has been fixed at Rs.37500 crore against the Revised Estimates 2007-08 of Rs.30618 crore. The break-up of Capital, Special Railway Safety Fund, Railway Safety Fund,

internally generated and extra budgetary resources etc for 2007-08 (RE) and 2008-09 (BE) is as under :-

(Rs in cr)			
	Revised Estimates 2007-08	Budget Estimates 2008-09	Variation (BE08-09/ RE07-08)
i) Capital from General Exchequer	6956.31	7100.00	143.69
ii) Special Railway Safety Fund -			
a. Contribution by MOF	1165.00	0	-1165.00
b. Railways' contribution	661.00	0	-661.00
Total (a+b)	1826.00	0	-1826.00
iii) Railway Safety Fund -			
a. Railways' Share of Diesel Cess	724.69	773.90	49.21
b. Drawn down from Fund balance	325.91	526.10	200.19
Total (a+b)	1050.60	1300.00	249.40
iv) Internal Resources -			
a. Capital Fund	6908.60	9200.00	2291.40
b. Depreciation Reserve Fund	6250.00	8500.00	2250.00
c. Development Fund	2357.00	2840.00	483.00
d. Open Line Works (Revenue)	60.00	60.00	0
Total (a+b+c+d)	15575.60	20600.00	5024.40
v) Extra Budgetary Resources			
a. Market Borrowings by IRFC	4750.00	6907.00	2157.00
b. Wagon Investment Scheme	219.60	500.00	280.40
c. Market Borrowings by RVNL	240.00	293.00	53
d. Public Private Partnership	0	800.00	800
Total (a+b+c+d)	5209.60	8500.00	3290.40
Total Plan Outlay (i+ii+iii+iv+v)	30618.11	37500.00	6881.89

4.11 The Budget Estimates, 2008-09 are higher by Rs.6881.89 crore than the Revised Estimates, 2007-08. The major segments contributing for the increase are Internal Resources (Rs.5024.40 crore) and Extra Budgetary Resources (Rs.3290.40 crore). Increase in Railway Safety Fund is Rs.249.40 crore while in Capital it is Rs.143.69 crore.

4.12 The Committee pointed out that the targets for incremental freight traffic, freight traffic for 2008-09 is 850 MT and in order to carry this much freight Railways needed augmentation of capacity; more rolling stock, wagons and locomotives. And going by the past performance of Railways in not being able to meet the targets set for new lines or doubling whether the Railways would be able to achieve the targets set for freight loading and freight traffic during 2008-09. The Chairman Railways Board submitted:

“You have rightly emphasized that if I have to go to 850 MT next year, the capacity has to be augmented. If you look at the last three years, no doubt, we have been able to achieve the incremental loading of 60 MT year by year but this has been at great cost in the sense that today whatever we have achieved, for that we have to do a lot of innovations and a lot of improvements in the operating systems and improvements also in the maintenance practices. So, whatever was really possible to be done from the point of view, the procedure to be adopted for operation has all been done but infrastructure for the last three years, we have been insisting that it should be build up on a broad basis but it has not kept pace. As I said

yesterday also, the deep concern for Railways is that that development of infrastructure has not kept pace. I have been watching and we have been saying this. We are now reaching a plateau. It is not possible that one can create any further steps in such a way that one can change the entire pattern of operation and achieve the higher loading. Now, time has come when the emphasis has to be on the capacity augmentation. That is why, we have a big debate when we are going for the Budget or even when we framed the 11th Plan document, at that time also a lot of thrust went into this but we did mention that if we do not build up the infrastructure, it will not just be possible to carry the traffic. In this context, we have positively laid emphasis that the targets for doubling or gauge conversion, we are going to give the freight benefits, in addition to the Dedicated Freight Corridor, which is targeted for us, now the time has come that if I donot have the Dedicated Freight Corridor, I will not be moving traffic because in the last few years, I have added 100 odd passenger trains also. Once I am eating up the capacity on my main lines, I am not able to create additional capacity which is going to be a very difficult task. That is why, we feel that the thrust has to be only on this area. In fact, I have now changed my strategy. Whenever I visit the Railway Zones and meet GMs, I tell that 'I am not going to ask anything else and my request is only please look at the projects'. If they do not consider on this freight, we will not be able to achieve the target of 850 MT and before the end of 11th Plan, we have to achieve 1,100 MT. In the last years of the Plan, I will have to go up further because I will be achieving 1,100 MT at this incremental load. Therefore the Freight Corridor has to come, doubling that we need and the by-pass that we need must be done."

4.13 On being asked as what steps the Railways are taking for achieving the targets for augmentation of rail capacity, the Chairman Railway Board, submitted as under:

"----- we find the main difficulty there. We are positively aware of it. We have not been able to really find solutions which are absolutely perfect. We have been attempting it. That has been brought to our notice. There has been certain improvement in the figures. We have already done better than last year but it is not good enough. Now the time has come when the Railways will have to produce results.

One important area is land acquisition. There has been a serious problem and it has been causing us great concern. One of the factors was to have the Ordinance and finally get the Bill passed for facilitating land acquisition. We found that NHAI was able to do and achieve whatever it wanted to perform. This method of land acquisition will be giving us some dividend and we will be able to take it up in areas which are pretty bad.

The other area is procedures for clearances of a project in the sense they have to come back to the Board for a number of clearances. We are now looking at the possibility. We have done in the past. We have increased the powers of the General Managers and Chief Administrative Officers of the construction units but again we have found that it is not good enough. There are certain limitations which are coming in the way. We are now trying to take care of them. Presently, the Board is working on how to increase the financial and administrative powers of the CAO and General Managers so that work can be proceeded faster. That is one thing which we are seized of. Along with this we are also seeing that at times we do not get private contractors. To take care of this one of the methods which was very successful was handing over certain activities to RVNL because RVNL has

the flexibility to procedures compared to Railways and, therefore, they are able to work faster in certain areas.”

CHAPTER V

TRACK RELATED MATTERS

A. New Lines

As per the Budget documents Rs.1610 crore was allocated in the Budget 2007-08 under the Head ‘New Lines’ which was revised to Rs.2710.29 crore at the Revised Estimates stage. The physical target projected at 500 kms.at Budget Estimate was reduced by 70 per cent to 155 kms. at the Revised Estimate stage, on the contrary the allocation was hiked from Rs.1,610 crore to Rs.2,710.29 crore. *The achievements made upto December, 2007 was only 14 Kms. The Railways expect to complete the target of 155 kms. by the end of March, 2008. A target of 350 kms has been fixed for construction of new lines in 2008-09.*

5.2 The main reason for scaling down the physical target of new lines from 500 km to 155 km at the revised estimate stage is stated to be the slow progress on the projects due to various reasons including delay in land acquisition, slow progress / failure of contracts, adverse law and order conditions etc. According to the Ministry large number of contracts are failing mainly because of increase in prices of steel and cement and sometimes due to adverse law and order conditions. Due to sudden spurt in infrastructure development, there is serious crunch of the resourceful contractors and there is not enough response in the tenders, simply allotting more funds to the targeted works was not a solution to achieve the targets.

5.3 The details of the sections which are going to be completed during 2007-08 and which are likely to spill over to 2008-09 alongwith the reasons for spill over is given in Annexure –I.

5.4 As regards increase in allocation of new lines, it is stated that during the course of the year 2007-08, additional Rs.1025 cr. has been provided by the Ministry of Finance for national projects under New Lines. Also additional funds have been provided for Rewari-Rohtak new line which is targeted for completion by December 2009 to meet the demand of upcoming Thermal Power Plant at Jhajjar in connection with Commonwealth Games. However, such projects were not targeted in the year.

5.5 To remove the bottlenecks, empowerment of field units have been done so as to increase response in the tenders and better contract management. The issues of earnest money, security deposit, price variation clause, interest rate of mobilization advance, etc have been addressed. Chief Administrative Officers have also been authorised to modify

eligibility criteria which will increase competition in the tenders. Railways have also been authorised to incur upto 2% of the project cost on preliminary activities like final location survey, plans, designs etc. and they have been asked to carry out geotechnical investigations alongwith final location survey. This will result into proper project formulation and avoid undue delays in the implementation stage.

5.6 During evidence the Railways have admitted that out of 500 kms the shortfall of 187 kms is on account of land, 32 kms is due to failure of contracts and another 69 kms shortfall is due to slow progress of tunnels in Kumarghat-Agartala section. When asked whether the Railways did not visualize the problems during the finalisation of targets and that the problem of land acquisition is not a recent development. The Chairman Railway Board, stated as under:

“-- it appears that we are repeating the same issues all the time, which we have faced. But I can only tell you that in the last few weeks, I have been reviewing the position of all Railways. Unfortunately, whatever we are mentioning, the situation is going from bad to worse. Land acquisition is a very serious problem wherever we went. ---- In fact, it is affecting our progress. Despite all the emphasis, lot of change in the attitude and everything, it is not happening.

The second thing is that it is also true that in the case of steel and cement prices, the way it is skyrocketing, the contractors are not prepared to work. So, we are all the time getting into arbitration and discussions with them. Now, it is not that we have sat back on it. We have also been constantly trying to change our methods also. In the case of land acquisition, as you are aware, we have now gone for Ordinance so that we can ourselves appoint a person to get the land acquisition done.

Immediately after the Ordinance, we have already posted a man in Bihar. He would start doing the land acquisition. We have now to collect the information. We are not getting information there also. So, we have decided now to go in either for a retired revenue officer or try to outsource this activity to the State Government or some source that could help us in doing this. So, that is one area we are working.

In the case of steel, we have taken a decision now that the Railways itself will procure the steel and give. We are going to try to change our methodology to take care of the shortcomings. But every time something new is coming up because somehow the market is not prepared to accept the situation. Maybe, we are wanting too much out of the market for which the contractors are not ready.

Now, in all the huge projects where even the big parties are coming in, they are also feeling the difficulty. Everything is going into long contractual obligation. We are getting into arbitration. To finalise the tender, there are times we have to negotiate. It is never done. Normally, one time it should be over. But constantly, we are going on because we also want the work to be done. But the rates are so high that it is not just possible for a Government Department to accept that high rate. So, even the Government Departments are not prepared to

look at it. We have held meetings with the respective Ministers of different Departments. Even we have gone to the extent to try to put some pressure so that the Government Departments at least come round and try to help us. But it is not just happening. Therefore, there is a problem.

No doubt that there is problem. But I think we have to find ways because if I do not invest money in getting the capacity augmented, I cannot carry the traffic. I am talking of 1100 million tonnes by the end of the Eleventh Plan. Every year, in the last three years, we have been loading 60 million tonnes incremental loading. Again, we have shown 60 million tonnes for 2008-09. How do we achieve it? Therefore, I need certain projects like doubling or projects which may or may not be new lines, which may be or may not be gauge conversion. I need areas where the traffic facility works are completed. They are my priorities. If I do not do them, the Indian Railways will just not be able to thrive. It will succumb to the problems. This is how the problem is there.”

5.7 The Committee enquired whether it was possible to earmark certain percentage of cement and steel to the Ministry of Railways. The Chairman Railway Board replied as under:

“We will try to work on your suggestion”

5.8 The Committee pointed out that the Railway Minister had announced two years back that the Railways will have to achieve a minimum of 500 kms every year. In his reply the Chairman railway Board stated:

“I have to step up because in the Eleventh Plan I am supposed to do 2,000 kms. I will not be able to achieve the Eleventh Plan targets unless I set the system right. We are having problems, but at the same time we are making attempts to change the system and to see whether we can improve upon it. It is a continuous process, and this is the reason that the Railways have been able to progress. Otherwise, I am sure that we cannot do 65 million tonnes of incremental loading if we were not able to look after all these needs. This is a constant battle that we have to fight, and achieve it.”

5.9 Railways have informed that in the Annual Plan 2008-09 the outlay under New Lines (Construction) is Rs.1700.00 crore. The outlay of works as provided in the Budget Estimate 2008-09 will be sufficient to meet the targets set under New Line, Gauge Conversion, Doubling and Electrification planheads for the year. However, the outlay for New Lines is not sufficient to satisfactorily progress the entire shelf of projects and complete them in a reasonable time frame. As per the Railways, there is a shelf of Rs.35,

000 crores of new lines projects. The Committee enquired from the Railways if they had the resources to clear the huge backlog of pending projects, the Member (Traffic), Railway Board during evidence stated as under:

“Our efforts are primarily based on the demand for moving freight traffic. Similarly, there is a target that has been fixed for movement of passengers. This target for the Five Year Plans is fixed after very extensive discussions with various Ministries of the government, like Food, Steel and Fertilisers Ministries along with various industries. For moving this quantum we need infrastructural facilities like line capacity and facilities at the ports and so on. Again, funding has been provided in the Plan basically for infrastructural facilities. My market borrowing component is for requirements in terms of rolling stock, wagons, coaches and locomotives. Now all this has been very extensively prepared in this document. Now, about the point raised by you, there are a large number of sanctioned projects primarily in the category of new lines and gauge conversion. Many of them do not impact my ability to move traffic. So, projects that have been sanctioned in the majority of cases have a negative rate of return. They have not been found to be viable. For them finding money is a problem. Therefore, we have to go by the priority. We have to finalise the projects which give us the ability to carry higher volume of traffic. Finding money for non-viable projects is difficult out of what we generate. Only if the government can come up for some help and create a fund for funding them, can we go ahead with these projects. We have to look at those projects first which help us in meeting demands of the economy. For those projects which have socio-economic goals for the development of the various regions of the country and these projects that are non-bankable projects having very low rate of returns, the private sector people are not ready to come forward.

B. Doubling

5.10 Doubling is required on the basis of traffic consideration; increase in traffic, congestion, saturation and for capacity augmentation. Under the Plan head ‘Doubling’ an allocation of Rs. 2000 crore was made in the Budget 2007-08 which has been revised to Rs. 1742.20 crore at the Revised Estimate stage. The projected target of 700 kms. (BE) was also reduced to 500 kms. Railways have been able to achieve the target of 209 kms only upto December, 2007 and 453 kms of doubling is expected to be completed by March, 2008. Stating the reasons for higher projection of 700 kms at the Budget estimate stage and then scaling it down to 500 kms at the Revised estimate stage, the Railways in their written reply have informed that the higher target of doubling was fixed at 700 km for 2007-08 as compared to the achievement of 386 km during 2006-07. The doublings have difficulties in execution as work is required to be done near to the existing track requiring speed restrictions on the bridges. The work also involves modifications in the existing yard and the existing assets are required to be relocated. This also include changes in the signaling installations. The doubling work is finally commissioned after taking non-interlocked working in the yards. It is also seen that yards get extended due to extra lines and some times re-grading in the approaches of the existing line is required so as to keep the yard

gradient within limits. All these activities become difficult in a saturated section which is the normal case for doubling. In spite of all this, to gear up the organization, higher targets for doubling have been set so as to build up capacity to achieve the same. The target of doubling was of the order of 340 km during 2003-04 and during 2006-07, it was fixed at 435 km and 700 km during 2007-08. Now during 2008-09, target of 1000 km has been set. The performance may not only be seen with respect to target but also with respect to achievement of previous years.

5.11 The details of the section which are going to be completed and which are likely to spill over to 2008-09 is given in Annexure -II.

5.12 Replying to the concern of the Committee that the delay in the completion of doubling projects is not understandable as these do not face the regular constraints and bottlenecks viz. land acquisition, forestry clearance etc. as in the New Lines projects. The Member Engineering (Railway Board) replied during evidence as under:

“We do wish to do 700 kms. or even more. We do fix higher targets to keep the pressure on the field organizations and to plan for the materials and other complementary decisions. The achievement is better over the years but it is not as much as we had targeted. This is a reality of the overall situation about executing the works, about finding complementary material inputs, and the capacity of the contractors in the field who are doing the work. But we are very keen. This is our thrust area to increase the throughput through these doubling works. Herein we increased the targets purposely. For example, for the next year, we have kept it even at 1000 kms.”

5.13 Supplementing further the Chairman Railway Board stated

“Let me make an honest admission. In fact, Sir, what you have rightly said is an area of concern for the Indian Railways. In fact, I have no way to stand by what we are trying to present here. The point is that doubling is positively the only method by which the Railways can progress, and in fact, all my incremental loading that is going to come in the next few years or has come in the last few years is only due to capacity augmentation.

As far as new lines, we have different connotation. Whatever we said last time has a different meaning. But I have no way to stand by an issue that doubling should not have been done. I had very strongly taken up with the General Managers on this issue. We are losing sight of a fact that the future of Indian Railways is doomed if I do not take up this work. They have certain difficulties. That is why, I have been visiting the Zonal Railways myself personally to review the position and also to find out where the shortfalls are taking place. The fact remains that there have been certain issues like contractual obligations, failure of targets. As I said, those cannot be an answer for this. We have to find ways of getting over this. In fact, as I have said, I have no alibi on this issue. It is a positive failure on the part of

the Indian Railways. If we do not amend this particular trend in the next few years, we are doomed. I can only say this much.”

5.14 The Committee enquired as to why in the past the Railways did not take the decision of doubling the Barbil-Banspani-Tatanagar section for transportation of iron ore. The Chairman Railway Board stated as under:

“Let me explain. We have taken earlier the entire doubling of this section. The entire section has to be doubled. Now, that area is beset with a lot of naxalite problems. The contractors had run away. We had cases where some people came and burnt our running rooms near Barajamda. That area is undergoing a tremendous problem. That is why, I went there. There is no doubt about it. In fact, I met the Chief Ministers of Orissa and Jharkhand. I requested them and said: “If you do not give me the help in this area, finally the State will suffer because I will not be able to lay the lines. Now, I come to the line, Jaroli to Banspani. I am loading in Dongapasi. I am not able to use Banspani line, which we have constructed. Single line is a constraint in that area. If I do not double that line and move the traffic into Banspani and finally to Paradip, it is the Railways which is going to suffer because it cannot carry the traffic. The steel plants are coming up in that area. How do I serve the steel plants if I do not have the connections? So, Sir, your point is well taken. In fact, I have no answer for this. It is a positive failure for which we have to find ways to amend it.”

5.15 On being enquired whether the Railways would be able to complete 1000 kms. of during the current year the Member Engineering, Railway Board, submitted :

“We know the difficulties but we have the requirement and we have the determination to achieve more. In that direction, whatever are the field problems, they are being dealt with. But, kindly appreciate what is happening in the market. What we know about inflation of five or six per cent, in the construction industry the inflation is about 15 to 20 per cent. In the metal industry the inflation is, perhaps, 50 per cent. But to deal with even such inflation in metals or even in cement, we are addressing the problem and very soon we will see that the market situation is known and dealt with concurrently instead of the Railways having to come back to the Railway Board. Already some more decentralisation of powers has been done. But the total activity requires us to nurture new parties, to develop capacity etc. These are constant struggles to be carried on along with the higher targets that we are fixing. But we do want to fix higher targets because that is the need of the system.

5.16 Supplementing to the reply the Chairman, Railway Board stated:

“The target that we make is our requirement. Let me be very clear on it. If I do not do these 1,000 kilometres I cannot carry the traffic of 850 million tonnes. That is what I am trying to indicate. The traffic needs are like this. I need to do 1,000 kilometres of doubling to achieve the targets. The question is there. Yes, there are difficulties for which he is explaining as to why they are failing. That is why, in the mid-term, we have reduced our target. But

that is not the answer. We have to find methods. That is our aim and that is what we are trying.

In the last two months that I have reviewed the position, I have been seeing at least five or six major contracts have been discharged. The rates are so high that there is no way that one can accept it. It is despite the fact that actually where the fault is there and how to save the tenders. But we are not able to do it. The price of steel has shot up so much that the party does not want to work. He says – no, I am not prepared to work at this rate.

5.17 Adding further the Member (Traffic), Railway Board stated as under:

“.....If you look at the investment that the Railways has been making over the last few years in the four or five categories of Railway projects, that is, new lines, doubling, gauge conversion, electrification, then we will find that this is the first year where the maximum investment is being made under the Plan head doubling. This has been done by reducing the investment in new lines and gauge conversion as money is limited. The reason for this is that our growth of traffic during the last few years has been at about 8 per cent, and the economy is continuing to grow. It will be very difficult for the Indian Railways to sustain that growth if we do not have more capacity on the sections.

Out of all these different Plan heads, doubling gives me the maximum benefit out of new lines, gauge conversion, etc. The new lines and gauge conversion have their own considerations, and those considerations are important. The ability to move and transport traffic will only come through doubling. Therefore, I would just like to emphasise that there is a deliberate change in emphasis, and that is why we have kept the target at 1,000 kms.

Now, the question that has been raised is this. Is the target of 1,000 kms. a realistic target? Yes, it is. Our engineers are capable of delivering those 1,000 kms. We have the capacity to procure rails, sleepers, do the necessary earthwork, etc., and we are capable. All the Members should appreciate the constraints in executing the Railway projects, which have been discussed on a number of occasions. Those constraints include land acquisition, which is not such a serious problem in case of doubling. Those constraints are regarding the ability of contractors to deliver. Our experience has not been very fortunate. We are trying to develop contractors on the Railways.

The issue regarding pricing of various materials and the very unrealistic or very rapid rise in prices of steel and cement are all affecting our ability to execute projects quickly. We are aware of the problems. Do we give priority to it? The answer to this question is, Yes. We, in the Railway Board, review these projects regularly. It is not only done by the Engineering and Construction Department on a quarterly basis, but we are constantly discussing these in the Board. As Member (Traffic), I am putting a tremendous amount of pressure because non-execution means that I am not able to carry traffic, and I am running into congestion and bottlenecks in various parts of the Plan.

The Board is also seriously deliberating on this point. How can we delegate powers to our Chief Administrative Officers (CAO)? Each Zonal Railway is responsible for executing these projects, and deliberations between Member (Engineering) and our Financial Commissioner is on, how can we empower our field officers in such a way that the execution pace is quickened? I would like to highlight that we are aware of the difficulties as there are constraints in it. We are finding ways to overcome those constraints, and 1,000 kms. is something that we desperately require in the coming year."

C. Gauge Conversion

5.18 The allocation for the Gauge Conversion works has been increased from Rs.2414.31 crore to Rs.2770.52 crore at the Revised Estimates stage however, physical target was brought down from 1800 kms. to 1650 kms. During the nine months of the year 2007-08 the actual achievements of Gauge Conversion by the end of December, 2007 was just 500 kms.

5.19 According to the Ministry the downward revision of the target of gauge conversion from 1800 km to 1650 km is because of slow progress on some of the works. There was a target of completion of 1800 km of gauge conversion during the year. However, during the review with Railways, Rewari-Sadulpur-Hissar (211 km) having good progress was also targeted for completion during the year. The details of sections which are likely to be completed and those section which may spill over to 2008-09 is given in Annexure-III. As per the present position, the likely achievement during 2007-08 is expected to be 1446 km.

All out efforts are being made to complete the balance sections at the earliest.

D. Track Renewals

5.20 During 2007-08, the allocation under the Plan Head 'Track Renewals' was Rs. 3360 (BE) crore which was revised to Rs. 3367.38 crore at the Revised Estimate stage. The projected target of 3624 kms. of track renewals was raised to 3789 kms. According to the Railways 3180.5 km of track renewals have already been completed by January, 2008 and in all likelihood the revised targets will be met.

E. Signalling

5.21 A budgetary provision of Rs.1596.90 crore was made in Budget Estimate 2007-08 for Signalling and Telecom works such as replacement works, track circuiting, rehabilitation works, block signalling works and ACD which has been reduced to Rs.1550.94 crore at the Revised Estimate stage. The targets fixed for replacement and

rehabilitation works of 326 and 155 numbers at the Budget stage had been reduced to 300 and 90 numbers respectively at the revised estimate stage. Similarly, for track circuiting, the physical target of 1811 locations at the Budget Estimate stage was reduced to 1100 locations at RE stage.

5.22 According to the Railways the reasons for reducing the budgetary allocation as well as the physical targets at the revised estimate stage in respect of each of the above works are as given below:-

- Inadequate number of works contractors.
- Non availability of adequate number of Signal engineers and staff for design and execution of works commensurate with requirement has also resulted in reduction of targets thereby resulting in less expenditure.

5.23 The revised targets fixed for replacement, track circuiting and rehabilitation works is expected to be achieved.

5.24 The Committee pointed out that the reasons cited by the Railways for the downward revision of targets in replacement and modernisation works was not recent and the at the time of finalisation of the targets the Railways were aware of the problems going to be faced by them. These same reasons were also cited in the case of SRSF also, still the Railways did not take adequate steps to address the problems. The Chairman Railway Board stated during evidence as under:

“.....one area of concern is signalling related progress of works. The fact remains that the number of agencies today, which can handle this, is very limited.

Secondly, the staff today, especially, the signalling department has been leaving the Railways and going into newer areas. This point, no doubt, was taken into consideration and therefore we brought down the level because we found that it is not possible to do these works. Taking the additional manpower on this account, we have been trying to do that. Training has been given. We have tried to even promote people, giving the minimum time limit for promotion which is required for promotion.

But unfortunately, for us, in the outside world, there has been a spurt of metros and new activities coming up in the entire country. As a result, what we thought was a small figure, we have replied in the Parliament also, is no more so. Today, things are that the number of staff leaving the system is quite large and therefore, there is a cause of concern, which we have to address.

In fact, I have been now trying to look into the civilian department which we call the Project Management Group. Today, the department not only makes

the project but has to certify it also. There also, we are trying to develop certain agencies which could do these activities also. Unfortunately, we have not found many responses to this. This is an area of serious concern. I think, the Railways will have to look for answers elsewhere and we have to find solutions for this.”

5.25 Adding further the Member Staff, railway Board stated:

“Actually, these figures are both for SRSF and other works. The earlier target given for the replacement was for 326, which was reduced to 300 later on and now the actual output has been 136 under SRSF works and 157 under other works. So, total 293 has been done. We expect some more, that is, about 50 more to be done during the remaining period.

Similarly, on the track circuiting side, the target is 1811. Out of that, we have done 1195 and the rehabilitation target was 155 and in this we have done 48. The reason, of course, is, as you have said, the works are the same where they remain common. The quantum of work was very large which we have not done earlier. All this has to be done under the traffic conditions, etc. which affects the movement of the traffic, particularly, during the peak season.

These blocks and non-inter locking cannot be given at many stations at one time. That is also a limitation, apart from the limitation of contractors because this is a very specialised work. Along with this, all these limitations have been the reasons for this. We will be completing the spill over in the next year, maybe in next six months, we would be able to wipe out the arrears.

..... As far as the spill over is concerned, 1811 was the total and we have done about 1195 locations. This is up to February. We will be further adding 200 more because during the month of March more number will be done. It will not be too much. We will be able to wipe it out in another three-four months. Most of the big stations where the route relay interlocking works are involved are the types of works, which are left out. After the busy season is over, we will take up these works.

..... These problems were there but their magnitude was not that much high. Now with the passage of time, and with the growth and liberalisation and all that, more and more companies are coming which are attracting the signal engineers and the signalling staff. It is because; this is a specialised type of work. In the market, these type of skills are not available. So more and more officers and staff are leaving the Railways. Similarly, in the other discipline, in Civil Engineering and even in Electrical Engineering, people are starting leaving the Railways. We have been asking the UPSC and the Department of Personnel to permit us to recruit more number of officers. Our request is not being acceded to. We have been repeatedly taking up with them. They have put a ban on the direct recruitment of the officers through the UPSC because they say you comply with the surrender of posts of the staff. They are cutting straightaway; whatever demand we are sending, they are cutting two-thirds of that and giving us one-third. Instead of reducing, this problem is further increasing year after year.”

5.26 On being asked whether the Railways had attempted to modernise the signalling workshops and to manufacture the components required for Signalling &

Telecommunications, the representatives of the Railway Board submitted during evidence as under:

“As far as signal workshops are concerned, there is a major change over that is taking place. As we are changing over from mechanical signalling to electrical and electronic signalling, for example, one major change has taken place. I am talking out of my experience in Northern Railway. We have a workshop at Ghaziabad. The overhauling of relays which are used in signalling is a new technology which over the years we have acquired in order to renew those relays. Another major work that is done in signalling workshops is the working between two stations is done through block instruments. So, normal servicing and overhaul of these equipments is done at these workshops. They are also doing a lot of simple work like preparing nets, rings which drivers collect which I agree is not very sophisticated. But I am talking of the direction that they have moved in. One is tackling the problem of servicing relays but we accept the point that perhaps further modernisation needs to be done in case the railways decides to do the maintenance of new electronic equipment on their own. That is a decision we have to take.

.....The fact remains that in the earlier days, Railway was trying to manufacture most of the units. Like in Pudunur, for example, they used to manufacture the signalling equipment. Today we are mostly going into the market. The industry is supplying it. The quality today of railways coming from very big companies and different companies – I would not like to name them here – have been failing very badly resulting in almost unsafe conditions at certain locations. So we had to in fact resort to, I would not say blacklisting but preventing them from supplying to railways. It is because we are having tremendous difficulty. You spoke to me about one particular case. This is a big problem. Therefore, it is not only that we are not getting the material; we are also getting now sub-standard material from the new companies. It is positively an area which has to be addressed.”

F. Electrification

5.27 Railways have targeted to cover 500 route kms. of electrification during 2007-08 for which the Plan outlay of Rs. 300 crore was enhanced to Rs. 453.41 crore at the RE stage. On being asked the basis for increasing the plan outlay by Rs. 153.41 crore without any corresponding increase in the physical target the Railways in their written reply have informed that the allocation of Rs.300 crore for 2007-08 Budget Estimate was based on trends of expenditure and performance during the preceding years. The outlays and budget allocations are made to cater to the physical execution of works done and procurement of materials whereas the targets and progress of completion are based on kilometers of routes actually energized on high tension. 215 Route Kms had been energized as on 11.03.2008 and balance 285 Route Kms are likely to be energized by 31.03.2008.

G. Level crossings

5.28 For Railways as well as road users, manning of unmanned level crossings and provision of lifting barriers are the main aspect of safety at the level crossings. There are 18,200 unmanned level crossings on Indian Railways. The number of accidents at unmanned level crossings has increased to 37% in 2006-07 as compared to 15% in the year 2000-01.

5.29 The target set for manning the unmanned level crossings and provision of lifting barriers at level crossing during 2007-08 was 447 level crossings and 285 level crossings respectively. As per the Budget documents upto December, 2007, works at 60 and 145 level crossings respectively were in progress and the balance likely to remain at the termination of the annual plan has been indicated as 185 in case of manning of unmanned level crossings and new accruals in case of lifting barriers at level crossings.

5.30 When asked to state the reasons for slow progress of works in case of manning of unmanned level crossings, the Ministry replied that during the year 2007-08, against the target of 447 level crossings for manning, till February 2008, 179 unmanned level crossings have been manned. Work at about 50 other level crossings is in advanced stage of execution and it is expected that by the end of the financial year 2007-08 railways would be in a position to complete manning of about 230 unmanned level crossings. The Ministry further added that delay in manning of unmanned level crossings is primarily due to the following reasons.

“(a) Delays taking place in creation of posts of gate keepers and finalization of recruitment process of Gangman/Gatekeepers to man the unmanned level crossings.

(b) Delays taking place in finalization of tenders due to lack of response, and or high rates and finalization of the tender award keeping within the prescribed procedures, norms etc. for tender finalization.

(c) Delays taking place in obtaining approval of Commissioner of Railway Safety for manning of unmanned level crossings.”

5.31 When asked about the increase in the number of accidents in the unmanned crossings, the Chairman, Railway Board replied as under:-

“We have a lot of tractor, trailers etc. They are not aware of the Motor Vehicles Act. They do not have the licence also. The warning system has not worked well. The bigger problem now would be to even man these gates. With the new Pay Commission I do not think we are going to get any man at all because all of them have been put in one slab. Today, a gate keeper gets special pay, higher salary. But

now it is the same. So, nobody would like to go there. They have strenuous duty hours. Tremendous concentration is required at the gates.”

5.32 He further added:

“Gatekeepers are posted from the gangmen. Gangmen today are not prepared to go and work as gatekeepers because of the job complexities. It is not permitted to find from outside. The scale of the gatekeeper is higher than that of the gangman. That is why this decision was taken that we will try to go and find men from outside. This is one of the ways that we are trying; we are working on it.”

5.33 During the evidence, when the Committee inquired whether the coolies will go and ultimately join as gatekeepers, the representative of the Ministry of Railways replied as under:-

“They have to be made familiar with the Railway Safety Rules. The gangman who perform better are promoted and appointed as gatekeepers, of course the medical fitness is also seen. Gangman is the feeder cadre for the gatekeepers. The vacancies in gangman has increased and there have been very limited recruitment in the past. Out of 3 lakh approx. gangman, 40,000 posts are vacant.”

5.34 Further, the Member Traffic, Railway Board added:-

“Gangman is very key category for ensuring the safety of the track. Recruitment in Group D has been authorised to the Zonal railways, but most Zonal railways have gone a little slow on it because of the inherent difficulties in recruitment. 30 or 35 years ago, the recruitment was done locally by the Senior Supervisor. Initially a person came as a substitute, he works for some time and over a period of time, he got regularised. Now, what has happened is that for recruitment of Group D posts, we have virtually a UPSC kind of examination. For recruitment of one post in each railway there are about three or four lakh applications. Conducting that examination for Group D, which is 8th class passed, a number of attempts have been made. Many of those had to be discontinued because there were total chaos, there were irregularities and so on. Now, a two-stage process has been decided by the Board where first the physical examination is done. He is made to run a certain distance with some weights on and after that the written examination is conducted. That recruitment is going on in various Railways. But in order to get this process going, it has taken a few years. It has taken two or three years to get this organised. Hopefully this year the recruitment will take place and vacancies will be filled up and we will be able to persuade some gangmen to join as gate keepers. Recruitment in lower category is simply not taking place.”

H. ROBs/RUBs

5.35 In the Budget 2007-08, for the construction of Road Over/Under Bridges Rs. 550.69 crore was allocated and Rs. 148.15 crore was spent under this head upto December, 2007. Upto

March, 2008 Railways are likely to complete 43 ROB/RUBs out of the targets of 95 set for the year 2007-08 (28 no. completed till Feb. 2008, end).

5.36 Road over/under bridges on Railways are constructed by Railways on cost sharing basis in lieu of existing busy level crossings having traffic density of one lakh or more TVUs (TVU – A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours) otherwise on deposit terms. Proposals in both cases are proposed by State Govt. duly fulfilling certain preliminary pre-requisites required under extant rules. Railways normally undertake work on bridge proper across tracks and approaches work are carried out by State Govt. Hence, generally the target of completion are not adhered to. The main reasons for shortfall in attaining the target of completion of ROB/RUBs as enumerated by the Ministry of Railways are as under: -

- “1. State Govts. do not make adequate provision in their Annual Budget for ROB/RUBs works sanctioned on cost sharing basis.
2. They delay in furnishing undertaking to bear their share of cost, closure of level crossings on completion of ROB/RUBs etc.
3. There is a big delay on account of State Govt. or local authorities in finalising the profile sketch and the location of the proposed bridge along with the alignment layout of approaches which may usually not be in the interest of one or the other interested parties.
4. Sometimes they remain fail in removal of encroachments falling in the approaches way.
5. Traffic diversion problem is not solved in time.
6. Estimates for approaches portions are not furnished by them in time.
7. General Arrangement Drawings & designs are not approved by them in time
8. Law & Order problem also poses problem at times.
9. Public Utility Services like Telephone cables, water pipe lines, sewer line, Electricity lines are not diverted by Local Administration and they take time.”

5.37 The Ministry further informed that, remaining 52 number of ROBs targeted during 2007-08 for completion are likely to be completed, during later months.

5.38 When the Committee inquired whether any initiatives are being taken by the Railways to pursue State Governments to come forward and share the cost, the representative of the Ministry of Railways (Railway Board) during evidence replied as under:-

“The ROB approach works are with the State Governments, where they are lagging behind. Various bridge proper works are in advance stages of progress. It is

between 60 per cent to 80 per cent or 90 per cent. The progress in the field depends on the output by the Railway's contractor or the agency fixed by the State Governments and also other issues in the field. For the ROB/ROB issues, we are in constant touch with them. What we have seen overall is that they also have to go to their Assembly to get the mandate on the expenditure every year commensurate to funds which we put in. They are not putting in enough funds, though the number of ROB/RUBs sanctioned are large and the funds required for these from the State Governments' side are much less than what we have prescribed in our budget. As a result, there is a shortfall in the expenditure”

5.39 The construction of 587 ROB/RUBs is in progress on a 50:50 cost sharing basis with the State Governments. It is proposed to take up another 100 new works of ROB/RUBs during 2008-09.

5.40 On being enquired about feasibility of taking up another 100 new works of ROB/RUBs and RUBs when there is hurdle in getting funds from the State Governments, the Ministry of Railways (Railway Board) stated that there is a hurdle in getting funds from the State Govts for construction of ROB/RUBs, yet efforts are being made to take up another 100 new works on following grounds:-

- “a) Feasibility of getting the works executed through PPP/BOT concept is being examined and efforts are being made to enter into Agreement/MOU with Companies showing interest to take up initiative in this direction.
- b) Construction work on all the sanctioned works is not taken immediately instead only those works are taken up where all the preliminaries are completed, GAD & Estimates are sanctioned and no problem of land or traffic diversion exists, hence the number has taken as 100 only.
- c) During the year 2008-09, Rs. 700 cr are earmarked for ROB/RUBs works. Out of this work-in-progress are proposed for taking up with Rs. 623cr. and for new works Rs. 77 cr. have been proposed. This will enable taking up at least 100 works during the year.”

5.41 When asked regarding steps taken under Public –Private Partnership (PPP) to replace 1100 Level Crossings into ROB/RUBs through BOT, the Ministry of Railways (Railway Board) replied that initiative has been taken by the Ministry in introducing Public Private Partnership (PPP) on BOT basis with State Govts for execution of Road over/under Bridges (ROB/RUB). Financial institutions shall assist in assessing viability of developing ROB/RUBs on BOT basis by assessing tollability etc. and later assist in engaging BOT concessionaire with permission for tolling from State Govt. Wherever required, Railway shall provide Limited Viability Gap Fund (VGF) with State Govt/Road Authorities contribution for the ROB/RUB works. If State Govts come forward, the number of works ROB/RUBs being completed about 30 per year will go upto 200 per year.

CHAPTER VI MISCELLANEOUS

A. Rolling stock

As per the Performance Budget 2008-09, the physical target set for the manufacture of Wagon was brought down to 10,200 Vus from 11000 Vus at the revised estimates stage (2007-08), whereas in the budget speech, the Minister has announced that 15000 Wagons are expected to be manufactured during 2007-08. On being asked to clarify the position along with the achievements made so far in this regard and also the reasons for the downward revision of the physical target of Wagons at RE stage the Railways in a written reply have informed that the physical target of acquisition of 11000 VUs of wagons for Railways' own requirement was set for the year 2007-08. The same had to be scaled down to 10,200 Vus at Revised Estimate stage due to non-availability of wheelsets during the months of July, Aug.& Sept.07 as the Rail Wheel Factory was kept closed during these months for maintenance purposes. The target of 15000 Vus of wagons including wagons acquisition under Wagon Investment Scheme, flat container wagons and other private orders as announced by Hon'ble Minister for Railways in his Budget Speech is expected to be achieved. Total intake of wagons in Railway system including private orders till Feb.08 is 12880.

6.2 The Minister of Railways in his Budget Speech 2008-09 has announced that the wagon manufacturing factories at Mokama and Muzaffarpur, subsidiaries of Bharat Heavy Udyog Nigam Limited (BBUNL), will be transferred to Railways so that their production capacity are fully utilized and physical and financial health of these factories are turned around in the coming years.

6.3 On being asked whether it was possible to take on wagon manufacturing by taking over Public Sector Wagon Manufacturing Units, the Chairman, Railway Board replied during evidence as under:

“Sir, honestly speaking, we do not have to really take over the wagon units. Let us keep at least one area where the private sector must be able to do well. They are doing well also. The only question is, nurturing them. If we are able to develop the market, that is the best thing for us to do. Otherwise, if we get into this business also, it may not be possible to handle all these things. We are going in for PPP now. We want technology.”

6.4 On being enquired further as to how the Railways proposed to achieve the target of 20,000 Wagons for the year 2008-09, the Railways in their written reply have stated that a

major part of wagon acquisition is from industry in Public and Private Sector. Regular interaction is being done with the wagon industry regarding plans for upgradation of infrastructure for capacity enhancement of wagon manufacture. It is expected that industry will rise to the expectation of Railways, and the target of 20,000 wagons would be achieved.

B. Security

6.5 5700 posts of constables and 993 posts of sub-inspectors are lying vacant in RPF for the last many years which is proposed to be filled up through a comprehensive recruitment drive by May 2008.

6.6 When inquired about initiatives being taken till now to fill these vacant posts by May, 2008, the Ministry of Railways (Railway Board) replied that an open recruitment for filling up 5934 posts of Constables in Railway Protection Force/Railway Protection Special Force was initiated in February 2007. 2939 candidates have since been empanelled in Central, Eastern, East Coast, Northeast Frontier, North Western, Southern, South Central, South East Central Railways. Recruitment in the remaining zones viz. East Central, North Central, North Eastern, South Eastern, Western and West Central Railways is over and the result is under preparation. Recruitment in Northern Railway is under process.

6.7 The Ministry further added that a Notification for filling up 993 vacancies of Sub-Inspectors in Railway Protection Force/Railway Protection Special Force was issued on 15th September 2007. The first phase of the recruitment viz. Physical Efficiency Test will be over by 20th March 2008. The Written Test is slated for 20th April 2008. Three months time is sufficient for the completion of the whole process because the recruitment for the post of Constable is almost over. As far as the recruitment of Sub-Inspectors is concerned, the Physical Efficiency Test, which is a gigantic exercise, will be completing on 20th March 2008. The written test is a one-day examination scheduled to be held on 20th April 2008 and viva-voice will be conducted thereafter.

6.8 When the Committee desired to know shortage of constable and loco running staff, the Chairman, Railway Board during evidence replied as under:-

“If you look at the vacancy position, the vacancies per se look very high but the categories where we need to provide them, there is an emphasis. In fact, if you look at the figures, the figures of RRB selection which has been recorded in the last two years – in 2007-08, we have selected 23,000 Group ‘C’ persons and in 2006-07 – 22,000 plus and in 2005-06 – 21,000. Therefore, there is no dearth of Group ‘C’ and Group ‘D’ employees but around 40,000 employees retire so the number of

employees remains almost the same. So, that is why, in many places the sanctioned strength is becoming more.

In the last three years, there is more emphasis in the case of Group 'D'. We have started the selection process. In many zones, Group 'D' selections have been held but I do not know what will happen after the implementation of the Sixth Pay Commission as it has recommended that there would no Group 'D' employees. As regards the vacancies of drivers, our recruitment of drivers is very high and my fear is that the way we are recruiting them, I think there would be no job for them. Thirdly, I would say that there may be certain sections where ten hours duty is not being implemented or I would say that we are not able to implement it. Those are very limited areas. I did take a meeting with those particular General Managers. I have also decided that if they do not adhere to time limit to improve the running of those sections, we may have to settle the issue. I was supposed to have a meeting with the federations on the issue of elections etc. I could not do so but I think once the issues are settled, I will discuss with them so that this issue is taken care of."

6.9 The Ministry of Railways (Railway Board) further clarified that the recruitment is conducted as and when vacancies arise. A general recruitment of Constables was conducted in 2004-05 and more than 10,000 vacancies were filled up. Similarly, a special recruitment drive for the posts of Constable was launched in 2006. The ongoing recruitment of Constable was initiated in February 2007 for the existing and anticipated vacancies upto December 2008. As regards vacancies of Sub-Inspectors, the recruitment process was initiated in 2004. However, the actual recruitment could start from November 2007 due to administrative reasons.

6.10 When the Committee desired to know whether RPF personnel are being trained to face insurgency problem, the Chairman, Railway Board during evidence replied as under:

"This matter was discussed at the highest level also and the pointed issue was of the role of RPF. The role of RPF is to protect rail property and passengers. Obviously, it is not Railways job to fight insurgency. If Railways is going to start doing that, then there is no limit to my requirement. In fact, the Home Secretary also agreed on this issue. A decision was taken that those particular States which are having the problem of insurgency, they have to go for *India* Battalions and two battalions each by the States concerned have to be raised. Once they are raised, the insurgency problem can be tackled. The insurgency problem is more in North frontier area and North-East area but Railways cannot fight it."

C. Passenger Amenities

Railway Enquiry Call Centre

6.11 In the Budget Speech 2008-09, Minister of Railways has announced to link Railway Enquiry Call Centre with control office and national train enquiry system on an online basis using modern IT and telecom technology to disseminate latest updated information about trains. This work is expected to be completed by March 2009

6.12 On seeking information on Zone – wise details of the number of stations where this facility will be implemented , the amount sanctioned in the budget for this work and proposal to outsource this work, the Ministry of Railways (Railway Board) informed that Regional call centers have been set up for implementing the Integrated Train Enquiry System for disseminating basic enquiry services like arrival/departure/late running of trains, fare, PNR status and other reservation related enquiries by dialing a universal number ‘139’ from anywhere in the country without prefixing any STD code from any type of phone (landline, mobile, WLL). These call centers have been commissioned by IRCTC through outsourcing.

6.13 The Ministry of Railways further informed that the computerized control office application is expected to be completely rolled out by October 2008. Once the rolling out is complete, its integration with the National Train Enquiry System will be provided which will pave the way for real time data inputs and information about train running. The amount sanctioned for computerized control office application for the year 2008-09 is Rs. 5 crores. This work is being undertaken by CRIS. There is no outsourcing involved in this process.

Production of LHB Coaches

6.14 Production of LHB coaches with stainless steel ICF bogies will be commence in 2008-09. From 2009-10 onwards only stainless steel coaches will be manufactured. The Ministry of Railways (Railway Board) further informed that about 102 stainless steel coaches with LHB design shell-ICF design bogie configuration and codal life of 35 years have been planned for manufacture during 2008-09. These coaches consist of Sleeper Class, General, Guard-cum-Brake Van and AC coaches. Adequate enabling provisions against Rolling Stock Programme (RSP) have been sought in Budget 2008-09 at an estimated unit cost ranging from 1.53 crores to 2.03 crores depending upon the type.

On-line Coach Indication Display Boards

6.15 In the Budget Speech 2008-09, the Railway Minister has announced installation of On-line Coach Indication Display Boards on over night mail and express trains in long distance mail/express trains by March 2009. When asked about the likely implementation of the services, the Ministry of Railways (Railway Board) informed that as a pilot project, GPS based on line coach indication display boards have already been provided in a few Garib Rath coaches running on identified routes. Based on the experience gained on such coaches and other functional requirements, development of universalized specification for operation on entire Indian Railways is presently underway. Once this is completed these passenger information Boards shall be provided in prestigious long distance mail/express

trains during the year and suitable provision of funds shall be processed through supplementary Demands for Grants at an appropriate stage.

On-line Train Arrival/Departure & LED Information Display Board

6.16 It has also been announced in the budget Speech that On line Train Arrival/Departure and Reservation availability LED Information Display Board will be installed at A&B Category stations by March 2009. In this connection, the Ministry of Railways (Railway Board) have furnished the following information:

“On line Train Arrival/Departure Information Boards will be installed initially at 100 A & B category railway stations. The names of such railway stations, however, have not been finalised. On line Reservation Availability Information Boards will be installed at all A & B category railway stations.

These schemes are proposed to be provided on Public Private Partnership (PPP) model with no investment from the Railways. These facilities will be extended to other important railway stations on successful implementation at 40 A-1 category, 242 A category and 202 B category stations of different Zones.”

On Board Cleaning

6.17 A pilot project for on-board cleaning by using modern machines and material by professional agencies in all Rajdhani, Shatabdi trains has been announced by the Minister of Railways in his budget speech. Besides all Rajdhani and Shatabdi trains, important Mail/Express trains with journey time of 16 hours or more have also been identified under this scheme.

6.18 On enquiry regarding adopting the system of hiring the professional agencies and the financial implications thereon, the Ministry of Railways (Railway Board) informed that the selection of professional agencies for the comprehensive On Board Housekeeping Services (OBHS) shall be on the basis of open tenders to be floated by the Zonal Railways on the terms and conditions and minimum eligibility criteria laid down for the same. In this context, Railways have issued necessary guidelines i.e., scope of work, resource specifications, eligibility criteria etc. The agency selected shall be responsible for providing the on board cleaning services during the entire round trip of the train. The cost estimation/rates awarded would therefore vary from train to train and various other factors. The financial implication can therefore be better estimated once the tenders are finalized on various Railways. However, an approximate estimation of the expenditure for this activity would be about Rs. 400/- per coach per day of operation.

Platform Height

6.19 Railways propose to upgrade all low and medium level platforms to high/medium level platforms. In this connection, 135 “B” category stations and 203 “D” category stations are proposed to be upgraded to high level platforms. Similarly, 281 low level platforms at “D” category stations are proposed to be upgraded to medium level platforms. Further upgradation by way of raising the level of platforms at these 281 stations from medium level to high level would be taken up subsequently.

6.20 When asked about the justification in upgrading the low level platforms at 281 “D” category stations to medium level while all other low level platforms are proposed to be upgraded to high level platforms and the proposed way to meet the expenditure, the Ministry of Railways (Railway Board) have informed that work of raising of platform level at the above stations is at planning stage. Expenditure against such works will be met from funds allocated under the Head – Lump-sum under Plan Head – Passenger Amenities to all Railways in the Budget 2008-09. Further funds will be provided as per the requirements as the works progress.

6.21 When the Committee desired to know whether there are problems in directly converting low level platforms to high level platform, the Chairman, Railway Board informed as under:-

“The idea is to cover more stations with the same amount of money. Then, we have to reduce the number of stations straightway. The hon. Minister was very keen that at smaller stations we must provide better facilities for passengers. He focussed on following three areas. The idea is to have longer platforms, provide low cost shelters and to provide foot over bridges at many stations where they are not available.”

Platform Length

6.22 During 2007-08, platform length at 560 stations was to be extended to accommodate the longer passenger trains. Out of which work at 144 stations is yet to be completed. For the year 2008-09, 30 more stations have been proposed to be extended. When inquired about the present status of work at 144 stations, the Ministry of Railways replied that out of 144 railway stations, works at 118 stations are likely to be completed by 31st March 2008. The Ministry further informed that at 30 stations it is proposed for platform extension during 2008-09.

6.23 On being further inquired about the criteria on which only 30 stations have been selected during 2008-09, the Member (Traffic) during evidence replied as under:-

“We have identified 50 trains which will be having 24 coaches and the stations they will pass through, their platform length will be increased. Last year also, 50 such trains were identified.”

Setting up of UTS and ATVM Counters

6.24 To terminate the long queues at ticket counters permanently in two years, it is proposed to increase the number of UTS from 3000 to 15000 and ATVM from 250 to 6000, besides other electronic facilities.

6.25 When asked about the present status of UTS & ATVM counters, the Ministry of Railways replied that the UTS is presently functioning at 1004 locations and 3129 counters. The UTS is planned to be covered at all 6275 stations on Indian Railways in the next two financial years. By the end of March, 2010 the Points of Sale will increase from 3129 at present to 15000. A pilot project for installation of 300 Automatic Ticket Vending Machines (ATVMs) for suburban traffic on Western & Central Railways in Mumbai area was launched in 2007. Sanction of additional 450 ATVMs for Southern, Eastern, South Eastern, Northern & South Central Railways has also been issued. Out of this, 75 ATVMs are planned to be operational by April, 2008 and the remaining 375 are planned to be commissioned by October, 2008. The Ministry further informed that it is proposed to install about 6000 ATVMs through partnership model.

6.26 As regards the Budget allocation in the financial year 2008-09 for UTS/ATVM, the Ministry of Railways informed that for UTS Rs.180.49 crores and for ATVMs Rs.21 lakhs have been proposed in the budget.

D. Information Technology

6.27 As per the budget speech, Information Technology Vision 2012 aims at bringing radical changes in technology and processes through seamless integration of IT applications on a common platform with focus on improvement in operational efficiency, transparency in working, and better services to customers.

6.28 When inquired about core areas which are proposed to be covered under this plan, the Ministry of Railways replied that large IT projects follow a cycle of system analysis, solution design, software development / customization, testing, and implementation are proposed to be covered. The exact timelines are difficult to predict in advance because of the nature of the work.

6.29 The Ministry of Railways (Railway Board) have also furnished the amount sanctioned for the above application areas for the FY 2008-09 as under. The Call-centre

based Passenger Enquiry services are being taken up under the PPP route, so no outlays have been provided for them. Outlays for projects not falling under the three core areas have not been considered, and outlays for routine equipment replacements and associated costs have not been included:

Project		Outlay in 2008-09 (in Rs Crore)	
I.	Freight Service Management System		
1	Freight Operation Information System	45.20	
2	Electronic Payment System	0.30	
3	Expansion of Parcel Management System	1.00	
4	Automatic Tracking Of Freight Wagons using RFID	Funded through main FOIS project	Approximate cost of pilot is Rs. 2 crore
II	Passenger Service Management		
1	Expansion Of Unreserved Ticket System	180.49	
2	Provision of Automatic Ticket Vending Machine	0.21	Mostly to be taken up under PPP model
3	Hand Held Devices For TTEs	0.20	
4	Software Aided Train Scheduling	0.50	
III	General Management		
1	Control Office Automation	5.00	
2	E- procurement System	1.00	
3	Crew Management System	2.50	
4	Locomotive Management System	0.06	
5	Workshop Management System	0.03	
6	Human Resource Management System	0.01	
7	Web Portal for Indian Railways	0.01	

E. Public Private Partnership (PPP)

6.30 Railways propose to invest a sum of Rs. 2,50,000 crore over next 5 years. Rs. 1,00,000 Crore of the above amount is to be generated by various schemes of PPP over next 5 years. The amount is to be invested for developing world class station, rolling stock manufacturing, multi modal logistics parks, running of container trains etc.

6.31 As regards the areas from where this ambitious project would begin and expected ratio of private & public partnership, the Ministry of Railways (Railway Board) replied that

the areas which have been identified for possible execution through Public-Private Partnership include commercial development of land, development of passenger/freight terminals, container services, loco and wagon manufacturing, logistics parks and budget hotels. It has been proposed that the Plan outlay of Rs. 2,51,000 crores would be financed through internal generation of Rs. 90,000 crores, extra budgetary resources of Rs. 75,000 crores and Gross Budgetary Support of Rs. 86,000 crores. The Planning Commission have, however, indicated a lower level of Gross Budgetary Support and have suggested more resource mobilization from the private sector.

6.32 When the Committee desired to know areas of thrust for attracting PPP, the Chairman Railway Board during evidence replied as under:-

“The areas of PPP, first is port connectivity, we have made tremendous progress. The second area is setting up of production units like diesel loco-shed, electric loco-shed and coach factory. In these areas, our capacity is fully utilized. We cannot expand further. We would like now to take it by joint ventures so that we not only get new technology but also we get coaches. The public-private partnership is giving us two advantages. One is looking after needs of the Railways and also looking after the export component, which will give us better technology.”

6.33 When further asked if the modernization of workshops would fetch the Railways the same technology and products which the Railways propose to get from private parties through PPP, the Chairman, Railway Board added that:

“I need the latest technology. Therefore, those places are only for repairing my coaches doing POH. These are doing necessary repairs. What I am referring to is the production unit. Today, I have got one production unit for manufacturing electric locomotives at Chittaranjan. If I have to expand there, there is a limit to which I can go to. Number two, I do not have the technology. I do not have 12,000 hp locomotive. Therefore, I am getting double benefit.”

6.34 On being enquired whether PPP can also be brought into doubling work where the returns are good, the Chairman, Railway Board replied as under:

“ We can do.--- But there would be a problem. If I take it on a line for construction, then I have to share my existing revenue with somebody else. Therefore, it is a different matter. Here, we would not like to get into a PPP model in an area where things are already running, where I am able to divert my funds for a particular job and share my revenue. Here, I am looking at those activities, which are new activities. Here, for construction of electric locomotives, I need 12,000 hp, I do not have the capacity; I do not have the technology. So, here, I get with the private participation. So, here, I get with the PPP, which gives me big advantage. The country benefits and I also benefit. ----- we do not want to have PPP model where I have to share revenues with somebody else because today, it is my core business. If I am going to share revenue out of that, then, I will lose my profitability. That is why we have discussed, thought over it, deliberated over it and decided that we will

not go in for PPP. Otherwise, I would have gone for PPP on these dedicated freight corridors also. But I do not want to do it. I want to remain in those areas which are new areas, for example, the Greenfield areas where it will not impinge on my existing network and revenue.”

6.35 When the Committee desired to know whether the pending projects can be completed by inviting PPP, the Member Traffic, Railway Board during evidence replied as under:

“Our efforts are primarily based on the demand for moving traffic. Similarly, there is a target that has been fixed for movement of passengers. This target for the Five Year Plans is fixed after very extensive discussions with various Ministries of the government, like Fertilisers Ministry along with various industries. For moving this quantum we need infrastructural facilities like line capacity and facilities at the ports and so on. Again, funding has been provided in the Plan basically for infrastructural facilities. My component is requirements in terms of rolling stock, wagons, coaches and locomotives. Now all this has been very extensively prepared in this document. About the point raised by you, there are a large number of sanctioned projects primarily in the category of new lines and gauge conversion. Many of them do not impact my ability to move traffic. So, projects that have been sanctioned in the majority of cases have a negative rate of return. They have not been found to be viable. For them finding money is a problem. Therefore, we have to go by the priority. We have to finalise the projects which give us the ability to carry good volume of traffic. Finding money for them is difficult out of what we generate. Only if the government can come up for some help and create a fund for funding them, can we go ahead with these projects. We have to look at those projects first which help us more moving demands of the economy, which have socio-economic goals for the development of the various regions of the country. As they projects are non-bankable projects having very low rate of returns, so the private sector people are not ready to come forward.”

6.36 On being asked about precautions being taken to safeguard interest of Railways in PPP projects, the Member Traffic, Railway Board during evidence submitted as under:

“As far as PPP is concerned, we are taking all precautions to safeguard the interest of the Railways. The reason why we have to go in for PPP is there is a scarcity of resources. I told you that for non-viable projects it is not possible to get funding from anywhere. Those projects which are viable, we are seeking PPP for them and we are constantly improving our model. For example, let me give the latest ones that we have now recently started in which we set up SPV and that SPV is controlled by the Railways. We have got RVNL on behalf of the Railways. They will put Railways’ share of money and normally the strategic partners, the parties which are setting up industries in that area will be contributing for the development. We will entrust everyday operation of that line to the SPV. We are permitting 14 per cent return on their investment. The day they get their return on investment, the entire asset will come back to the Railways and the line will come back to the Railways. We give a return of 14 per cent on the investment to the party and the day he gets it back, the line will return back to the Railways.”

F. World Class Stations

6.37 When asked about the criterion adopted for the selection of four stations to be developed as world class stations and steps being taken to attract investment on these stations and other stations that are under consideration for developing as World Class Stations, the Ministry of Railways replied that so far 24 stations have been identified for development as World Class stations. These stations have been selected on the basis of their importance from the stand-point of passengers and tourists and potential for development through Public Private Partnerships. New Delhi, Patna, Secundrabad and Mumbai CST (Carnac Bundar) are being taken up in the first instance as pilot projects. Other stations will be taken up based on the experience gained. Further, as the work progresses, additional stations will be considered.

6.38 When the Committee desired to know the role of private sector when government is spending Rs. 15000 crore for upgrading these four stations, the Chairman, Railway Board during evidence replied as under:

“It is basically the station area which will be land which is available for commercial exploitation. That commercial exploitation of those facilities are now going to fund the requirement of traffic. Certain parts of land will be allowed to be used. First one such project is the New Delhi Railway Station for which an Empowered Committee has been formed with the Cabinet Secretary as its head. The Chairman, Railway Board, the Secretaries of important Ministries and also the Chief Secretary of the Delhi Government are members of this Committee. That is why, for the first one of its kind we would like to be very careful. We are working on this now.”

6.39 The Ministry further added that Architect and Technical Consultant for New Delhi is on the verge of completing the work on the Master Plan and the Feasibility Report. Legal and Financial Consultants are being appointed. The process for prequalification of bidders is under way. Architect and Technical Consultant for Patna has been finalised. Action to select Architect and Technical Consultants for Mumbai CST (Carnac Bundar) and Secundrabad is being initiated.

6.40 When asked about the amenities that will be made available at these stations which would differentiate them from model stations, the Ministry of Railways (Railway Board) replied that stations proposed to be developed as world class stations will be distinguished from the model stations by the primary focus on integrated development of these stations as iconic city centers to regenerate the city and the neighborhoods along with the station. These shall have distinct architectural structures with generous provision for passenger amenities such as segregation of arriving and departing passengers, long-distance and commuting passengers, as far as possible and modern amenities for a pleasant experience at

the station. They would be integrated with other modes of transport for easy approach and exit to the stations. In addition, modern amenities like food plazas, currency exchange counter, tourist information booth, retail outlets, internet café, ATM facilities, hotels, car rentals, prepaid taxi booths, well illuminated circulating area wherever feasible, would also be available.

G. Staff Welfare

6.41 In his budget speech, the Minister of Railways has announced that per capita contribution to Staff Benefit Fund is proposed to be increased by ten times from Rs.35/- to Rs.350/- for 2008-09. The increase is applicable for the year 2008-09 only.

6.42 In the health sector, it has also been proposed in the budget speech that 13 new works at a cost of Rs. 101 Crore have been proposed for improving health services in the budget 2008-09. The Ministry of Railways (Railway Board) have provided details of these works as under:

S. No	Rly.	Name of the work	Rs. in crore
	ECoR	Bhubneswar-Expansion of Central Hospital (2 nd phase)	1.18
	NER	Varanasi-Upgradation of Cancer Research Institute	15.50
	NFR	Maligaon-Provision of modular seamless operation theatre along with all equipment an infrastructures	2.30
	NR	New Delhi-Construction of Rest House with 50 rooms for attendants of indoor patients of Central Hospital	2.67
	SCR	Hyderabad Division- Secunderabad area-Lallaguda-Railway Central Hospital-provision of 2 suites in special	0.42
	SCR	Hyderabad Division- Secunderabad area-Lallaguda-Railway Central Hospital-proposed construction of 12 rest house	0.72
	SCR	Guntakal Division- Guntakal Railway Hospital- provision of new operation theatre ICU units with stores and modern	1.02
	SER	Adra-Construction of New OPD building at Railway Hospital	1.63
	SR	Chennai-Construction of a new Railway Hospital complex at Perambur-phase 2	55.60
	SR	Reconstruction of Hospital building at Podanur	3.76
	WR	Sabarmati (Divisional Hospital)- Upgradation of existing facilities, ward	1.28
	WR	Dahod (Main Hospital)-Construction of ICU ward, additional/alteration and modification in operation theatre	0.77
	WR	Mumbai Central(JRH)-Development of Cardio-Vascular Department	15.63

6.43 When the Committee enquired about the policy adopted for opening and upgrading of hospitals, the Member Traffic during evidence replied that there is a Central Hospital in each zone which is like a referral hospital. It has 300-400 beds with specialist

facility available viz. in Northern Zone - Delhi, Central Railway - Bombay, Baikula, Western Railway – Jagjivan Ram Hospital are such hospital. At Divisional level, there is Divisional Hospital having 100-150 beds. Apart from this, there are health units. The bigger hospitals have also specialized areas viz. Perambur specializes in heart diseases and Benaras has a cancer hospital.

6.44 When the Committee desired to know about the problems of smaller hospitals, the Chairman, Railway Board replied as under:-

“The doctors are not prepared to work there. We are not able to find doctors, and this is the problem. We have gone in for a new policy where we are trying to get doctors locally on consultancy basis. This is one way for a lot of hospitals getting the experts, but there are places that are in total wilderness where people are not prepared to go. For example, Shri Ananta Nayak’s area Keonjhar and Dongaposi are areas where nobody wants to go. Recently, one doctor died two months back, and I have not got a replacement for him. This is a serious matter. Every time, we are going to the UPSC, and trying to get more doctors. They come to join, and then they leave the Railways. The number of doctors coming and leaving the Railways is very high.”

H. Setting up of new coach factory in Kerala

6.45 In the Budget speech for the year 2008-09, Hon’ble Minister for Railways had announced that in light of demand of coaches from foreign countries and the rising demand for Metro coaches, a new Rail Coach Factory will be set up in Kerala.

6.46 When inquired about the position of the land acquisition process, the representative from the Ministry of Railways replied that a detailed project report on the subject shall be prepared and a suitable site for the factory shall be finalized in consultation with State Government. After formal sanction of the work, the land acquisition work shall be commenced. The factory will be located at Palghat (Palakkad).

I. Wagon Reconstruction Unit at Garkha

6.47 It has been announced in the Budget that a new wagon reconstruction unit at a cost of Rs. 40 Crore has been proposed at Garkha in Chhapra District for reconstruction of old wagons.

6.48 When inquired about the criteria adopted for selection of the location of the unit and likely date of its commencement/completion and amount sanctioned for the project, the Ministry of Railways (Railway Board) replied that the facilities for wagon reconstruction are located based on arisings of wagons requiring reconstruction, in the region. On East

Central Railway, there are several major yards including those at Mughalsarai & Andal, and arisings of such wagons needing repair & reconstruction are quite large. Keeping in view the requirements of the Railways, a facility for rehabilitation of unloadable wagons has been planned at Garkha in Chhapra District at an anticipated cost of Rs. 39.35 crore. The work for this unit is likely to start after sanction of the estimate for this work in the later half of the financial year 2008-09, and is likely to be completed in two years.

J. Indian Railway Catering and Tourism Corporation (IRCTC)

6.49 When asked whether a decision has been taken by the Ministry of Railways to restore to Zonal Railways the responsibility of managing Bed Rolls and sanitation i.e. cleaning of coaches and toilets in trains from IRCTC, the Ministry of Railways (Railway Board) replied that in July 2006, IRCTC was entrusted with the task to implement the above scheme in all the Mail/Express Trains. However, the above policy was reviewed in 2007 and it was decided to restore the bed roll and cleaning services back to railways from IRCTC on the following reasons:

- a) Bedroll and cleaning of coaches require special professional expertise. There is lack of sufficient number of service providers who have the expertise in both catering as well as provision of bedroll/cleaning services.
- b) Lack of space on-board to keep bedroll, food and cleaning items in trains not having pantry cars.
- c) Introduction of large number of service providers for these services may lead to deterioration of quality of service. Bedroll/cleanliness is an essential passenger amenity and railways cannot compromise with the quality of these services.
- d) In the earlier system bed-roll services were provided by ACCA's. The new policy required additional staff on trains for providing these services and there is lack of space for such staff on train.
- e) Need for huge investment in infrastructural facilities by IRCTC.
- f) Need for IRCTC to focus its energies on improvement in catering services.

Therefore, decision was taken by Board vide letter no. 2006/TGIII/645/4 dated 01.08.2007 to withdraw the bed roll services from IRCTC and restore it to the Railways. Further vide Board's letter no. 2006/M(C)/165/9 dated 1.10.2007 decision was taken to undertake cleaning services by railways instead of IRCTC.

6.50 When asked about any other services which at present being carried out by IRCTC and likely to be restored to Zonal Railways, the Ministry of Railways replied that presently IRCTC is managing all static catering services at 'A', 'B', 'C' category stations including Food Plaza and all Mobile Catering Units in Rajdhani/Shatabdi/other Mail Express Trains. Besides, IRCTC is managing Rail Neer plants, e-ticketing, i-ticketing, Tour Packages, special Train/Coach charter, other tourism activities etc. There is no proposal to restore any of the services being provided by IRCTC to Zonal Railways.

6.51 During the evidence on this subject, the Member Traffic further added as under:

“..... we were keen that they improve catering and that they do not fritter away their energy in too many things. We withdrew the bedrolls and have given this responsibility back to the Zonal Railways. The Zonal Railways have now been told to take full charge of this. Handing over process from IRCTC to Zonal Railways is on the verge of completion. We are monitoring it very closely. We carry out checks at various levels to ensure that the quality of bedrolls improves. I am hopeful that this will improve within the next few months. The Mechanical Department of the Railways is looking after this, and they are ensuring that good quality bedrolls are provided. Now, washing is done through modern washing machines. They were introduced at as many locations as possible. There is frequent replacement of the bedrolls as well as the blankets.”

RECOMMENDATIONS/OBSERVATIONS OF THE COMMITTEE

The Committee appreciate the performance of Railways with an estimated net revenue of Rs.18, 416 crore and improvement of operating ratio to 76.3 per cent in comparison to 78.7 per cent during 2006-07. Railways have registered in December, 2007 a growth of 8.2 per cent in freight earnings and 14 per cent in passenger earnings. The return on capital invested in Railways is likely to reach a level of 21 per cent. However, during the year 2008-09, the surplus after dividend is likely to go down by nearly 13% and the total working expenditure is expected to go up by 17 per cent. As a result, the operating ratio of the Railways is likely to go up to 81.4 per cent during 2008-09 from 76.3 per cent in 2007-08. The Committee are of the view that Railways should make concerted efforts to accelerate the pace of completion of throughput enhancement works by removing bottlenecks on the system and speeding up modernization of its network so that the growth momentum achieved in 2007-08 is maintained in 2008-09 also.

The Committee further note that Railways are invariably scaling down their budgeted physical targets under various Plan Heads such as New lines, Gauge conversions, Doublings, Signalling, Electrification, etc. at Revised Estimates stage. While expressing their displeasure, the

Committee strongly recommend that such practice should be avoided and realistic targets be set at the Budget Estimate stage itself.

New Lines

2. The Committee find that the physical target for construction of new lines during the year 2007-08 has been reduced to 155 kms. at Revised Estimate stage, which is nearly 70 per cent of the budgeted estimate. The reasons cited by the Railways for downward revision of the target is delay in land acquisition, adverse law and order conditions, failure of contracts due to increase in prices of steel and cement, the sudden spurt in infrastructure development causing a serious crunch of the resourceful contractors and not getting adequate response in the tenders. The Committee note that the Railways have taken up Ordinance to counter the problem of land acquisitions and in some case the projects are being transferred to RVNL for early execution. To check contractual failures due to rising prices of steel, Railways have decided to procure steel on its own and give to the contractors so as to avoid delay in execution of project because of rise in price of steel. Cement is another important component in the construction area. The Committee desire that just as in the case of steel, the Railways should also work out the feasibility of procuring cement themselves by taking up the matter with the concerned Ministries. The Railways are also working towards empowerment of field units and increasing the financial and administrative powers of the CAO and

General Managers so that work can proceed faster. The Committee hope that these measures would improve the situation. The Committee further note that precious time is lost between planning and execution of projects resulting in cost escalation of various inputs viz. land, steel, cement etc. The Committee desire that the Railways should revise their methodology to bridge the gap between conceptualization and implementation of new line projects. There should also be proper monitoring and accountability at all levels viz. Railway Board, Zonal level for any lapses in execution of the project. They further desire that one time grant should be given to Railways to complete all pending projects. The Committee also feel that while sanctioning new projects revenue earnings should not be the sole consideration and projects should be sanctioned with a view to developing backward areas also.

Doubling

3. Doubling is required in order to meet the growing increase in traffic, reducing congestion and saturation and for capacity augmentation. During 2007-08 Railways had targeted 700 kms of doubling which was reduced to 500 kms and the actual achievements till the end of March, 2008 was expected to be 453 kms. The Committee note that the doubling projects do not face the shortage of funds nor do they face usual constraints and bottlenecks such as land acquisition, forestry clearance, etc. as is in the case of New Line projects. Yet, Railways are unable to meet the targets set. The reasons for the slow progress are

stated to be contractual problems, finding complimentary material inputs etc. Not convinced with the reasons cited by the Ministry, the Committee feel that such bottlenecks could have been visualized at the initial stages and appropriate remedial measures should have been taken by making periodic review of the progress in the execution of the projects. They hope that in future the Railways would not be found wanting in the achievements of targets set by them. They also desire that for any lapses in this regard, the Zonal Railways should be made accountable. They further stress that the Doubling projects once sanctioned should be completed within the stipulated time.

Signalling

4. The Committee note that to meet the growth in traffic, Railways are in the process of capacity augmentation. Modern signalling systems are vital in improving line capacity as well as Railways safety. The Committee note with regret that there has been a shortfall in achievement of target, particularly in rehabilitation works during 2007-08 and the spill over work is likely to be completed by 31st March, 2009. Similarly, in case of replacement work also there has been a minor shortfall in the achievement of target. The Ministry of Railways at the time of examination of the subject have informed that more replacement works are likely to be completed during the remaining period of the financial year. Other reasons advanced in this regard by the Railways are inadequate number of works contractors and shortage of signal engineers

and staff for design and execution of works commensurate with requirement because of high attrition rate and curtailment in recruitment of Signalling Engineers. The Committee note that this is an area of serious concern which requires immediate attention. They, therefore, urge the Railways to strongly take up the matter with regard to filling up of vacancies in Signal Engineers and staff with the Department of Personnel and Training. They also desire that achievements made in the replacement works at the end of March, 2008 be apprised to them. With regard to the spill over in rehabilitation works while expressing their concern, the Committee stress that such recurrence should be avoided in future. The Committee desire that measures should be taken to entrust the signalling and telecommunication works to the contractors who are able to deliver and all efforts should be made to modernize the Signalling workshops in order to have the in-house technology required for manufacture of equipments for Signalling and telecommunication works. The Committee also opine that a multi-ministerial group should be formed to work on the matter regarding shortage of material etc. required for Signalling works.

Eleventh Five Year Plan

5. The Committee note that the outlay of Rs.2,51,000 crore proposed by the Railways for the 11th Five Year Plan (2007-2012) has been advised by the Planning Commission at Rs.2,55,909 crore considering current prices. According to the Railways, the physical targets for the Plan period

in respect of New Line, Gauge Conversion, Doubling, Electrification and Signalling have been set but the detailed break-up plan-head wise of the final outlay has not yet been finalized by the Planning Commission. The Committee note with concern that even after the completion of the first year of the 11th Five Year Plan, the break-up of outlay Plan Head-wise is yet to be finalized. This reflects poorly on the Railways. They urge that the Ministry of Railways should take up the matter with the Planning Commission without any further delay and the Committee be apprised of the final break-up Plan-Head wise finalized by the Planning Commission.

Passenger Earnings

6. The Committee note that there will be 11% increase in Passenger Earnings in 2007-08. However, they are disappointed to note that for 2008-09, the proposed earnings are projected at around 8% only. The Committee are not convinced of the reasons advanced by the Railways in this regard viz. the same lines have to carry passengers and freight traffic, resulting in constrain to introduce more trains, increasing the frequency of trains, lines getting more congested, non- punctuality etc. The Committee feel that there are some lines which have almost reached the saturation point; whereas there are certain lines where the frequency of trains plying on those routes is relatively very low but have the potential of carrying more traffic. They, therefore, feel that Railways should work on augmenting the capacity of saturated routes and

introduce new trains on non-saturated routes having passenger traffic potential. This will not only reduce the congestion on saturated routes but also fetch more revenue to the Railways.

Platform Height

7. The Committee note that there are four categories of platforms viz. high, medium, low and rail level platforms at the Railway Stations and whenever track renewal works are taken up, the track level becomes higher than the platforms at certain stations. The Committee further note that Railways propose to upgrade 135 'B' category stations and 203 'D' category stations to high level platforms. Similarly, 281 low level platforms at 'D' category stations are proposed to be upgraded to medium level platforms and their up gradation to high level platform would be taken up subsequently. The Committee desire that these 281 low level platforms at 'D' category stations selected for upgradation to medium level platforms should instead be upgraded to high level platforms as eventually Railways have to upgrade these platforms to a high level platforms. This will avoid incurring of double expenditure on up gradation of these platforms. The Committee further desire that there should be only two category of platforms viz high level and low level platforms.

ROBs & RUBs

8. The Committee are disappointed to note that out of the target of 95 ROBs/RUBs for completion during 2007-08, the Railways have been able

to complete only 43 ROBs/RUBs. The reasons for this shortfall in achievement is stated to be non-cooperation by the State Governments in making adequate provision in their annual budget for the work on cost sharing basis, delay in finalizing the profile sketch and the location of the proposed bridges, etc. The Committee are not convinced with the reasons advanced in this regard and find that it is a perennial problem. They note that the present criterion of sharing the cost of construction of ROBs/RUBs with the State Governments at 50:50 ratio is not working satisfactorily. They, therefore, reiterate their earlier recommendation made in their 8th Report on 'Demands for Grants 2005-06' that the Railways should work out the feasibility of bearing the expenditure on ROBs/RUBs at 75:25 ratio with the State Governments. Further, only those ROBs/RUBs should be taken up for execution where necessary provision of funds has been ensured by the State Government.

Public Private Partnership (PPP)

9. The Committee find that Public Private Partnership options are being explored by Railways in areas like port connectivity and production units with the aim of looking after needs of the Railways and bringing in better technology. The Committee apprehend that this is a major policy deviation on part of the Railways, which uptill now has been maintaining itself as an exclusive public domain. The Committee are of the view that the Railways are entering into PPP without a well thought out policy and without assessing as to how much public-private

partnership will bring resources and technology. They desire that before entering into the PPP, the Railways should formulate a cogent policy defining all terms and parameters clearly. Further, they also desire that the interest of the Railways be safeguarded and core sectors should not be brought under PPP. The Committee also recommend that Railways should explore the possibility of augmenting the capacity of their own production units before entering into Public Private Partnership.

Indian Railway Catering & Tourism Corporation (IRCTC)

10. IRCTC is managing all static catering services at 'A', 'B' and 'C' category stations including Food Plaza and all Mobile Catering Units in Rajdhani/Shatabdi/other Mail Express Trains. The Committee find that the awarding of license through tender system has encouraged speculative and excess bidding with a view to grab the tender. With the result the quality of food has deteriorated over the years whereas there has been an increase in the prices. They therefore recommend that the quality of food must be improved and the prices should be rationalized. The Committee desire that catering system, a passenger amenity should not be made a purely commercial venture. They further desire that when new contractors are engaged, Railways should ensure that the interests of workers are safeguarded, the workers who are engaged by the old contractors are not removed and minimum wages are paid. They also desire that as they have recommended in their earlier reports, the

catering policy –2005 may be reviewed by the Railways at the earliest and the Committee be apprised of the same. The Committee further note that there are large number of unauthorized hawkers selling tea, snacks etc. in trains. The Committee desire that they should also be provided a licence for hawking in trains and also formulate a policy in this regard.

Staff Quarters

11. The Committee note with regret that at many places railway staff quarters are presently in dilapidated condition. Most of the staff quarters are very old and poorly maintained. Money provided for their renovation/maintenance remained unutilized over the years. The Committee therefore, recommend that proper and timely maintenance of these quarters should be done by the Railways.

Health Services

12. The Medical department of the Indian Railways fulfills the medical needs of working and retired Railway employees. The Committee take serious note of the shortage of doctors and lack of adequate health facilities, particularly at smaller Railway hospitals in rural areas. They, therefore, feel that there is an urgent need to address this problem. The Committee recommend that rural posting of doctors should either be made more lucrative, or a mandatory roster system for postings be worked out. They further desire that Railway Hospital should also have

full time doctors in Indian system of medicines such as Ayurvedic, Homoeopathic etc.

Passenger amenities

13. The Committee find that henceforth Railways propose to run only high capacity coaches which are being manufactured by them. In this connection, the capacity of old coaches is also proposed to be enhanced through retro fitment, compromising with certain amenities being provided to the passengers. They strongly recommend that while doing the retro fitment in old coaches, the amenities should not be compromised with.

Vacancies

14. The Committee observe that there is shortage of personnel in various category of posts in RPF, Signalling, loco running staff, etc. They feel that shortage of staff in such categories has resulted in long and strenuous working hours for the existing staff forcing them to do multiple tasks particularly the loco running staff. The Committee apprehend that this may seriously affect railway's safety and increase the chances of Rail accidents. The Committee strongly feel that there is an urgent need to fill all existing vacancies in different categories. They, therefore, stress that the recruitment procedure be reviewed and simplified and Railways must ensure that recruitment is done within stipulated time frame.

The Committee also recommend that the Agreement which was signed between Ministry of Railways and All India Loco Running Staff Association in 1973 with regard to 10 hours duty norm between signing on and signing off should be strictly adhered to.

Secret Ballot

15. The Committee are happy to note that at the instance of Supreme Court, Railways have successfully conducted the Secret ballot in September, 2007 to recognize Unions. They however, find that these elections were not allowed in Railway Production Units and Kolkata Metro. The Committee in this regard reiterate their earlier recommendation in 33rd Report on 'Industrial Relations and Staff Welfare in Railways' that the Unions/Associations of the Production Units as well as the Metro Railway, Kolkata should also be allowed to participate in the Secret ballot.

Printing Press

16. The Committee find that Railways are planning to close down printing presses being run by them. They note that there are around 7000 'E' and 'F' category stations where printed tickets are still required for sale. Further a large number of Forms and other official material are also required to be printed. The Committee, therefore, desire that

Railways should not outsource these works and review their decision. Efforts should be made to modernize the existing printing presses .

Safety Surcharge

17. The Committee note that after expiry of the period of Special Railway Safety Fund (SRSF), 'Saftey Surcharge' subsumed in the actual fare as 'Development Fund' is still being charged from the passengers. The Committee recall their earlier report on 'Demand for Grants - 2007-08' where they had disapproved this policy and had strongly recommended that the Railways should refrain from adopting such deceptive practices. The Committee reiterate their earlier recommendation and desire that the practice should be discontinued forthwith.

18. The Committee find that in Public Sector domain under Ministry of Heavy Industries and Public Enterprises there are five factories manufacturing Wagons. The Minister of Railways has announced in his Budget Speech that the Wagon manufacturing factories at Mokama and Muzaffarpur, subsidiaries of Bharat Bhari Udyog Nigam Limited (BBUNL) will be transferred to the Railways so that their production capacities are fully utilized physical and financial health are turned around. While appreciating the announcement made by the Minister,

the Committee desire that other two units of BBUNL namely, Burn Standard and Braithwaite should also be transferred to Railways.

19. The Committee also recommend that the suggestions made by the members of the Committee at Annexure may be implemented in letter and spirit.

NEW DELHI;
11 April, 2008
22 Chaitra, 1930 Saka

BASUDEB ACHARIA
Chairman,
Standing Committee on Railways



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

The Committee sat on Thursday, the 13th March, 2008 from 1430 hrs. to 1630 hrs. in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri S. Ajaya Kumar
3. Shri Bapu Hari Chaure
4. Shri H.D. Devegowda
5. Shri Kishan Lal Diler
6. Shri Giridhar Gamang
7. Shri Anwar Hussain
8. Shri Manik Singh
9. Shri Ananta Nayak
10. Shri A. Sai Prathap

RAJYA SABHA

11. Shri Satyavrat Chaturvedi
12. Shri Shreegopal Vyas
13. Shri Tarini Kanta Roy
14. Shri Isam Singh
15. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|-------------------|---|---------------------|
| 1. | Shri P.K. Misra | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 2. | Shri Y.M. Kandpal | - | Deputy Secretary-II |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------|---|
| 1. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &
Ex-officio Secretary to the Govt. of India. |
| 2. | Shri S. K. Vij | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri S.S. Khurana | Member Staff, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 5. | Shri V. N. Mathur | Member Traffic, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 6. | Shri R.K. Rao | Member Mechanical, Railway Board &
Ex-officio Secretary to the Govt. of India. |

PRESENTATION BY FORMER MEMBER MECHANICAL, RAILWAY BOARD

2. At the outset, the Chairman welcomed Shri Ramchandra Acharya, former Member Mechanical, Railway Board to the sitting of the Committee. Thereafter, Shri Acharya made a brief presentation on development of Railways in China and also clarified various points raised by the Committee. He then withdrew.

Meeting with the Representatives of the Ministry of Railways (Railway Board)

3. The Chairman welcomed the members and representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the Executive Director, Finance made a power-point presentation on the 'Budget At a Glance' and the achievements made by the Railways during 2007-08 under various Plan Heads. Thereafter, the representatives of the Ministry of Railways (Railway Board) briefed the Committee on the subject 'Demands for Grants' of the Ministry of Railways for the year 2008-09 highlighting the focus areas of the Budget.

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

The Committee then adjourned.

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

The Committee sat on Wednesday, the 19th March, 2008 from 1500 hours to 1600 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Smt. Suman Mahato
3. Shri Bapu Hari Chaure
4. Shri H.D. Devegowda
5. Shri Kishan Lal Diler
6. Shri Giridhar Gamang
7. Ch. Lal Singh
8. Shri Ananta Nayak
9. Shri Laxmanrao Patil
10. Shri A. Sai Prathap

RAJYA SABHA

11. Shri Lalit Kishore Chaturvedi
12. Shri Shreegopal Vyas
13. Shri Isam Singh

SECRETARIAT

- | | | |
|-----------------------|---|---------------------|
| 1. Shri P. K. Misra | - | Joint Secretary |
| 2. Shri V.S. Negi | - | Director |
| 3. Shri Y. M. Kandpal | - | Deputy Secretary-II |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------|--|
| 1. | Shri K.C.Jena | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri S. K. Vij | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri V. N. Mathur | Member Traffic, 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 |

2. The Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants 2008-09' of the Ministry of Railways. The evidence remained inconclusive.
3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

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

The Committee sat on Wednesday, the 26th March, 2008 from 1100 hrs. to 1315 hrs. and from 1430 hrs. to 1610 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Dr. Dharendra Agarwal
3. Smt. Suman Mahato
4. Shri Kishan Lal Diler
5. Shri Giridhar Gamang
6. Shri Anwar Hussain
7. Shri Mahesh Kumar Kanodia
8. Shri Manik Singh
9. Shri Ananta Nayak
10. Shri Kishan Singh Sangwan

RAJYA SABHA

11. Shri Satyavrat Chaturvedi
12. Shri Lalit Kishore Chaturvedi
13. Shri Shreegopal Vyas
14. Shri A. Elavarasan
15. Shri Isam Singh
16. Shri Harendra Singh Malik
17. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|--------------------|---|---------------------|
| 1. | Shri P. K. Misra | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Y. M. Kandpal | - | Deputy Secretary-II |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------|--|
| 1. | Shri K.C.Jena | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri S. K. Vij | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri V. N. Mathur | Member Traffic, 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 S.S. Khurana | Member Staff, Railway Board &
Ex-officio Secretary to the Govt. of India |

2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants' of the Ministry of Railways for the year 2008-09. The evidence remained inconclusive.

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

The Committee then adjourned.

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

The Committee sat on Thursday, the 27th March, 2008 from 1100 hours to 1610 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Prasanna Acharya
3. Shri S. Ajaya Kumar
4. Smt. Suman Mahato
5. Shri Bapu Hari Chaure
6. Shri H.D. Devegowda
7. Shri Kishan Lal Diler
8. Shri Giridhar Gamang
9. Shri Anwar Hussain
10. Shri Mahesh Kumar Kanodia
11. Shri Manik Singh
12. Shri Kishan Singh Sangwan
13. Shri C.H. Vijayashankar

RAJYA SABHA

14. Shri Satyavrat Chaturvedi
15. Shri Lalit Kishore Chaturvedi
16. Shri Shreegopal Vyas
17. Shri Tarini Kanta Roy
18. Shri A. Elavarasan
19. Shri Isam Singh
20. Shri Harendra Singh Malik
21. Shri Abani Roy

SECRETARIAT

1. Shri P. K. Misra - Joint Secretary
2. Shri Y. M. Kandpal - Deputy Secretary-II

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|--------------------|--|
| 1. | Shri K.C.Jena | Chairman, Railway Board & Ex-officio
Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &
Ex-officio Secretary to the Govt. of India. |
| 3. | Shri S. K. Vij | Member Engineering, Railway Board &
Ex-officio Secretary to the Govt. of India |
| 4. | Shri V. N. Mathur | Member Traffic, 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 S.S. Khurana | Member Staff, Railway Board &
Ex-officio Secretary to the Govt. of India |

2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants' of the Ministry of Railways for the year 2008-09. The evidence remained inconclusive.

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

The Committee then adjourned to meet again at 1620 hrs.

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

The Committee sat on Thursday, the 27th March, 2008 from 1620 hours to 1810 hours in Committee Room. 'E', Parliament House, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Prasanna Acharya
3. Shri Giridhar Gamang
4. Shri Manik Singh
5. Shri C.H. Vijayashankar

SECRETARIAT

- | | | | |
|----|-------------------|---|---------------------|
| 1. | Shri P.K. Misra | - | Joint Secretary |
| 2. | Shri Y.M. Kandpal | - | Deputy Secretary-II |

Representatives of All India Railwaymen's Federation

1. Shri Umaraomal Purohit, President
2. Shri J.P. Chaubey, General Secretary
3. Shri S.G. Mishra, Additional General Secretary
4. Shri L.N. Pathak, Asstt. General Secretary, NRMU
5. Shri S.K. Tyagi, Divisional Secretary, NRMU
6. Shri Harbhajan Singh, Divisional Secretary, NRMU(Delhi Div.)

Representatives of National Federation of Indian Railwaymen (NFIR)

1. Shri B.C. Sharma, Vice President, NFIR
2. Shri Binod Bhatt, Divisional Secretary, URMU(Delhi Div.)
3. Shri S.S. Rao, Principal Secretary, NFIR
4. Shri R.S. Sharma, Principal Private Secretary, NFIR

All India RPF Association

1. Shri U.S. Jha, IPF(Int.), Railway Board and General Secretary
2. Shri Dharmvir Singh, Treasurer
3. Shri B.L. Bishnoi, Office Secretary
4. Shri A.P. Singh, General Secretary/AIRPFA/NR
5. Shri Ali Abbas, General Secretary/AIRPFA/NCR
6. Shri Rajbir Singh Yadav, President/AIRPF/RPSF

2 At the outset, the Chairman welcomed the Members and the representatives of the Railway Unions/Associations to the sitting of the Committee. Thereafter, the Committee held discussion with the office bearers of the Unions/Associations viz. National Federation of Indian Railwaymen (NFIR), All India Railwaymen's Federation and All India RPF Association on the subject 'Demands for Grants' of the Ministry of Railways for the year 2008-09. The discussion was concluded.

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

The Committee then adjourned.

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

The Committee sat on Friday, the 28th March, 2008 from 1100 hours to 1330 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI LALIT KISHORE CHATURVEDI - IN THE CHAIR

MEMBERS

LOK SABHA

2. Shri Prasanna Acharya
3. Dr. Dharendra Agarwal
4. Smt. Suman Mahato
5. Shri Bapu Hari Chaure
6. Shri H.D. Devegowda
7. Shri Kishan Lal Diler
8. Shri Giridhar Gamang
9. Shri Anwar Hussain
10. Shri Mahesh Kumar Kanodia
11. Shri Manik Singh
12. Shri Ananta Nayak
13. Shri Kishan Singh Sangwan
14. Shri Iqbal Ahmed Saradgi
15. Shri K. Subbarayan
16. Shri C.H. Vijayashankar

RAJYA SABHA

17. Shri Satyavrat Chaturvedi
18. Shri Lalit Kishore Chaturvedi
19. Shri Isam Singh

SECRETARIAT

- | | | | |
|----|--------------------|---|---------------------|
| 1. | Shri P. K. Misra | - | Joint Secretary |
| 2. | Shri Y. M. Kandpal | - | Deputy Secretary-II |

Representatives of the Ministry of Railways (Railway Board)

1. Shri K.C.Jena Chairman, Railway Board & Ex-officio Principal Secretary to the Govt. of India.
2. Ms. Sudha M. Chobe Financial Commissioner, Railway & Ex-officio Secretary to the Govt. of India.
3. Shri V. N. Mathur Member Traffic, 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

2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants' of the Ministry of Railways for the year 2008-09. The evidence concluded.

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

The Committee then adjourned.

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

The Committee sat on Wednesday, the 9th April, 2008 from 1500 hours to 1630 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

20. Dr. Dharendra Agarwal
21. Shri S. Ajaya Kumar
22. Smt. Suman Mahato
23. Shri H.D. Devegowda
24. Shri Kishan Lal Diler
25. Shri Anwar Hussain
26. Shri Mahesh Kumar Kanodia
27. Shri Manik Singh
28. Shri Kishan Singh Sangwan
29. Shri K. Subbarayan

RAJYA SABHA

30. Shri Satyavrat Chaturvedi
31. Shri Shreegopal Vyas
32. Shri A. Elavarasan
33. Shri Isam Singh
34. Shri Harendra Singh Malik

SECRETARIAT

- | | | | |
|----|--------------------|---|---------------------|
| 1. | Shri P. K. Misra | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Y. M. Kandpal | - | Deputy Secretary-II |

2. The Committee considered and adopted the draft Report on 'Demands for Grants' of the Ministry of Railways for the year 2008-09 with some amendments/modifications.

3. Besides, the Members also raised a number of issues as appended and desired that the same may be included in the Report. The Committee authorized the Chairman to finalize the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways or otherwise and present the same to the House.

The Committee then adjourned.

APPENDIX

STATEMENT SHOWING THE SUGGESTIONS MADE BY THE MEMBERS OF THE STANDING COMMITTEE ON RAILWAYS DURING THE CONSIDERATION OF THE DRAFT THIRTY SIXTH REPORT ON 'DEMANDS FOR GRANTS - 2008-09' OF THE MINISTRY OF RAILWAYS ON 09.04.2008

Name of the Member		Suggestions
1		2
Shri Basudeb Acharia, Chairman	1.	New Line from Jhargram - Purulia be constructed
	2.	New Broad gauge line from Digha-Jalleswar be constructed
	3.	Extension of Kolkata Metro from Dam Dam - Dhakineswar be done.
	4.	Doubling work of new Jalpaiguri - New Alipurduar be done.
	5.	New Broad gauge line from Balurghat - Hilli be constructed
	6.	New Broad gauge line from Raniganj-Bankura and Chanderkuna Road - Panshkura be constructed
	7.	Electrification of Khana Sainthia, Pandabeswar Sainthia and Bankura-Mushagram be done.
	8.	Gauge conversion of Ahmadpur - Katwa be done.
	9.	Third line between Baruipur-Sealdah (Phase I - Bariarpur-New Garia) be constructed.
	10.	Suburban terminal at New Garia along with Metro rail be constructed.
	11.	New line from Piyali - Sonakhali and Dhamakhali (Sealdah division, South section) be constructed.
Shri H.D. Devegowda, MP	1.	New Line between Bangalore-Satyamangalam be taken up early
	2.	New Line between Gulbarga-Bidar (Suppl.) be completed
	3.	New Line between Hassan-Bangalore (Suppl.) be completed
	4.	New Line between Hubli-Ankola (Suppl.) be completed
	5.	New Line between Kadur-Chickmagalur-Sakleshpur be completed
	6.	New line between Munirabad-Mehbubnagar be completed
	7.	Gauge conversion between Mysore-Chamarajanagar (Phase-I) with extension to Mettupalayam be speeded up and completed
	8.	Doubling work between Bangalore-Whitefield-Bangalore City-Krishnarajapuram Quadrupling be speeded up and completed
	9.	Doubling work between Kengeri-Ramanagaram and Ramanagaram-Mysore be speeded up and completed

	10.	Doubling work between Yeshwantpur-Tumkur be completed
	11.	Doubling work between Z Hospet-Guntakal be completed
Shri Kishan Singh Sangwan, MP	1.	New line from Jind-Sonepat be taken up expeditiously.
	2.	Delhi-Sonepat-Ambala section be made four lane.
	3.	ROB at Sonepat Station be taken up.
	4.	ROB at Guhana (Sonepat) on Jind Road, Rohtak-Panipat Section be constructed.
Shri Shreegopal Vyas, MP	1.	Expediting of work on Rowghat line i.e. Rajhara to Jagdalpur.
	2.	Gauge conversion between Raipur – Dhamtari be completed early
	3.	ROB work in Raipur, Durg stations and between Raipur-Durg near Raipur University be completed early.
	4.	RUB work in Bhilai be completed early.
Shri Manik Singh, MP	1.	Howrah-Indore via Singrauli Express be run everyday.
	2.	A train between Varanasi to Itarasi via Mirzapur-Chopan-Singrauli-Katni be started atleast on every alternate day.
	3.	A train from Howrah to Mumbai via Patna-Mughalsarai-Mirzapur-Chopan-Singrauli-Katni to Mumbai be started.
	4.	A train from Patna to Mumbai via Mughalsarai-Mirzapur-Chopan-Singrauli-Katni to Mumbai be started.
	5.	Singrauli Railway Station be developed as a Model station.
	6.	New line from Rewa to Singrauli via Sidhi-Bahri-Karthua-Deosar be constructed.
	7.	ROB at Gorbi Railway Crossing on Singrauli-Mahdaiya Railway station be constructed.
	8.	Shaktipunj Express be given stoppage at Marwas Road Railway Station on Singrauli-Katni Rail Section.