

**STANDING COMMITTEE ON RAILWAYS
(2008-09)**

FOURTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/
observations contained in the 32nd Report of the Standing
Committee on Railways (Fourteenth Lok Sabha) on
'Performance of New Railway Zones']**

THIRTY SEVENTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

September, 2008/Bhadrapada, 1930 (Saka)

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(2008-09)****FOURTEENTH LOK SABHA****MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

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Committee on Railways (Fourteenth Lok Sabha) on
'Performance of New Railway Zones']**

*Presented to Lok Sabha on 20.10.2008
Laid in Rajya Sabha on 17.10.2008*



**LOK SABHA SECRETARIAT
NEW DELHI**

September, 2008/Bhadrapada, 1930 (Saka)

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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2008-09)**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. #Vacant
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 Motilal Vora
23. Shri Nandi Yellaiah
24. Shri Satyavrat Chaturvedi
25. Shri Lalit Kishore Chaturvedi
26. Shri Shreegopal Vyas
27. Shri Tarini Kanta Roy
28. Shri N. Balaganga
29. Shri Abani Roy
30. *Shri Khekiho Zhimomi
31. Vacant

#Shri Kishan Lal Diler passed away on 04.09.2008 (Ref.: LSS Bulletin No. 6009 dated 11th September, 2008).

*Nominated w.e.f. 12.08.2008 (Bulletin No. 45235 dated 14.08.2008).

LOK SABHA SECRETARIAT

- | | | | |
|----|---------------------|---|-------------------|
| 1. | Shri S.K. Sharma | - | Secretary |
| 2. | Shri S. Bal Shekar | - | Joint Secretary |
| 3. | Shri V.S. Negi | - | Director |
| 4. | Shri Y.M. Kandpal | - | Deputy Secretary |
| 5. | Shri Vinay P. Barwa | - | Executive Officer |
-

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2008-09), having been authorized by the Committee to present the Report on their behalf, present this Thirty Seventh Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Thirty Second Report of the Standing Committee on Railways (2007-08) on 'Performance of New Railway Zones'.

2. The Thirty Second Report was presented to Hon'ble Speaker on 14.09.2007 and presented to Lok Sabha on 19.11.2007. It contained 15 recommendations/observations. The Ministry of Railways have furnished their Action Taken Replies on all the recommendations/observations on 09.04.2008.

3. The Committee considered the Action Taken Report and adopted the same at their sitting held on 02.09.2008.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Thirty Second Report of the Standing Committee on Railways (2008-09) Fourteenth Lok Sabha is given in Appendix-IV.

NEW DELHI;
2 September, 2008
11 Bhadrapada, 1930 Saka

(BASUDEB ACHARIA)
Chairman,
Standing Committee on Railways

CHAPTER I**REPORT**

This Report of the Committee deals with the Action Taken by the Government on the recommendations and observations contained in the Thirty Second Report of the Standing Committee on Railways (2007-08) on 'Performance of New Railway Zones'. The Report was presented to Hon'ble Speaker on 14.9.2007 and to the Lok Sabha on 19.11.2007.

1.2 Action Taken Notes have been received from the Government in respect of all the 15 recommendations/observations contained in the Report. These have been broadly categorized as follows:-

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

Para Nos. 1,3, 4, 5, 6, 8, 9, 11, 12, 13, 14 and 15. (Total : 12)

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

Para No.10. (Total : 1)

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

Para Nos. 2, 7. (Total : 2)

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

Nil.

1.3 The Committee will now deal with the Action Taken by Government on some of their recommendations/observations.

A. Shifting of Dhanbad Division from East Central Railway to Eastern Railway

(Recommendation (Para No. 2))

1.4 The Committee suggested that in the light of experience of 4-5 years' existence of the recognized Zones and in the context of Eastern Railway's truncated workload being unviable, it may be considered whether there is need for further adjustment in the reorganized Zones by shifting Dhanbad Division from East Central Railway to the Eastern Railway.

1.5. In their action taken reply, the Ministry of Railways have inter-alia stated as under:-

“The East Central Railway has functioned efficiently and Dhanbad Division has now become an integral part of the operations of East Central Railway. As Mughalsarai Division is in ECR and is the major feeder of empties for loading into Dhanbad Division, it is essential that both these Divisions remain under one Headquarter control i.e. ECR

1.6 The Committee note that Railway Reforms Committee has not recommended any change in the jurisdictional control over Dhanbad Division. However, Railways have brought this Division under the jurisdiction of East Central Railway at the time of re-grouping of Divisions of Eastern Railway. The Committee not satisfied with the reply of the Ministry and considering the truncated workload of Eastern Railway desire that the Railways should re-examine this issue by constituting an expert Committee and apprise them of the outcome.

B. Zonal set ups, staff quarters of New Railway Zones.**Recommendation (Para No.3)**

1.7 The Committee *inter-alia* were surprised to learn that even four years after the new Zones came into being, the Zonal Officers, the Zonal set ups, the staff quarters are yet to be fully in position. They urged that there should be no further delay in attending to these issues.

Recommendation (Para No.12)

1.8 The Committee observed that there had been delay in construction of Zonal Headquarter Building for the new Zones due to delay in staffing, land acquisition etc. These buildings in respect of all the new Zones are now targeted to be completed before the end of December, 2008. Construction of the first set of the staff quarters are expected to be completed by 2008. The Committee hoped that construction work of Headquarter buildings, staff quarters etc. will be completed without further delay to enable the Zones to function efficiently and effectively.

1.9 In their action taken reply the Ministry has *inter-alia* stated as under:-
“Regarding completion of staff quarters/Zonal set ups etc., the concerned Railways have been advised to adhere to the targets furnished by them in this regard and ensuring close monitoring at various levels for completion of these works within the targeted dates.”

1.10 From the Action Taken Reply, the Committee find that the Zonal Railways have fixed certain targets for the completion of staff quarters and Zonal set-ups and the Ministry have advised them to adhere to these targets. The Committee desire that the Zone-wise details of targets set for construction of Zonal Headquarter buildings and staff quarters as well as their status at present be apprised to them. They also hope that the

Railways would take all necessary measures for completion of these works within the targeted dates, as this would contribute in achieving the intended objectives in the creation of these Zones.

C. Freight loading by North Central Railway and North Western Railway

Recommendation (Para No.6)

1.11 The Committee found that the freight loading performance of North Central Railway during 2004-05 and of North Western Railway during the years 2004-05 and 2005-06 was less than the loading achieved during 2003-04. However, there was marginal improvement in the freight loading by these Zones in 2006-07. The reasoning given in this regard by the Railway Board that these Zones were essentially “through” system carrying more “through traffic” did not explain why the freight loading done within the jurisdiction of these Zones have declined. The Committee desired that these Zones should make concerted efforts to attract substantial freight loading and improve their performance in the years to come.

1.12 In their action taken reply, the Ministry of Railways has stated as under:-

“North Central Railway and North Western Railway improved their freight loading performance during 2006-07. Freight loading of North Central Railway was 7.72% more than the loading achieved during 2003-04 and 7.53% over the loading achieved during previous year. Similarly, the freight loading of North Western Railway was 11.98% more than the loading achieved during 2003-04 and 15.89% over the previous year. Efforts are being made to increase the loading of these railways further.”

1.13 The Committee are glad to note that Railways are making efforts to increase further the extent of freight loading of North Central Railway and North Western Railway beyond what they achieved during 2006-07. They

would like to know the details of the efforts being made by the Railways in this regard and the results achieved.

D. Formula for allocation of funds

Recommendation (Para No.7)

1.14 The Committee found that under the State-wise formula, announced in 2002-03, for allocation of funds to various projects, no weightage is given in allocation of funds on the ground of backwardness of the region. They wondered why this aspect has not been factored into the fund-allocation formula which was announced almost simultaneously with operationalisation of the new Zones, two of which were created for development of the backward region. The Committee desired that the Ministry of Railways should review the formula for fund allocation to consider the desirability of assigning suitable weightage for development of backward regions.

1.15 In their action taken reply, the Ministry of Railways has stated as under:-

“A large number of projects have been taken up for socio-economic development of backward, under developed, remote, hilly areas throughout the country. It is difficult to define backwardness of the area and most of the new lines are aimed to serve underdeveloped regions. In such a case, it will not be desirable to add another criteria to the formula.”

1.16 The Committee note from the reply of the Ministry that the Railways are finding it difficult to define the backwardness of an area for its development. However, they find that in the year 2002-03, Railways have created two new Zones namely; East Central Railway (Hazipur) and East Coast Railway (Bhubaneswar) based on the criterion of backwardness. The Committee are unable to reconcile this contradiction. They expect a clarification in this regard. The Committee, considering the social

obligations of Railways, desire that the Ministry of Railways should work out the parameters to define backwardness of an area in consultation with the Planning Commission so that backward areas are not left out due to want of proper definition. The Committee further stress that the Railways should reconsider their decision with regard to the inclusion of development of backward region as one of the criteria in the fund allocation formula.

E. New line & Electrification works in New Railway Zones

Recommendation (Para No.9)

1.17 The Committee observed from the information made available by the Railways, that though there had been substantial ongoing works of new Lines in three new Zones viz. North Central (1059 km), South East Central (255 km) and West Central (262 km) Zones, no progress had been made during the last three years in executing New Line Projects. Similarly, in North Western Railway, no route electrification have been done though it had 5453 total route kilometers. In South Western Railway, just 157 route kilometers have been electrified as against its 3111 total route kilometers. The Committee desired to be informed of the reasons for neglect of these Zones in regard to new line and electrification works and the prospects for early execution of these works.

1.18 In their action taken reply the Ministry of Railways has stated as under:-

“Electrification of railway track is a need-based exercise, which is reviewed on a continuous basis. Investment on Railway Electrification is primarily based on the traffic requirement of the system and those sections, which are considered necessary, are taken up for electrification. There are ongoing new line projects in North Central Railway, South East Central Railway and West Central Railway but progress was not substantial as to fix targets in the mentioned period. The target for a project is fixed once substantial progress is achieved on the

formation works and it could be commissioned during the year. The new line projects in the three zones had not come up to the stage of opening. In most of the cases, projects were at the land acquisition, formation work stage and progress had been very less. On West Central Railway, only one new line work is there where work has been taken up in first 30 Km stretch. On South East Central Railway, Dallirajhara-Jagadapur new line project could not take off due to SAIL not getting mining rights for Rowghat mines. The first phase of this project from Dallirajhara to Rowghat is to be fully funded by SAIL. SAIL has now got necessary approval and fresh MoU for this line has been signed on 11.12.2007 and land acquisition has been taken up. Further, on North Central Railway, target for completion of Mahoba-Khajuraho has been fixed for 2007-08. It is assured that no neglect is being shown to new zones in progress of works. However, new lines are facing constraint of resources and progressing accordingly.”

1.19 The Committee are happy to note from the reply of the Ministry that no neglect is being shown in the execution of new line projects in North Central Railway, South East Central Railway and West Central Railway. However, the Committee regret to note that constraint of resources has been cited as one of the factors for the slow progress of works . The Committee find this all the more intriguing considering the fact that Railways are now having surplus fund each year. They , therefore, desire that the Railways should appropriate more towards ‘Capital Fund’ from their surplus fund to finance works of capital nature such as , New lines etc. They would like to be apprised of the action taken in this regard. The Committee also desire that the present status of Mahoba-Khajuraho new line project be intimated to them.

F. Group 'D' staff requirement in new zones

Recommendation (Para No.11)

1.20 The Committee observed from the data furnished by the Ministry of Railways that there had been over 56,000 vacancies as on 31st Aug 2006 in technical and non-technical posts in the newly created Zones. The Committee were apprised during oral evidence that those vacancies were based on old yardstick which have undergone a total change with the advent of technological changes and that a Committee has been set up to go into the old yardstick and to arrive at the real requirement of staff. The Committee desired to be apprised of the details of the Committee which is looking into the yardsticks for staff requirement including its composition and terms of reference. They hoped that the aforesaid Committee will complete its task expeditiously and the assessment of staff requirement done on the basis of fresh yardsticks.

1.21 In their action taken reply, the Ministry of Railways has stated *inter-alia* as under:-

“A Committee consisting of ED (Planning), ED (S&T/Dev.), EDFX and EDFE has been constituted. The term of reference of the Committee is to review the existing yardsticks for assessing manpower requirement for S&T assets (Divisional Equated Signal Unit). The report is under finalization.

Appointment of an in-house or external agency is under process that will review the existing yardsticks for assessing manpower requirement in major departments.”

1.22 The Committee observe that the Report of the Committee constituted to review the existing yardsticks for manpower requirement for S&T assets (Divisional Equated Signal Unit) is under finalisation and the appointment of an agency to review the existing yardsticks for assessing manpower requirements in major Departments is under process. They desire that the

outcome of the Report and the status of appointment of an agency to review the existing yardsticks for assessing manpower requirements alongwith the time frame by which the review would be completed be furnished to them.

G. Punctuality performance of New Zones

Recommendation (Para No.14)

1.23 The Committee found that punctuality percentage of two of the seven newly created Zones namely East Central and North Central Zones compares poorly with the performance of old Zones and the other new Zones. In the East Central Zone, the punctuality was as low as 80.3% in 2003-04 which has shown improvement during the last four years to reach 91.8%. Similarly, the punctuality percentage of North Central Zone has registered improvement from 93.5% to 95.6% during this period. The Committee hoped that sustained effort will be made to improve punctuality performance of these and other Zones with a view to improving the punctuality of train on all India basis which remains low at 91.9%.

1.24 In their action taken reply, the Ministry of Railways has stated as under:-

“The punctuality performance over East Central Railway has improved to 91.8% on Broad Gauge (BG) and 97.8% on Meter Gauge (MG) in 2006-07 and in 2007-08 (upto Dec.07) is 94.2% on BG and 98.7% on MG. On North Central Railway punctuality in 2006-07 on BG was 95.6% and on MG is 100% in 2007-08 (upto Dec.07) Punctuality on BG is 96.2% and on MG100%. Sustained and continuous efforts are being taken to improve punctuality on all Zonal Railways, so that the all-Indian punctuality performance improves further.”

1.25 The Committee find that the punctuality performance of East Central Railway and North Central Railway has shown improvement in 2007-08 (upto Dec.07) in comparison to the year 2006-07 and the Railways are

making sustained and continuous efforts to improve punctuality in all the Zonal Railways. The Committee are of the view that the punctuality performance of these two Zones requires further improvement, particularly on the broad gauge section. They desire to be apprised of the specific efforts being made in this regard.

CHAPTER – II**RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN
ACCEPTED BY THE GOVERNMENT****Recommendation (Para No. 1)**

The Committee regret that the criteria for reorganization of railway Zones/divisions laid down by the Railway Reforms Committee in 1984 and the Advisors' Committee in 1994 were given a go-by in creating three new Zones in addition to the four recommended by these Expert Committees. The recommendation by these Expert Committees for creation of four new Zones was based on workload, geographical sprawls, accessibility, pattern of traffic flows economic viability and other administrative and operational requirements. A decision was taken in July, 1996 to set up two more new Zones one each at Hajipur and Bhubaneswar on the ground of development of backward areas. Yet another Zone at Bilaspur was approved in September 1998 reportedly on public demand. The Committee feel that reorganization of Railways on considerations other than the objective criteria laid down by Expert Committees may lead to unjustified demands for creation of new Zones/divisions. The Committee hope that the laid down criteria will be strictly adhered to in future and extreme care exercised in deciding on creation of new Railway Zones/divisions.

Reply of the Government

The reorganization of Indian Railways by creating additional zones and divisions had been based upon the criteria and norms laid down by the Expert Committees set up for the purpose i.e. Railway Reforms Committee and Advisors' Committee. Before arriving at the decision to finalize the reorganization plan, all the relevant issues have been further deliberated upon at large by the Ministry in the wake of the Project Unigauge & Konkan Railway and change in pattern of traffic thereupon. The recommendations of the Expert Committees have always been kept in view while arriving at any decision to set up new zones and divisions keeping in view of the operational efficiency of the Railways. In future also such considerations will always be kept in view.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 3)

Though seven new Zones were created with the objective of improving the efficiency of the system, no specific review has been undertaken by the Railways to assess as to what extent the intended objective has been achieved after operationalising the Zones in October, 2002/April, 2003. The Committee are surprised to learn that even four years after the new Zones came into being, the Zonal Officers, the Zonal set ups, the staff quarters are yet to be fully in position. On the operational side, the problem of increased change points is yet to be resolved. It has been stated that the full impact of the new Zones will be known only after all the issues are attended to. The Committee urge that there should be no further delay in attending to these issues and a review of the working of the new Zones be undertaken early with a view to initiating appropriate measures to achieve the intended objective of their creation.

Reply of the Government

The efficiency of the Indian Railways has always been under review in a routine process. The Indian Railways have made lot of improvements had done well after the reorganization as can be viewed from the following indicators:

Indicators	2001-02 (Before reorganization)	2005-06 (After reorganization)
Capital at charge (Rs. in crore)	47147	65878
Total Route Kilometers	63140	63332
Total Electrified Route Kilometers	15994	17907
No. of passengers originating (in Millions)	5093	5725
Passenger Earnings (Rs. in crore)	11162	15081
Tonnes Originating /Revenue (in Millions)	492.5	666.5
Freight Earnings (Rs. in crore)	24587	35535
Operating Ratio (Percent)	96.02	83.72
Originating Surplus (Rs. in Crore)	+1000.35	+4337.96
Dividend to General Revenues (Rs. in Crore)	1337.18	3667.92

Interchange problems are sorted out on a day-to-day basis between the Zonal Railways in freight conferences held daily at Board level.

Regarding completion of staff quarters, the concerned Railways have been advised to adhere to the targets furnished by them in this

regard and ensuring close monitoring at various levels for completion of these works within the targeted dates.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated 09.04.2008]

Recommendation (Para No. 4)

The Committee find that six out of seven new Zones have recorded improvement of over 10% in their operating ratios in the year 2005-06 as compared to that of 2003-04. In the case of West Central Railway, the operating ratio is observed to have deteriorated from 81% in 2003-04 to 86.5% in 2004-05 and to 82.67% in 2005-06. Deterioration in the Operating Ratio of West Central Railway is all the more intriguing viewed from fact that it has registered considerable growth in the passenger as well as freight traffic. The Committee would like the Ministry of Railways to go into this matter in depth and take appropriate measure to improve the performance of West Central Railway in relation to other Zones.

Reply of the Government

It is a fact that six out of seven new Zones have recorded improvement of over 10% in their operating ratios in the year 2005-06 as compared to that of 2003-04. In the case of West Central Railway, the Operating Ratio is observed to have deteriorated from 81% in 2003-04 to 84.10% (instead of 86.5%) in 2004-05 and to 82.67% in 2005-06. In the year 2004-05, there was growth in Gross Earnings by 10.21% as compared to 2003-04 (16.18% in case of Passenger earnings and 9% in case of freight earnings). However, the growth in working expenses was 14.4% due to increase in repairs & maintenance activities & appropriation to pension fund, leading to deterioration in operating ratio in 2004-05. However, the operating ratio of West Central Railway has improved to 67.80% during 2006-07 as compared to 81% during 2003-04 and 84.10% in 2004-05.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated 09.04.2008]

Recommendation (Para No. 5)

The Committee note that improvement in Operating Ratio is cited as an indication of efficiency improvement in the Railway Zones. As already stated in the preceding paragraph, most of the new Zones is reported to have shown improvement of over 10% in the Operating Ratio during the three year period from 2003-04 to 2005-06. What is disturbing the Committee is that the improvement in Operating Ratio does not depict the correct picture. Part of the improvement is stated to be on account of changes made in the accounting system. It has been stated that three percent of Operating Ratio can be said to be as result of changes effected in the accounting system. In order to enable proper appreciation of the working of the Zones, the Committee would like to be informed of the correct picture of the operation of the Zones after adjusting for the impact of the accounting changes.

Reply of the Government

It is a fact that most of the new Zones reported an improvement in operating ratio of over 10% during the three year period from 2003-04 to 2005-06. With effect from 2005-06 the capital component of IRFC lease charges was deducted from working expenses and charged to Capital expenditure (Demand 16) resulting in improvement of 2.97% in the operating ratio. Railway-wise operating ratio during 2005-06 without deducting capital component of IRFC lease charges from ordinary working expenses indicated in **Appendix-I**.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 6)

There has been decline in freight loading performance of North Central Zone during 2004-05 and of North Western Zone during the years 2004-05 and 2005-06 as compared to what was achieved in the year 2003-04. The reasoning given by the Railway Board Chairman in this regard that these Zones are essentially “through” system carrying more “through traffic” does not explain why the freight loading done within the jurisdiction of these Zones have declined. The Committee find in the year 2006-07, there was marginal improvement in the freight loading by these Zones. The Committee desire that these Zones should make concerted efforts to attract substantial freight loading and improve their performance in the years to come.

Reply of the Government

North Central Railway and North Western Railway improved their freight loading performance during 2006-07. Freight loading of North Central Railway was 7.72% more than the loading achieved during 2003-04 and 7.53% over the loading achieved during previous year. Similarly, the freight loading of North Western Railway was 11.98% more than the loading achieved during 2003-04 and 15.89% over the previous year. Efforts are being made to increase the loading of these railways further.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 8)

The Committee are disappointed to note that the state-wise formula for funds allocation is not strictly followed by the Ministry of Railways. Certain projects including doubling and Railway Electrification Projects and some of the last mile gauge conversion projects are stated to have been taken out from the ambit of the formula and are funded through internal resources. No reasons have been given for giving special treatment to these projects. The Committee would like to be apprised of the details in this regard such as the year in which this special arrangement of fund allocation was started, the name and location of these projects, the extent of fund allocation in absolute terms and in terms of percentage of total fund allocation and the rationale for special treatment to these projects.

Reply of the Government

When the formula was introduced in the Budget 2002-03, all the projects were being funded from gross budgetary support. However, subsequently there have been changes in the funding pattern as under:-

- (i) Projects of Rail Vikas Nigam Limited had specific funding including non-budgetary resources. The funds were to be allocated to identified projects only and hence were taken out of the formula.

Projects being funded through Capital Fund – Capital Fund was revived in **2005-06** to expedite completion of throughput enhancement works & last mile projects. Later on, due to extra surplus available with the Railways, all the doubling works and certain other gauge conversion and Railway electrification works were decided to be funded through Capital Fund to expedite their completion. The names of projects identified for funding through Capital Fund and funds provided in different years is given in **Appendix-II**. These projects were also taken out of the formula as these were to be funded suitably for expeditious completion.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 9)

The performance of most of the new Zones in execution of New Line Projects, route electrification and gauge conversion leaves much to be desired. From the information made available by the Railways, it is observed that though there had been substantial ongoing works of New Lines in three new Zones viz. North Central (1059 km), South East Central (255 km) and West Central (262 km) Zones, no progress seems to have been made in executing new line projects during the last three years. Another startling feature observed in two new Zones is that no route electrification appears to have been done in North Western Railway though it had 5453 total route kilometers. In South Western Railway, just 157 route kilometers have been electrified as against its 3111 total route kilometers. The Committee would like to be informed of the reasons for neglect of these Zones in regard to New Line and electrification works and the prospects for early execution of these works.

Reply of the Government

Electrification of railway track is a need-based exercise, which is reviewed on a continuous basis. Investment on Railway Electrification is primarily based on the traffic requirement of the system and those sections, which are considered necessary, are taken up for electrification.

There are ongoing new line projects in North Central Railway, South East Central Railway and West Central Railway but progress was not substantial as to fix targets in the mentioned period. The target for a project

is fixed once substantial progress is achieved on the formation works and it could be commissioned during the year. The new line projects in the three zones had not come up to the stage of opening. In most of the cases, projects were at the land acquisition, formation work stage and progress had been very less. On West Central Railway, only one new line work is there where work has been taken up in first 30 Km stretch. On South East Central Railway, Dallirajhara-Jagadapur new line project could not take off due to SAIL not getting mining rights for Rowghat mines. The first phase of this project from Dallirajhara to Rowghat is to be fully funded by SAIL. SAIL has now got necessary approval and fresh MoU for this line has been signed on 11.12.2007 and land acquisition has been taken up. Further, on North Central Railway, target for completion of Mahoba-Khajuraho has been fixed for 2007-08. It is assured that no neglect is being shown to new zones in progress of works. However, new lines are facing constraint of resources and progressing accordingly.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 11)

The data furnished by the Ministry of Railways revealed that there had been over 56,000 vacancies as on 31st Aug 2006 in technical and non-technical posts in the newly created Zones. It transpired during oral evidence that those vacancies were based on old yardstick which have undergone a total change with the advent of technological changes and that a Committee has been set up to go into the old yardstick and to arrive at the real requirement of staff. A new policy for Group 'D' selection has also been laid down. The Committee would await details of new policy for Group 'D' selection and details of the Committee which is looking into the yardsticks for staff requirement including its composition and terms of reference. The Committee hope that the aforesaid Committee will complete its task expeditiously and the assessment of staff requirement done on the basis of fresh yardsticks.

Reply of the Government

A Committee consisting of ED (Planning), ED (S&T/Dev.), EDFX and EDFE has been constituted. The term of reference of the Committee is to

review the existing yardsticks for assessing manpower requirement for S&T assets (Divisional Equated Signal Unit). The report is under finalization.

Appointment of an in-house or external agency is under process that will review the existing yardsticks for assessing manpower requirement in major departments.

Procedure of recruitment of Group 'D' staff on Indian Railway will henceforth consist of a Physical Efficiency Test (PET) followed by a Written Test of the successful candidates found fit in the PET.

Modalities have been worked out and following guidelines (in partial modifications to the instructions quoted above) are here by advised to be followed in future recruitment exercises of Group 'D' staff on the Railways by Railway Recruitment Cell (RRC):-

i) RRC of the Zonal Railway will advertise an Employment Notice in terms of para 4 of Annexure-I of letter dated 18.7.05 for recruitment in Group 'D' categories. Candidates will apply to RRC of a Zonal Railway in terms of procedure indicated in letter dated 29.9.2005. Applications received thereafter will be processed by RRC in terms of guidelines circulated under letter dated 18.7.2005.

ii) Call letters will be issued to eligible candidates to appear in Physical Efficiency Test (PET).

iii) Recruitment Procedure will consist of a Physical Efficiency Test (PET) followed by a written test of successful candidates found fit in PET.

iv) Physical Efficiency Test (PET) will be qualifying in nature and criterion for the same will be as under:-

Male Candidates: Should be able to run for a distance of 1500 metres in 6 minute in one chance.

Female Candidates: Should be able to run for a distance of 400 metres in 3 minutes in one chance.

v) The entire proceeding of PET is to be video graphed so as to ensure transparency and the identification of bonafide candidates taking part in PET.

- vi) Physical Efficiency Test will be held in the Divisions of the concerned Railway and Divisional Rail Manager (DRM) will be overall in-charge for the conduct of PET.
- vii) PET will be supervised by Selection Committee of three Assistant Scale Officers nominated by DRM. More than one Committee can be nominated as per requirement.
- viii) The Physical Efficiency Test may be held at one or more venues/stations in the Division as per requirement. The venue should be a sports stadium or a place where the entry/exit point can be controlled so that unauthorized person may not interfere in the proceedings.
- ix) DRM concerned may deploy RPF/RPSF Personnel and get in touch with local police administration to maintain law and order.
- x) Adequate steps be taken to avoid impersonation. List of successful candidates qualifying PET will be signed by each member of the selection committee.
- xi) Consolidated result sheet shall be forwarded to the respective RRCs. On receipt of such list, RRC will then again issue call letters to successful candidates who have qualified the PET for appearing in the written examination. These call letters shall be dispatched under certificate of posting (UPC) at least one month prior to the date of conduct of written examination.
- xii) The written test will be conducted by RRC using OMR sheets.
- xiii) Panels will be based strictly on merit position obtained in written examination. Currency of panel shall be for a period of two years from the date of publication. General Manager may, however, extend the life of the panel by one year in case of administrative exigencies.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 12)

There has been delay in construction of Zonal Headquarter building for the new Zones due to delay in staffing, land acquisition etc. These buildings in respect of all the new Zones, are now targeted to be completed before the end of December 2008. Construction of staff quarters is also in progress and the first set of the staff quarters

are expected to be completed by 2008. It has been stated that close monitoring is done at high level and field units and contractors have been geared up to ensure completion of these works within the targeted date. The Committee hope that construction work of Headquarter buildings, staff quarters etc. will be completed without further delay to enable the Zones to function efficiently and effectively.

Reply of the Government

Railways have been advised to adhere to the targets furnished by them in this regard and keep close monitoring done at various levels for completion of these works within the targeted dates.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 13)

The record of safety performance during the last four years in New Zones as compared to that of old Zones indicates that New Zones are considerably lagging behind old Zones in improving the safety aspects. Though the number of consequential train accidents has shown a downward trend during the period both in old Zones and new Zones, the percentage of decline in new Zones is considerably less as compared to that of old Zones. The decline in the number of consequential train accidents is 45% in old Zones whereas the decline is just 30% in new Zones. Similarly, in the case of accidents due to failure of Railway staff, the decline is 50% in old Zones while it is 35% in new Zones. The Committee also observe that the number of derailments has gone up from three to nine in South Western Railway and accidents at level crossing gates have registered an increase from 2 to 4 in East Coast Railway (ECoR) and from four to seven in South Western Railway and from three to nine in North Western Railway during 2005-06 as compared to the year 2004-05. All this underlines a need for a thorough review of safety management by New Zones with a view to overcoming the deficiencies and improving their performance as compared to the old Zones.

Reply of the Government

The overall reduction in consequential train accidents on Indian Railways had been to the tune of 40% (i.e. from 325 in 2003-04 to 195 in 2006-07). While consequential train accidents on some of the old zones, namely, Northeast Frontier, North Eastern and South Central have

reduced by more than the all India decline of 40%, on other old zones, it had been less than 40%. Similarly, some of the new zones, namely, East Central, West Central and South East Central have also seen reduction by more than 40% in 2006-07 in comparison to their safety performance in 2003-04, while other new zones, namely North Western, East Coast, South Western and North Central have not performed so well. Like-wise, a mix is also seen in reduction in accidents due to railway staff failure, there being good and bad performers both in old zones and also in new zones.

However, safety is the prime concern of Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents irrespective of their being new or old zones. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, interlocking and signaling systems, up-gradation of training aids like simulators, safety drives and inspections at regular intervals to monitor and educate staff for observance of safety norms. Further, bad performers are monitored regularly by full Board in their monthly meetings against a standing agenda item.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 14)

One of the indices of efficiency of passenger service is punctuality. The Committee find that punctuality percentage of two of the seven newly created Zones compares poorly with the performance of old Zones and the other new Zones. These are East Central and North Central Zones. In the East Central, the punctuality was as low as 80.3% in 2003-04 which has shown improvement during the last four years to reach 91.8%. Similarly, the punctuality percentage of North Central Zone has registered improvement from 93.5% to 95.6% during this period. The Committee hope sustained effort will be made to improve punctuality performance of these and other Zones with a view to improving the punctuality of train on all India basis which remains low at 91.9%.

Reply of the Government

The punctuality performance over East Central Railway has improved to 91.8% on Broad Gauge (BG) and 97.8% on Meter Gauge (MG) in 2006-07 and in 2007-08 (upto Dec.07) is 94.2% on BG and 98.7% on MG. On North Central Railway punctuality in 2006-07 on BG was 95.6% & on MG is 100% in 2007-08 (upto Dec.07) Punctuality on BG is 96.2% & on MG 100%. Sustained and continuous efforts are being taken to improve punctuality on all Zonal Railways, so that the all-Indian punctuality performance improves further.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated 09.04.2008]

Recommendation (Para No. 15)

The Committee observe that a number of initiatives have been taken for modernizing freight and passenger segments, modernization of electrical system and signaling telecommunication system in Indian Railways. The Committee note that under the initiative to develop freight terminals towards attracting more freight traffic, 50 major good sheds have been identified out of which 16 are with the new Zones. In Clean Train Station (CTS) scheme, out of 50 stations identified for the purpose, 11 stations are in the New Zones. The Committee trust that the New Zones will take full advantage of the modernization initiatives and compete effectively in their performance with old Zones which will result in improved performance of Railways as a whole.

Reply of the Government

1. Modernization initiative for freight business segment

1.1 Gauge conversion works

Gauge conversion is in progress for the following sections: Pipar road-Bilara (41.14 km), Sriganganager-Sarupsar (116 km), Samdari-Bhildi (223 Km), Ajmer-Chittaurgarh-Udaipur (311km), Rewari-Sadulpur(141 km), Sadulpur—Hissar(70 km) and Sadulpur-Bikaner & Ratangarh-Degana (394.35 km) on North Western Railway, which would enhance movement of container, coal and limestone in the area.

1.2 Doubling

Doubling, work is in progress on the following sections Jaipur – Phulera (54.75 km), Jaipur-Dausa (61.28 km), Dausa-Bandikui (29.04 km) and Alwar-Harsauli (34.86 km) on North Western Railway. On South Western Railway doubling is under progress on Hubli-Hebsur, Yeshwantpur-Tumkur and Dharwad-Kambarganvi.

2 Modernization initiatives for Passenger business segment

2.1 Improvement in stations

On South Western Railway 29 stations have been identified for modernization as part of ‘Touch and Feel’ initiatives. Further 8 stations have been identified as Model Stations and all enhanced desirable amenities have been provided on these stations. Bangalore city station has been identified for developing into a world class mega terminus under PPP model.

On North Central Railway on 79 stations STD – PCO Booths have been provided. Parking space for parking car/scooter/cycle have been provided on 35 stations. 16 stations has been identified for upgradation of passenger amenities under ‘Touch and Feel’ Scheme. Railway has identified 15 stations for developing them as Model Stations.

2.2 Expansion of Unreserved ticketing system

Following works for expansion of automatic ticket vending machines on Indian Railways have been sanctioned.

Railway	No. of ATVMs
ECOR	143
ECR	353
NCR	222
NWR	226
SECR	125
SW	143
WCR	153
TOTAL	1375

Following works for Expansion of Unreserved Ticketing System on all Zonal Railways at “E” category stations have been sanctioned.

Railway	No. of Locations
ECR	204
ECOR	197
NCR	234
NWR	391
SECR	167
SWR	195
WCR	201
TOTAL	1589

2.3 Expansion of passenger reservation system

On North Central Railway Passenger Reservation System has been installed on 134 locations. At one station credit card facility for PRS has been started. At one location at Auraiya work for installation of PRS is under progress. There are 9 stations where booking of tickets on internet has been started. ATM Banking facility has been made available on 3-station viz. Allahabad, Agra Cantt and Gwalior.

2.4 Integrated and Extended National Train Inquiry System

Interactive Voice Response System has been provided at the following 21 stations on North Central Railway:

Allahabad, Kanpur Central, Mirzapur, Etawah, Aligarh Jn., Fatehpur, Jhansi, Gwalior, Dholpur, Morena, Dabra, Datia, Babina, Lalitpur, Chitrakut Dham Karvi, Banda, Orai, Agra Cantt, Mathura Jn., Tundla and Raja Ki Mandi.

2.5. Mechanized Cleaning of Stations

In order to provide improved cleanliness a scheme called Clean Train Station (CTS) scheme has been launched. 50 stations have been identified for the scheme. Stations of new zones where this scheme has been implemented/is proposed to be implemented are given below:

Name of new Zone	Station where CTS scheme has been Implemented	Station where CTS scheme is planned to be implemented.
East Central	Mughalsarai	Barauni
East Coast	Vishakapatnam	Bhubaneswar
North Central	Jhansi	Allahabad, Kanpur

North Western	Jaipur	-
South East Central	Bilaspur	-
South Western	Hubli	-
West Central	Itarsi	Jabalpur

2.6 Running of Shatabdi/Rajdhani trains with latest technology coaches

For the running of Shatabdi and Rajdhani trains with latest technology coaches 400 coaches have been acquired.

2.7 Provision of Modern and Environment Friendly Toilets in Coaches

On Indian Railways, a total of 775 coaches have been provided with FRP Modular Toilets. Provision of controlled discharge toilet in coaches has been made in 400 coaches. Developmental orders have been placed for acquiring Zero discharge toilets in coaches.

2.8 Improved Safety Features in Coaches

There is a plan to acquire 5500 coaches having Anti Climbing features. 1100 coaches have been acquired so far.

2.9 External Crash Worthiness of Coaches

One rake prototype of coaches having external crash worthiness features has been obtained. There is a plan to have 5500 coaches having this feature.

2.10 High Speed Travel

Plan to increase speed of passenger trains upto 150 kmph in Delhi – Patna - Howrah and Delhi - Chennai sections.

3. Modernization of electrical systems

3.1 Chitranjan Locomotive Works would increase the production of three phase locomotives from 25 to 50 per annum. Insulated Gate Bipolar Transistor (IGBT) based Propulsion system for five three phase locos has been finalized.

3.2 On 1700 electric locos, crew friendly cabs are being provided. Work for providing simulators five electric locos has been completed.

4. Modernization of Signaling & Telecommunication systems

4.1 Mobile Train Radio Communication

On East Central and North Central Railways work for providing 1551 Mobile Train Radio Communication is under progress.

4.2 Replacement of over aged Signaling Assets by Relay or Solid State Interlocking along with Data loggers

On Indian Railways 434 stations have been identified for replacement of arrears of overage signaling assets by relay or solid state interlocking. Out of which on 272 stations work is under progress.

4.3 Complete Track circuiting at all Block Stations on A, B, C, D. Spl & E. Spl . routes

1657 locations have been identified for complete track circuiting at block stations out of which work for 1159 locations has been completed.

4.4 Train Protection and Warning System (TPWS)

200 RKMs have been identified for providing Train Protection & Warning System.

4.5 Provision of Block Proving by Axle Counter (BPAC)

For providing Block Proving by Axle Counter (BPAC) 491 block section have been identified out of which work has been completed on 156 stations.

4.6 Provision of Anti Collision Device (ACD)

A plan has been made for providing Anti Collision Device (ACD) on 573 Route Kms.

4.7 Continuous track circuiting

463 kms have been identified for continuous track circuiting work.

5. Development of Freight Terminals.

To develop freight terminals, towards attracting more freight traffic, 50 major goods sheds which handle more than 15 rakes per month have been identified for development. Out of which 2 goods sheds have already been sanctioned and 22 proposals are under consideration for Preliminary Works Programme 2008-09.

As far as new zones are concerned, out of the 16 identified goods sheds - 2 i.e. Kota and Cuttack have already been sanctioned in Supplementary Works Programme 2007-08 and proposals for 3 more goods sheds i.e. Narayanpur Anant, Kanakpura and Sanvordam are under consideration for Preliminary Works Programme 2008-09. At 5 goods sheds i.e. Saharsa, Danapur, Kanpur, Gosalpur and Mandideep works of improvement to goods sheds are already in progress under the powers of General Manager. At 2 goods sheds – Aligarh and Koderma new terminals at Mehrawal and Koderma respectively are being planned due to space constraints at existing terminals. Hissar goods shed is being developed as part of gauge conversion work. For the remaining three goods sheds – Fatuha, Karpurigram and Kalumna the proposals would be processed in due course.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

CHAPTER - III

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

Recommendation (Para No. 10)

The Committee note with concern that there had been huge shortfall in achievement of targets in East Central and South Western Zones. The shortfall was as much as 186 kms in new line projects of East Central Zone. In respect of gauge conversion works there was a shortfall of 98 kms in East Central Zone and 64 kms in South Western Zone. According to the Ministry of Railways the overall annual targets of new lines and gauge conversion are fixed project-wise which may fall on more than one Zonal Railway. It is not clear whether execution of various projects within a Zone is the responsibility of the respective Zones. If this is the case, there is a need to apportion project targets Zone-wise to enable assessment of performance by Zones and to fix responsibility for failures. The Committee wonder whether there is any difficulty in reflecting project targets Zone-wise. The Committee would await the response of the Ministry of Railways in this regard.

Reply of the Government

The project might fall on more than one Zone but target and achievement are reckoned Zone-wise considering the length of project being executed by a particular zone. For example, if a project is being executed by two zones then length being executed by a particular zone will be considered for that zone.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

CHAPTER - IV

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

Recommendation (Para No. 2)

The Committee suggest that in the light of the experience of 4-5 years' existence of the reorganized Zones and in the context of Eastern Railway's truncated workload being unviable, it may be considered whether there is need for further adjustment in the reorganized Zones by shifting Dhanbad Division from East Central Railway to the Eastern Railway.

Reply of the Government

Freight performance of East Central Railway during last four years is as follows:

Year	Loading (in Million Tonnes)
2003-04	54.97
2004-05	58.58
2005-06	61.91
2006-07	65.25

The Railway has functioned efficiently and Dhanbad division has now become an integral part of the operations of East Central Railway. As Mughalsarai division is in ECR and is the major feeder of empties for loading into Dhanbad division, it is essential that both these divisions remain under one Headquarter control i.e. ECR.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

Recommendation (Para No. 7)

Under the state-wise formula, announced in 2002-03, for allocation of funds to various projects, weightage of 15% each is given for area and population and 70% for throwforward of projects in the state. Though 'development of backward areas' is cited as reason for creation of two new Zones, the Committee are given to understand that no weightage is given in allocation of funds on the ground of backwardness of the region. The Committee wonder why this aspect has not been factored into the fund-allocation formula which was announced almost simultaneously with

operationalisation of the new Zones, two of which were created for development of the backward region. The Committee desire that the Ministry of Railways should review the formula for fund allocation to consider the desirability of assigning suitable weightage for development of backward regions.

Reply of the Government

A large number of projects have been taken up for socio-economic development of backward, under developed, remote, hilly areas throughout the country. It is difficult to define backwardness of the area and most of the new lines are aimed to serve underdeveloped regions. In such a case, it will not be desirable to add another criteria to the formula.

[Ministry of Railways O.M. No. 2007/BC-II/XIV/300/7 dated
09.04.2008]

CHAPTER – V

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

-NIL-

NEW DELHI;
2 September, 2008
11 Bhadrapada, 1930 Saka

(BASUDEB ACHARIA)
Chairman,
Standing Committee on Railways

Statement showing comparative position of yearwise/railwaywise operating ratio since 2003-04 & onwards

Railway Zones	(Figure in %)														Metro Railway	Total		
	Central Railway	Eastern Railway	East Central Railway	East Coast Railway	Northern Railway	North Central Railway	North Eastern Railway	Northeast Frontier Railway	North Western Railway	Southern Railway	South Central Railway	South Eastern Railway	South East Central Railway	South Western Railway			Western Railway	West Central Railway
Operating Ratio 2003-04	80.29	161.3	93.65	66.64	91.08	76.33	151.93	147.98	106.26	118.55	85.72	81.24	62.8	91.35	93.21	80.99	247.4	91.13
Operating Ratio 2004-05	82.48	152.84	98.9	61.75	92.89	66.71	160.88	159.45	104.98	120.79	83.62	83.51	56.1	86.15	90.85	84.08	264.4	90.98
Operating Ratio 2005-06 (after deducting capital component IRFC lease charges)	84.82	145.42	82.29	54.01	84.21	61.06	144.72	142.53	93.94	114.46	79.7	67.54	49.97	80.97	85.15	82.67	237.92	83.72
Operating Ratio 2005-06 (without deducting capital component IRFC lease charges)	87.96	151.48	85.73	56.25	86.82	62.73	148.03	145.34	95.71	118.76	82.78	71.4	51.78	83.74	87.83	86.08	237.92	86.69
Difference in Operating Ratio on account of IRFC lease charges in 2005-06	3.14	6.06	3.44	2.24	2.61	1.67	3.31	2.81	1.77	4.3	3.08	3.86	1.81	2.77	2.68	3.41	0	2.97

Sl. No	Project	Gauge conversion works transferred to Capital Fund			Location
		2005-06	2006-07	2007-08	
1	Kampur-Kasganj Mathura & Kasganj Bareilly Lalkua incl. Material modification for extension from Bareilly to Lalkua (344.5 Km.)		61.98	175	Uttar Pradesh, Uttaranchal
2	Kapanganj-Thawe-Siwan-Chhapra (233.50 km)			175	Uttar Pradesh, Bihar
3	Aunhar-Jaunpur (58 km)			59.99	Uttar Pradesh
4	Bhojpur-Tankpur via Pilihihi (101.79 km)			0.01	Uttaranchal
5	Kaithar-Jogbani (108 Km) & Barsoi-Radhakapur (54.26 km)	50	9.98	102	Bihar, West Bengal
6	New Jalpaiguri-Siliguri-Blew Bongaigaon-Khan line	50	2	6	West Bengal, NE Region
7	Tiruchirappalli-Nagore-Karakal (230 km) with extension Nagapattanam-Velanakani-Tiruthirappund via Tirukkuvala (43 km)			30	Tamil Nadu
8	Madurai-Rameswaram (161 km)			25	Tamil Nadu
9	Tiruchy-Madamadurai (150 km)			80	Tamil Nadu
10	Villupuram-Karpudi (161 km)			80	Tamil Nadu
11	Manamadurai-Vrudhunagar (66.53 km)			25	Tamil Nadu
12	Dindigul-Polachi, Palghat-Polachi-Cochinore (225 km)			30	Tamil Nadu, Kerala
13	Guntur-Guntakal & Guntakal-Kalluru (478 km) incl. Perudakallu-Coody new line with lifting of Kalluru (76 km)			60	Andhra Pradesh
14	Kalpaad-Pakale-Tirupati (104 km)			10	Tamil Nadu, Andhra
15	Akola-Purna (210 km)			130	Maharashtra
16	Mudkhed-Adilshah (167 km)	70	29.98	20	Maharashtra, Andhra
17	Nimach-Ratlam (135 km)		69.98	20	Madhya Pradesh
18	Rajkot-Veraval, Wanshala to Jankisar with Veraval to Sonmadh (281 km) NL			38	Gujarat
19	Surenadargar-Bharuagar, Dhola-Dhusa-Mahowa with extn to Pipavav (385 km)			30	Gujarat
20	Bhildi-Vrangan (157 km)			40	Gujarat
21	Jaynagar-Darbhanga-Narkatlaganj (268 km)		79.98	85	Bihar
22	Samsatpur-Khagaria (86 km) & Mansi-Khagaria (110 kms)	55.04	40	10	Bihar
23	Mathura-Achhra			30	Uttar Pradesh
24	Aimer-Chittaurgarh-Udaipur (300 km) incl. Mat. Modification for extension from Udaipur to Umera (11 km)	40	194.98	20	Rajasthan
25	Sadulpur-Bikaner and Ratangarh-Digana (394.35 km)			50	Rajasthan
26	Rewar-Sadulpur (211 km) incl. Material modification to Sadulpur-Hissar (70 km) GC			160	Haryana, Rajasthan
27	Jabalpur-Gondia incl. Balaghat-Katangi (285 km)			60	Madhya Pradesh
28	Solapur (Hoig) - Gadag (300 km)			50	Maharashtra, Karnataka
29	Mysore-Channarayana (Phase-I) with extension to Mertupalayam (148 km)			45	Karnataka
	Total	265.04	488.88	1666	
RAILWAY ELECTRIFICATION WORKS UNDER CAPITAL FUND					
1	Moradabad-Lucknow-Utraha (338 Km)		100	100	Uttar Pradesh
2	Utraha-Sultanpur-Mughalsarai (288 Km)			100	Uttar Pradesh
3	Barabanki-Gorakhpur-Baranasi (709 Km)			0.5	Uttar Pradesh, Bihar
4	Jalandhar-Jammu Tawi (222 RKMs)			0.25	Punjab, Jammu & Kashmir
5	Tiruchirappalli-Madurai (154 RKMs)			0.25	Tamil Nadu
	Grand Total	265	588.88	1867	

**MINUTES OF THE THIRD SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2008-09)**

The Committee sat on Tuesday, the 2nd September, 2008 from 1500 hrs. to 1540 hrs. in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Dr. Dharendra Agarwal
3. Shri S. Ajaya Kumar
4. Shri Bapu Hari Chaure
5. Shri Kishan Lal Diler
6. Shri Giridhar Gamang
7. Shri Mahesh Kumar Kanodia
8. Ch. Lal Singh
9. Shri Laxmanrao Patil
10. Shri Kishan Singh Sangwan
11. Shri Iqbal Ahmed Saradgi
12. Shri K. Subbarayan

RAJYA SABHA

13. Shri Motilal Vora
14. Shri Nandi Yellaiah
15. Shri Lalit Kishore Chaturvedi
16. Shri Shreegopal Vyas
17. Shri Tarini Kanta Roy
18. Shri N. Balaganga
19. Shri Abani Roy

SECRETARIAT

- | | | | |
|----|--------------------|---|-----------------------|
| 1. | Shri S. Bal Shekar | - | Joint Secretary |
| 2. | Shri V.S. Negi | - | Director |
| 3. | Shri Y.M. Kandpal | - | Deputy Secretary - II |

2. At the outset, the Committee took up for consideration the draft Action Taken Report on the action taken by the Government on the recommendations/observations contained in 32nd Report on 'Performance of New Railway Zones' and adopted the same without any amendment.

3. xxxxx xxxxxx xxxxxx xxxxxx

4. xxxxx xxxxxx xxxxxx xxxxxx

The Committee then adjourned.

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APPENDIX-IV**ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 32ND REPORT (14TH LOK SABHA) ON 'PERFORMANCE OF NEW RAILWAY ZONES'**

	Total number of Recommendations/Observations	15
(i)	Recommendations/observations which have been accepted by Government (<i>Vide</i> recommendations/observations) Para Nos. 1, 3, 4, 5, 6, 8, 9, 11, 12, 13, 14 and 15 Percentage of total	12 80%
(ii)	Recommendations/observations which the Committee do not desire to pursue in view of Government replies (<i>Vide</i> recommendations/observations) Para No. 10 Percentage of total	01 7%
(iii)	Recommendations/observations in respect of which replies of which replies of Government have not been accepted by the Committee which require reiteration. (<i>Vide</i> recommendations/observations) Para Nos. 2, 7 Percentage of total	02 13%
(iv)	Recommendations/observations in respect of which final replies of Government are still awaited. (<i>Vide</i> Recommendations/observations) NIL Percentage of total	 NIL