

25

**STANDING COMMITTEE ON
RAILWAYS
(2010-11)
FIFTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**ONGOING AND PENDING RAILWAY PROJECTS, WITH SPECIAL
EMPHASIS ON PROJECTS IN THE NORTH-EAST REGION**

TWENTY-FIFTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

February, 2014/ Magha 1935 (Saka)

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(2013-14)**

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**MINISTRY OF RAILWAYS
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EMPHASIS ON PROJECTS IN THE NORTH-EAST REGION**

Presented to Lok Sabha on 18.02.2014

Laid in Rajya Sabha on 18.02.2014



**LOK SABHA SECRETARIAT
NEW DELHI**

February, 2014/ Magha 1935 (Saka)

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Constituted on 31.08.2013

COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2013-14)

Shri T. R. Baalu - Chairman

MEMBERS

LOK SABHA

2. Shri Partap Singh Bajwa
3. Dr. Ram Chandra Dome
4. Smt. Maneka Sanjay Gandhi
5. Shri Pralhad Joshi
6. Shri Bhaskar Rao Patil Khatgonkar
7. Dr. Nirmal Khatri
8. Shri Surendra Singh Nagar
9. Shri Devender Nagpal
10. Shri Anand Prakash Paranjpe
11. Shri Rayapati Sambasiva Rao
12. Shri Rudra Madhab Ray
13. Shri Magunta Sreenivasulu Reddy
14. Smt. Satabdi Roy
15. * Vacant
16. Shri Ganesh Singh
17. Shri Lal Ji Tandon
18. Shri Ashok Tanwar
19. Shri Harsh Vardhan
20. Dr. Vivekanand
21. Smt. Dimple Yadav

RAJYA SABHA

22. Shri Husain Dalwai
23. Shri Prabhat Jha
24. Shri Om Prakash Mathur
25. Dr. Barun Mukherji
26. Shri K. Parasaran
27. Shri Ambeth Rajan
28. Shri Tarini Kanta Roy
29. Shri Bashistha Narain Singh
30. Shri Ishwar Singh
31. Shri Nandi Yellaiah

Constituted *vide* LS Bulletin No.5635 dated: 04.09.2013

* Yashodhara Raje Scindia ceased to be a Member *vide* Lok Sabha Bulletin Part II No.5977 dated 19.12.2013.

LOK SABHA SECRETARIAT

- | | | | |
|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Arun K. Kaushik | - | Additional Director |
| 4. | Mrs. Geeta Parmar | - | Deputy Secretary |

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2013-14), having been authorised by the Committee to present the Report on their behalf, present this Twenty-Fifth Report of the Standing Committee on Railways on 'Ongoing and Pending Railway Projects, with special emphasis on Projects in the North-East Region'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on the subject on 27.01.2014.

3. The Committee considered and adopted the Report at their sitting held on 12.02.2014. 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 subject. They would also like to place on record their deep sense of appreciation for the valuable assistance rendered to them by officials of Lok Sabha Secretariat attached to the Committee.

5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Part-II of the Report.

NEW DELHI;
12 February, 2014

23 Magha, 1935 (Saka)

T.R. BAALU
Chairman,
Standing Committee on Railways

REPORT

Introductory

A railway project is conceived on the basis of operational, strategic (Defence requirement) or socio-economic considerations to develop a particular area. Based on demand from public and their representatives, Defence Ministry or on operational considerations, an initial survey for a new line/gauge conversion/doubling/Railway Electrification/ Metropolitan Transport Project (MTP) is carried out by the Zonal Railway. The survey report is examined at the Zonal Railway level to find out the most suitable and economical alignment. The survey report, duly vetted and approved by General Manager of the Railway, is submitted to the Railway Board for scrutiny and approval. The report is then examined by various technical and other Directorates of Railway Board such as Works, Planning, Signalling & Telecom, Electrical, Economic and Finance Directorates. After recommendations from various Directorates, the report is put up to the Board for taking a view in regard to sanctioning or the shelving of the project. If the project is shelved by the Board for being un-remunerative, the Zonal Railway is accordingly informed about the same. If the project is approved by the Board for sanction, necessary process for sanction is followed. The Planning Commission has now been according "In Principle" approval in case of a few un-remunerative projects, subject to respective State Government giving land free and sharing 50 per cent cost of the project.

Procedure for sanctioning of Railway Projects

2. A project whose value is less than Rs. 300 crore is approved by Hon'ble Minister for Railways. However, for projects other than Doubling and Workshops, before sanction, "In Principle" approval of the Planning Commission is to be obtained. According to the latest guidelines of Planning Commission, even Doubling projects having value less than Rs. 300 crore will require 'In Principle' approval of the Planning Commission before sanction by the Hon'ble Minister for

Railways. For all New Lines, Gauge Conversion, Railway Electrification, MTP, Doubling and Workshop Projects having value more than Rs. 300 crore, a Memorandum for Expanded Board for Railway (EBR) is prepared in which financial scheduling of the project is also planned and vetted by the Board Finance and the same after approval of Board (Member Engineering) is sent for obtaining "In Principle" approval of the Planning Commission for the project. After "In Principle" approval, the project report is sent to the Project Appraisal and Management Division (PAMD) of the Planning Commission for appraisal. According to the latest guidelines, the process of 'In Principle' approval & appraisal have been combined. Once appraisal for a certain number of projects is received, a meeting of the EBR comprising members from Railway Board, Planning Commission, Ministry of Statistics and Programme Implementation and Ministry of Finance is called to discuss the financial viability of the projects. After approval of the EBR, a note for approval of the Cabinet Committee on Economic Affairs (CCEA) is prepared and put up for approval of the Union Cabinet. After approval of the CCEA, the project is included in the "Pink Book" of Railways for implementation and Railway is informed accordingly. After a project is approved by Hon'ble MR/CCEA, it is included in the Railways Works Programme and a certain fund is allotted for carrying out preliminary works during the year.

3. In reply to a specific query, the Committee have been informed that for any new project, financial feasibility of the project needs to be seen and it has to be subjected to the Test of remunerativeness. Net financial gain expected to accrue from a project may be either by way of savings in expenditure or increase in the net earnings (i.e. gross earnings less working expenses), or a combination of both. No proposal for fresh investment should be considered as financially justified unless it can be shown that the net gain expected to be realized as a result of the proposed outlay would, after meeting the working expenses or the average annual cost of service, yield a return of not less than the 14 per cent under the Discounted Cash Flow method.

4. The Committee have been apprised that among their 368 ongoing projects, only 23 new line, 5 gauge conversion and 60 doubling projects (Total-88 Nos.) are having projected rate of return more than 14 percent. Hence there are 24 percent viable ongoing projects in hand.

5. The Committee wanted to know the factors contributing to fixing 14 percent rate of return for deciding the viability of a project. In reply, the Ministry have stated that the criteria adopted for fixing the viability of a project as 14 percent rate of return is based upon the circular issued by the Ministry of Finance *vide* their letter No. 1(4)/PF-/84 dated 23.08.1984. Projects with a financial rate of return and an economic rate of return both exceeding 14 percent should be processed for consideration while issuing guidelines on Public Investment Board procedures. The Ministry of Railways had raised this limit to 14 percent to take care of debt servicing and dividend liability. This has come into effect from the Works Programme 1993-94. Presently there is stated to be no proposal for change of criteria for fixing the viability of a project.

6. It has further been added that it is incumbent on the Railways to ensure that a proper financial return is earned from every investment. However, it has to be borne in mind that the Railways is an important instrument of economic and industrial development of backward areas not connected by a reliable transport network. Accordingly, a number of projects having return less than the threshold limit of 14 percent are also taken up on the basis of operational, strategic/Defence requirement or socio-economic considerations to develop a backward area of the country.

7. The Committee have been apprised that the Planning Commission have started giving priority in according "In Principle Approval" to new projects where States were sharing the cost of the projects. Now, Planning Commission is insisting on State Government participation before considering any new project. To that extent, States who are not in a position to either give free land or share 50 percent cost of the projects will be at a disadvantage due to this stand of the Planning Commission.

8. The Committee desired to know the stand taken by the Ministry of Railways in cases where the States are not in a position to either give free land and share 50 per cent cost of the projects. In reply, it has been stated this is an area where the Planning Commission and the Ministry of Finance have to take a call. Since, the Ministry of Railways is totally dependent upon the Planning Commission and the Finance Ministry for Budgetary Support for taking up projects, therefore they are not in a position to do anything in this direction except for requesting the Planning Commission and the Ministry of Finance to enhance the Gross Budgetary Support which the Ministry is constantly pursuing, but to no avail.

9. It has been supplemented that the Railway projects were generally financed through Gross Budgetary Support given by the Ministry of Finance. As the grant did not keep pace with the number of projects getting sanctioned on socio-economic considerations and the inflationary trends, the list of pending projects kept on piling and the entire project execution system entered into a vicious cycle of inadequate grant and cost escalation, consequently increasing the list of pending projects. To break this vicious cycle, among other things, State Governments were requested to come forward and share the cost of the projects. In response, some of the State Governments have agreed to share the cost accordingly. Such projects have been accorded priority by enhancing the Budgetary allocation to match yearly contribution of the State Governments.

Pending and Ongoing Projects of the Ministry of Railways

10. The Committee had learnt that the Ministry of Railways have a huge throw-forward of ongoing projects, the details of which are as under:

| Description | New Line | Gauge Conversion | Doubling |
|---|----------|------------------|----------|
| Total no. of ongoing projects | 156 | 43 | 169 |
| Length (in Km) | 17114 | 9986 | 9287 |
| Anticipated cost (Rs. in Cr.) | 151395 | 40805 | 51069 |
| Throw-forward as on 01.04.2013 (Rs. in Cr.) | 114392 | 22824 | 40998 |

The project-wise details with regard to 368 ongoing/pending projects of the Ministry of Railways as on 01.04.2013 are given at ANNEXURE-I.

11. The Committee have further been informed that the Railways have undertaken the exercise of prioritisation of long pending projects to reap maximum benefit out of the investment being made and prevent thin spread of funds. Projects which augment capacity, enhance throughput, provide last mile connectivity and are at an advance stage of completion have been given top priority to assure funding for early completion to ensure optimized utilization of funds. At present, from among the ongoing projects, there are 16 New Line, 7 Gauge Conversion and 19 Doubling projects which are in an advanced stage of completion.

12. It has simultaneously been informed that as on 01.04.2013, the Railways had a throw forward liability of around Rs. 4 lakh crore for their ongoing works and rolling stock. The throw forward for New Lines, Gauge Conversion, Doubling, Electrification Projects and Metropolitan Transport Project plan heads is as under:-

| | <u>(Rs. in crore)</u> |
|---------------------------------|------------------------------|
| New Lines, etc. | 1,14,394 |
| Gauge Conversion | 22,824 |
| Doubling | 40,998 |
| Electrification Projects | 5,850 |
| Metropolitan Transport Projects | 13,415 |

13. The Committee desired to know about the constraints/difficulties being faced by the Ministry of Railways in timely completion of the projects. In a written reply furnished to the Committee, it has been stated that the main constraint is funds as the Railway Ministry is dependent upon financial support from the Ministry of Finance and the Planning Commission for execution of capital intensive projects and that the Gross Budgetary Support(GBS) has been

far from adequate. Even though the level of GBS approved for the XII Plan period is Rs. 1.94 lakh crore, the yearly GBS being extended in the first two years of the XII Plan has been less than the proportionate yearly approved budgetary support. Besides, the recessionary trend in economy, leading to less than anticipated realisation of earnings target, is stated to be one of the reasons for persistent financial crisis in the Indian Railways.

14. The Committee, during examination of Demands for Grants(2013-14), had observed that the Ministry of Railways had sought GBS of Rs. 3,16,892 crore for the 12th Plan; however, GBS allotment to the Railways has been only Rs. 1,94,221 crore. During 2012-13 and 2013-14, the GBS to the Ministry of Railways remained to the tune of Rs. 24,000 crore and Rs. 26,000 crore, respectively.

15. As regards steps being taken by the Ministry of Railways to deal with the financial constraints, it has been stated that the Ministry have been making constant endeavors to control the expenditure by enforcing austerity and economic measures. In addition to several measures initiated to augment internal resources through rationalisation of fare and freight rate structure, they have introduced Fuel Adjustment Component and revision of rates for other services, etc. The scope of generation of resources is also being constantly explored through other avenues such as commercial use of Railway's surplus land, etc. The Plan investment has also been ring-fenced for several identified priority projects after carrying out prioritization of projects, including the last mile ones, to reap benefits on their early completion. The Railways are stated to be committed to ensuring optimum utilisation of funds available.

16. Further, the Railways have been requesting the States to come forward to share cost of socially desirable projects. To this end, the Railways have been successful to a certain extent: as of now some of the States have agreed to provide land free of cost and for sharing cost of the project. 10 State Governments have come forward for taking up projects on cost sharing and at

present 38 projects covering a length of more than 5160 Km have been taken up on cost sharing with State Governments.

17. Besides funds constraint, the following factors are stated to be contributing to delay in execution of projects:-

- Delays in land acquisition and forestry clearances;
- Adverse law & order condition and other market forces;
- Failure of contracts;
- Technological changes, improved standard of construction and other changes in scope of work due to change in traffic pattern, etc. which could not be anticipated at the time of sanction of project.

18. As regards measures being taken/proposed to be taken to deal with the these factors, the Ministry have stated to have taken the following steps:-

(i) Delay in Land availability:

Land acquisition in most of the projects is done by State Governments on behalf of the Railways. Regular meetings/correspondences are held with State Governments for expeditious acquisition of land. Acquisition of land for some projects has also been taken up as Special Railway Projects under the Railway Amendment Act, 2008.

(ii) Long Time taken for forest clearance:

To expedite forestry clearance, the Railway makes all efforts to comply with observations/objections raised by the Ministry of Environment. Regular meetings are being held at the higher levels and the Railway case is adequately represented for early forestry clearance. Projects pending on account of forestry clearance are also monitored at the highest level in the Cabinet Secretariat.

(iii) Adverse Law & Order Conditions:

Law & order is a State subject and wherever environment is not conducive for execution of projects, State Government/MHA are requested to provide adequate security at project sites. In some

of the projects such as the Lumding-Silchar gauge conversion, dedicated battalions of territorial army have been created, chargeable to project for ensuring adequate security at work site.

(iv) Failure of Contractors:

Cases of failures of contracts have been analyzed and some of the conditions which were causing impediments in project execution have been removed/simplified. Performance guarantee, price variation commensurate with market fluctuations and penalty/bonus clauses have been introduced for having efficiency in execution.

19. In reply to another query, the Committee have been informed that out of their 368 ongoing/pending projects, 217 numbers of projects were sanctioned in the last 5 years and in the current year (2008-09 to 2013-14); 64 number of projects were sanctioned between last 5 years and 10 years (2003-04 to 2007-08), 28 number of projects were sanctioned between last 10 years & 15 years (1998-99 to 2002-03); and 59 projects were sanctioned more than 15 years ago (1997-98 or before).

20. It has further been informed that the Railways have also undertaken the exercise of prioritization of long pending projects to reap maximum benefit out of the investment being made and prevent thin spread of funds. As mentioned earlier, projects which augment capacity, enhance throughput, provide last mile connectivity and are at an advance stage of completion have been given top priority to assure funding for early completion to ensure optimized utilization of funds. Further, targets are fixed every year depending upon availability of resources and progress in individual projects. However, in the absence of assured funding, it is not feasible to fix the time frame for completion of projects while announcing/sanctioning them.

Traction Economics

21. The Committee enquired, in what respects electric traction is better than diesel traction. In reply, it has been informed that electric traction is better than

the diesel traction in economic, operational and environmental considerations in the following ways:

(a) Economic considerations:

Relative economics of both modes of traction is reflected by line haul costs for traction per thousand Gross Tonne Kilometres (GTKM), as published in the Summary of End Results for Freight and Coaching. The line haul cost is a comprehensive measure of comparing economics of diesel and electric traction, which takes into account all the costs involved in haulage by each mode of traction. The line haul cost includes the cost of fuel, maintenance of Over Head Equipment (OHE), repair and maintenance of locomotives, operating expenses and depreciation & interest thereon.

The latest published figures of line haul cost for diesel and electric traction have been summarized below and are based on the *Summary of End Results for Coaching (Table-12 & 13) & Freight Traffic (Table-7 & 8)*.

| Line Haul Cost (Rs./1000 GTKM) | | | | |
|---------------------------------------|-----------------|----------|----------------|----------|
| Year | Coaching | | Freight | |
| | Diesel | Electric | Diesel | Electric |
| 2011-12 | 275.22 | 157.52 | 176.47 | 98.75 |

According to this, for coaching traffic, electric traction is cheaper by 42.76% and for freight traffic, electric traction is cheaper by 44.04%.

(b) Operational considerations:

Productivity of electric traction (as tabulated below) is much higher compared to diesel traction in the following respects:

| Sl No | Parameter | Electric Traction | Diesel Traction | Source |
|-------|--------------------------|-------------------|-----------------|-----------------------------|
| 1. | Average speed of freight | 26.0 | 23.3 | ASS 2011-12 Stt. 20 Col. 13 |

| | | | | |
|----|---|--------|--------|--|
| | trains (BG) (in kmph) | | | |
| 2. | Average load per freight train (in tonne) | 3167 | 2942 | ASS 2011-12 Stt. 23 Col. 9 |
| 3. | NTKM per day per loco for freight trains (in 000) | 429 | 307 | ASS 2011-12 Stt. 22 Col. 21 |
| 4. | Average HP per loco | 4687 | 2972 | ASS 2011-12 Stt. 10 A Col. 22 & 21 |
| 5. | Operating expenses -fuel | 38.40% | 61.60% | Demands for Grants-2013-14, Demand No. 10 (actual figure of 2011-12) |

**ASS: Indian Railways Annual Statistical Statement (2011-12)*

(c) Environmental Considerations:

Electric traction is an environmental friendly mode of traction as it is smoke free. This prevents inhalation of smoke by the travelling public and passengers waiting at various Railway Stations enroute.

22. As on 01.04.2013, out of the total 65436 route kms of Railways, 23541 route kms have been electrified. The Committee pointed out that in the "Vision 2020" document, issued by the Ministry of Railways in December, 2009, it has been mentioned that by the year 2020, 33000kms of route would be electrified, *i.e.* an additional electrification of 14000 kms in 10 years.

23. The Committee desired to know about the measures being taken/proposed to be taken to meet the "Vision 2020". In reply, it has been stated that in order to meet the targets laid down in the "Vision 2020" document, a Blue Print for Railway Electrification has been prepared.

24. The Committee have further been informed that the targets of Railway electrification (RE) are being consistently achieved and the same trend is going to continue in future. The steps which have been taken to ensure optimal achievement of the targets fixed of electric traction include the introduction of turnkey contracts, development of new sources for execution of RE works,

besides constant and continuous monitoring at all levels. The Ministry of Railways has also increased its targets for electrification as can be seen from the Table given below:-

| Plan Period | Target (in RKms) |
|-----------------------------------|-------------------------|
| 10 th Plan (2002-2007) | 1800 |
| 11 th Plan (2007-2012) | 4500 |
| 12 th Plan (2012-2017) | 6500 |

Status of projects in North-Eastern Region:

25. In the background note furnished to the Committee, the position in the North-East Region by 2020 is given as under:

- All the State Capitals will be on Broad Gauge.
- Doubling of New Jalpaiguri-Samuktala will be completed. This will provide double line upto New Bongaigaon and two separate BG lines beyond that up to Guwahati.
- A third alternative BG route from New Maynaguri to Jogighopa will be commissioned.
- The entire Barak Valley will be on BG network.
- Third Railway Bridge across River Brahmaputra-Rail-cum-Road Bridge at Bogibeel will be completed.
- Entire North Bank of Brahmaputra will be on BG network and connected to South Bank at Dibrugarh through Bogibeel.
- The entire route Katihar-Guwahati will be electrified.

26. As regards measures being taken to fulfill the above targets by 2020, it has been stated that to ensure adequate fund allotment, the Planning Commission and the Ministry of Finance are being constantly impressed upon to enhanced GBS and State Governments are being pursued to expedite land acquisition and forestry clearances. Asked whether at the present pace of

progress the Ministry expect to fulfill the set targets by the year 2020, it has been stated that the Capitals of Assam and Tripura have already been connected. Itanagar (Naharlagun), the Capital of Arunachal Pradesh, will be connected by March' 2014. For the rest, the funds and availability of land will be critical areas.

27. The Committee then asked about the present status with regard to the ongoing/pending projects of the Indian Railways in the North-East Region indicating their year of sanction, target dates of completion, time cost overrun and likely dates of completion, etc. The Ministry have furnished the details as per **ANNEXURE-II.**

28. The Committee have observed that out of the 22 projects undertaken by the Railways in North-East Region, 10 projects have been declared as National Projects; the details with regard to their present status are given as under:

| Sl. No | Name of the Project | Yr. of sanction | Cost | % of Progress | Target Date of Completion (TDC) | TDC with present level of funding |
|--------|--|-----------------|------|---------------|---------------------------------|-----------------------------------|
| 1 | Lumding-Silchar incl. branch lines & MMs (482.73 km) | 96-97 | 4255 | 74.96 % | Dec., 2014 | Dec., 2016 |
| 2 | Bogibeel Bridge with linking lines (73 km) | 97-98 | 4500 | 60% | Dec., 2015 | Dec. 2017 |
| 3 | Jiribam-Imphal (Tupul) (125 km) | 03-04 | 4478 | 29% | Jiribam-Tupul : March'15 | Mar-2020 |
| | | | | | Tupul-Imphal: March'17 | Mar-2022 |
| 4 | Tetelia-Byrnihat in lieu of Azra-Byrnihat (21.50 km) | 06-07 | 385 | 34% | March, 2015 | Mar. 2017 |
| 5 | Dimapur-Kohima (88 km) | 06-07 | 850 | 0.37 % | Not fixed. | Not fixed. |
| 6 | Agartala-Sabroom (110 km) | 08-09 | 1141 | 29.49 % | Dec., 2015 | Mar. 2019 |

| | | | | | | |
|----|---|-------|------|---------|------------|------------|
| 7 | Bhairabi-Sairang (51.38 km) | 08-09 | 2393 | 2% | Not fixed. | Not fixed. |
| 8 | Sivok-Rangpo (44.39 km) | 08-09 | 3380 | 1.83 % | Not fixed. | Not fixed. |
| 9 | Byrnihat-Shillong (108.40 km) | 10-11 | 4083 | 0.07 % | Not fixed. | Not fixed. |
| 10 | Rangiya-Murkongselek & linked figures (510.33 km) | 03-04 | 2232 | 77.44 % | March'14 | Mar. 2015 |

29. The details with regard to 12 projects other than the National Projects in the North-East Region are as under:

| Sl. No | Name of the Project | Year of sanction | Original sanctioned Cost(Rs. in crore) | Anticipated cost (Rs. in crore) | Overall progresses | TDC with present level of funding | Reason for delay |
|--------|--|------------------|--|---------------------------------|--------------------|---|--|
| 1 | Agartala - Akhaura) New Line (15.061 km) | 2012-13 | 252 | 252 | ---- | Not mentioned. | ----- |
| 2 | Kumarghat -Agartala New Line (110 km) | 1996-97 | 575 . | 1091.98 | ---- | Commissioned. | ----- |
| 3 | Dimapur-Tizit(257) km. New Line | 2013-14 | 4247 | 4247 | ---- | Not mentioned | ----- |
| 4 | Dudhnoi-mendipathar (19.75 km) New Line | 1992-93 | 20.17 | 175.43 | 65.98% | 10 km completed in 2012-13 & remaining 9.75 km targeted | Law & order problem besides fund constraint. |

| | | | | | | | |
|---|---|---------|--------|---------|--------|-----------------------|---|
| | | | | | | for 2013-14 (Mar'14). | |
| 5 | Harmuti-Naharlagun (20km) New Line | 1996-97 | 156 | 406.4 | 79% | Dec. 2013 | Procedural delays. Targetted to be completed by March, 14 |
| 6 | Katakhali-Bhairabi(84 km) Gauge Conversion (GC) | 1997-98 | 200 | 218.36 | 54% | Dec. 2014 | Subject to completion of Lumding-Silchar Section |
| 7 | Katihar-Jogbani (GC) with extn. upto Radhikapur , Katihar-Tejnarayanpur(234Km .) & new MM for Raniganj-Dalkhola(43.43 km.) New Line | 2001-02 | 100 | 1022.64 | 70.74% | Not Fixed. | Fund constraint |
| 8 | Lumding-Hojai Patech Doubling (44.92 km) | 2012-13 | 246.07 | 246.07 | ---- | Not mentioned. | -- |
| 9 | Murkongselek-Pasighat (26.15 km) | 2011-12 | 165.82 | 165.82 | ---- | Not mentioned. | --- |

| | | | | | | | |
|----|---|---------|--------|---------|--------|----------------|------------------|
| | New Line | | | | | | |
| 10 | New Bongaigao n- Kamakhya via Rangiya (142 km) Doubling | 2013-14 | 1798 | 1798 | ----- | Not mentioned. | --- |
| 11 | New Jalpaiguri-Siliguri- New Bongaigao n GC along with Branch lines & new MM for Chalsa-Naxalbari NL (Total length- 433) | 1998-99 | 390 | 1418.21 | 100% | ---- | ---- |
| 12 | New Moynaguri - Jogighopa New Line with Gauge Conversion of New Mal - Moynaguri Road and New Changraba nda - Changraba nda (Total length- 260 km) | 2000-01 | 727.56 | 1655.81 | 63.12% | ---- | Fund constraint. |

30. When asked how it took 20 years from 1992-93 when a project *viz.* Dudhnoi-Mendipathar (19.75 km) New Line was sanctioned to complete 10 kms. New Line and whether Ministry would be able to accomplish the target of the remaining 9.75 km of New Line in the by March, 2014, it has been stated that the Dudhnoi-Mehndipather (19.75 km.) new line project was initially sanctioned for Dudhnoi-Depa (15.5 Km) in year 1992-93 at a cost of Rs. 22.33 crore. The main reason for the inordinate delay has been finalization of changed alignment to Dudhnoi-Mendipathar (19.75 Km) by the State Government in the year 2005 on the basis of public resistance in the Dudhnoi-Depa alignment for land acquisition. Final location survey of Dudhnoi-Mendipathar (19.77 Km) was completed in 2007. Detailed estimate was sanctioned in the year 2008 and land acquisition process was taken up. Land possession in the State of Meghalaya was completed upto July'11, whereas in Assam 90% of land has been made available upto July'12. Progress of project was also hampered due to insurgent activities of Garo National Liberation Army and other militant groups. Further, all attempts are stated to have been made to achieve the target for completion of this project and it is possible subject to availability of resources.

31. The Committee then asked about the inordinate delay in the completion of the project, *viz.* Harmuti-Naharlagun (earlier Harmuti-Itanagar)(20 km) New Line which was sanctioned in the year 1996-97 and whether the project has now been completed. It has been clarified that initially Harmuti-Itanagar (32Km) new line project was sanctioned in 1996-97 at a total cost of Rs. 156 crores. The State Government communicated approval to terminate the line at Naharlagun in 1998. Detailed estimate for Harmuti to Naharlagun amounting to Rs.103.66 crore was prepared in 2000. But in August, 2000, the Government of Arunachal Pradesh communicated their decision to abandon the Project due to strong opposition by local people. The State Government agreed for new alignment between Bedeti-Itanagar via Ramghal. Accordingly, the project was frozen and further Preliminary Engineering Cum Traffic Survey (PET) survey between Helem to Itanagar was taken up. The Government of Arunachal Pradesh in 2006 advised to revive the earlier proposal of Harmuti-Itanagar. Accordingly, work was taken

up as per the original alignment, i.e. Harmuti–Itanagar. Part-I detailed Estimate for Harmuti to Naharlagun (21.75 Km) was sanctioned on 31.01.2008 for Rs.160.48 crore. Part-II Detailed estimate from Naharlagun to Itanagar was submitted to the Railway Board on 07.07.09 for Rs.371.32 crore. Feasibility Study to terminate the Railway line at Naharlagun was taken up. The Government of Arunachal Pradesh agreed to terminate the alignment at Naharlagun in 2010. Revised estimate of Harmuti-Naharlagun for Rs 406.40 crore was sanctioned by the Board on 4.9.2012. Delays in finalization of alignment in Arunachal Pradesh have occurred due to strong public opposition and subsequently delay in handing over of land by the State Governments of Arunachal Pradesh and Assam. Thus, the main reasons for the inordinate delay are the freezing of project from 2000-2006, non- finalization of alignment by the Government of Arunachal Pradesh and also the delay in handing over of land. It has been added that engine rolling has been done on this line in Jan' 2014. Project is targeted to be completed within March, 2014.

32. As regards the delays in completion of the Katakhal-Bhairabi (84 km) gauge conversion project which was sanctioned in the year 1997-98, it has been stated that gauge conversion of this section is dependent upon gauge conversion of the Lumding-Silchar section. In fact, it has been planned for completion along with gauge conversion of Lumding-Silchar section, subject to availability of funds. It may be mentioned here that the Lumding-Silchar section is targeted to be completed by December, 2016, with the present level of funding.

33. When asked about the progress in respect of project, *viz.* Katihar-Jogbani gauge conversion with extension upto Radhikapur, Katihar-Tejnarayanpur (234 Km) and new MM for Raiganj-Dalkhola(43.43 km) New Line which was sanctioned in 2000-01, it has been stated that the Barsoi-Radhikapur (54.42 Km) section has been commissioned on 26.2.2006. The Katihar-Barsoi section (34.61 Km) was Commissioned on 7.11.2007. The Katihar-Jogbani section (108.38 Km) was commissioned on 4.6.2008. The Katihar-Manihari section was commissioned on 30.10.2011 and the Manihari-Teznarayanpur commissioned for traffic on

8.4.2013. The Raiganj-Dalkhola New BG line (43.43 Km.) as Material Modification of Katihar-Jogbani, Katihar-Barsoi and Barsoi-Radhikapur gauge conversion project was sanctioned in the 2011-12 Railway Budget. Detailed estimate was sanctioned on 9.5.2011 but due to fund constraints progress of work has slowed down.

34. The Committee further asked about the reasons for the slow progress in respect of the project, *viz.* New Moynaguri-Jogighopa New Line with Gauge Conversion of New Mal-Moynaguri Road and New Changrabandha-Changrabanda (Total length- 260 km) sanctioned in 2000-01. In a written reply, it has been informed that Golakganj to Gauripur (14 km) has already been completed along with Fakiragram-Dhubri GC work. Balance work is planned to be executed in 4 phases. New Line from New Coochbehar to Golakganj (57.6 km) (Phase-I) has been commissioned for passenger traffic on 11.2.2012. Gauge Conversion from New Mal Jn. to Changrabandha (62.214km) (Phase-II) has been completed for Engine rolling which was done on 07.02.2012. Due to funds constraints, the commissioning is deferred. New Line from New Changrabandha-New Coochbehar (67.095 km), including New Moynaguri-Moynaguri Road including Y-connection of New Domohini (13.8km) (Total-80.895 km) (Phase-III), has been completed. In New Changrabandha-New Coochbehar section (67.095 km), Engine rolling was done on 29 March 2013. Due to funds constraint, works are stopped. Work on New Moynaguri- Moynaguri Road including Y-connection of New Domohini (13.8 km) (Phase-III) works are stopped due to funds constraint. Approval under U/S-6(I) for 4 nos. of land acquisition cases and approval of estimate for 1 no. of land acquisition case (Total-25.27 hect.) are yet to be received from the Government of West Bengal. Gauripur to Abhayapuri (Jogighopa) (87.02Km)(Phase-IV) works have been stopped due to fund constraints and target deferred.

35. The Committee desired to know the reasons for not fixing the Target Date of Completion (TDC) for many of the Railway projects. In reply, it has been

clarified that there is time and cost overrun due to inadequate grants from the Ministry of Finance. Due to huge throw forward and limited availability of resources, time frame for implementation of ongoing projects is not feasible to be fixed. Time frame for completion of a project is decided annually depending upon operational requirement, availability of resources and progress made on individual projects. Funds for these projects are provided as Gross Budgetary Support on yearly basis from the Ministry of Finance and the Planning Commission. Accordingly, based on the Grant received at the beginning of the year, targets are fixed on yearly basis.

36. As regards the measures being taken to overcome the constraints being faced in the execution of the National Projects and to ensure that the projects are not delayed further, it has been stated that regarding fund constraint, the Ministry has now decided that work on National Projects can progress only if 100% Gross Budgetary Support is availed from the Ministry of Finance and all attempts are being made on this issue. Therefore, projects are progressing as per availability of resources. Regarding land acquisition problem and forestry clearances, etc., meetings with State Officials at various levels are being held from time to time. The State Governments are being impressed upon to take positive and time bound action to clear out land acquisition process. Also, field units have been empowered with further delegation of powers.

37. The Committee, while mentioning the importance of various ongoing projects in the North-East, desired to know the hurdles faced by the Ministry in the execution of the projects. It was stated as under:

Hon. Member, Sir, in respect of all the projects which you have mentioned, let me tell you that there is no big environmental problem in the North-East region as such. In Lumbding-Silchar gauge conversion work, we have a small portion where environmental clearance is yet to come, but that is not a constraint and that will not be a bottleneck. The first thing you said about gauge conversion up to Agartala. In this regard, I would submit that before we go to Agartala, Lumbding-Silchar conversion has to take place

which is a very difficult work. That Halflong bypass is under progress and the work in the initial portion of this year (2013-14) slowed down because of the shortage of funds. It was only in August-September that the Planning Commission gave some commitment that they would give Rs. 100 crore of additional fund to this project. Some of the funds we have diverted from Udhampur-Srinagar-Baramulla Railway (USBRL) Project. Now, we are confident that we have enough funds for at least four to five months. If the fund flow is not the constraint, then it is possible to complete this conversion by March next year (2014-15).

Beyond Silchar, to Agartala, we will take up only after that. There is no problem. Already broad gauge standard is done there and only the rails are to be re-spaced and some signalling and stations are to be re-done. The major problem in gauge conversion up to Agartala today is the fund constraint. There is no problem technically and environmentally. Apart from funds, it is 400 kilometres stretch. If we do the link-fingers, after everything is ready, it will take about 300 days. So, after we do Lumbding-Silchar, it will take another six to seven months from Silchar to Agartala.

Regarding doubling of New Jalpaiguri-Samukhtala, there is no problem. There is no problem other than of funds. This time, we had to slow down the work because of resource constraint.

Regarding New Maynaguri-Jogighopa, we already have outstanding payments of the contractors of the last year (2012-13). So, this year (2013-14) we decided not to finalise any new contract. We know that this line will give an alternative route and that there are lot of terrorist problems in the existing line and this new line will be free from terrorist problem, but it is difficult to commit any target for this project. Here also, there is no environmental problem. For Gouripur to Abheypuri section, we have the clearances. Normal formality of tree cutting permission, etc. will take time, but we are not able to enter into the contract because of the resource constraint.

Regarding Bogibeel Bridge, you know that the Brahmaputra River is there. The biggest problem is the guide bands and foundation. All the foundations are done and all the guide bands are completed. So, now the river is in control. The construction of superstructure is given to a joint-venture company, which is a foreign company.

38. When the Committee enquired about the progress with respect to the Bogibeel Bridge project, which is a National Project, the Railway Board submitted as under:

"Yes, it is a National Project, but even in National Projects, we have the shortage of funds now. Initially, they had promised that they would give Rs. 200 crore extra, but finally, we got Rs. 100 crore extra with regard to Bogibeel Bridge project. The contract is with L&T and superstructure work is going on. This work can be expedited substantially according to the availability of funds. This is a very expensive work and we are not sure, but there is no problem technically. They have procured all major steel and workshop is set up at both the ends and fabrication of one girder was complete when I went last time. All the technical clearances, drawings, design, machinery etc. have been mobilised.

All these projects are now at a stage where there is no external problem and it is only the problem of funds and to some extent, the law and order problem is there, particularly on Lumbding-Silchar section, where we have a battalion of Territorial Army deployed. That is a fixed cost. If we complete this work early, we will be able to save on security cost."

39. The Committee, during evidence of the representatives of the Ministry of Railways, made a reference to the meeting on 21 January, 2014 where after reviewing the progress of infrastructural projects in North-East with the Chief Minister of North-Eastern States, the Prime Minister had set a deadline for completion of various projects during the 12th Five Year Plan period under the supervision of the Monitoring Committee. The Prime Minister had also directed the Planning Commission to set up a committee with the State representatives and Central Ministries. The proposed committee will co-ordinate the execution of the projects and increase connectivity with the rest of the country. The Committee wanted to know further developments in the matter. It was submitted as follows:

"Sir, they have given Rs. 250 crore only for Jiribam-Tupul-Imphal project's work. The emphasis is on clearing the pending bills."

40. The Committee have been informed that the North-East Region Rail Development Fund (NERRDF) is a non-lapsable special fund set up for the implementation of the National Projects. Funds to the tune of 25 percent of yearly requirement are being provided by the Railways through GBS and 75 percent funds are being provided by the Ministry of Finance as additionality to GBS. Funds from the Ministry of Finance (75% component as additionality) which were earlier provided as reimbursement but with sanction of NERRDF, will be provided upfront at the beginning of the year. Further, the Railway Ministry have felt that all the projects under execution or proposed to be taken up in the North-East Region be declared as National Projects and should be funded entirely by Ministry of Finance through dividend-free grants and as additionality.

41. As regards the criteria fixed by the Government to declare a project as a National Project, it has been stated that as per the policy laid down by the Government of India "projects important from strategic viewpoints in Jammu & Kashmir and North-East region or developmental projects which result in greater integration of these regions with the rest of India can be categorized as "National Projects". The concept, however, is not extendable to other regions of the country.

42. When enquired whether there are certain projects in the North-East Region and in the Himalayan region which fulfill the criteria and are still not declared as National Projects, it has been informed that the following 11 Projects in the Himalayan and North-East region can be declared as National Projects :-

- (i) Dimapur-Tizit New Line
- (ii) Murkongselek-Passighat New Line
- (iii) Katakhal-Bhairabhi New Line
- (iv) New Bongaigoan- Kamakhya Doubling
- (v) Dudhnoi-Mendipathar New Line
- (vi) Deoband-Roorkee New Line

- (vii) Kichha-Khatima New Line
- (viii) Rishikesh-Karanprayag New Line
- (ix) Bhanupalli-Bilaspur-Beri New Line
- (x) Nangal Dam- Talwara- New line
- (xi) Chandigarh-Baddi New Line

43. The Committee have further been informed that the Ministry of Railways have requested the Planning Commission to modify the definition of National Projects and also include such projects in the States of Himachal Pradesh and Uttarakhand. The Planning Commission has, however, advised to process a Cabinet Note for modifying the definition of National Project. The said note has been prepared and is under consideration of the Directorate concerned in the Ministry of Railways.

Projects of strategic importance

44. The Committee have been informed that the strategically important projects are those projects which have been identified by the Ministry of Defence for sanction. 14 such projects were identified by the Ministry of Defence on 11.11.2010 for survey and feasibility study along with assigned priority. Later on a revised list with changed priority was forwarded to the Ministry of Railways for further action on 04.12.2012. Surveys for these 14 lines (in order of priority intimated by the Ministry of Defence) are either in progress or have been completed, the details of which are as under:-

| Sl No | Project | State | Length (km) | Estimated Cost (Cr.) | ROR (%) | Status |
|--------------|--|-------------------|--------------------|-----------------------------|----------------|---|
| 1 | Pasighat-Tezu-Rupai-Parasuramkund New Line | Arunachal , Assam | 128 | 2551 | (-)8.28 | Report under examination. |
| 2 | Misamari - Tawang New Line | Arunachal | 378 | 19108 | (-)10.35 | Report under examination. Letter sent to Secy., |

| | | | | | | |
|---|---|-----------------|-----|-------|-----------|--|
| | | | | | | M/oDefence. Reply awaited. |
| 3 | North Lakhimpur-Along-Silapather New Line | Assam | 248 | 11158 | (-)6.51 | Letter has been sent to M/o Defence for providing fund. Reply awaited. |
| 4 | Patti-Firozpur New Line | Punjab | 25 | 147 | (-)8.67 | Included in Railway Budget 2013-14 subject to necessary approvals. |
| 5 | Jodhpur-Jaisalmer doubling | Rajasthan | 290 | 1032 | (-)0.02 % | Survey Report under examination. |
| 6 | Pathankot-Leh New Line | Punjab, HP, J&K | 400 | — | — | Survey to be taken up after approval of outsourcing proposal which is under consideration. |
| 7 | Tanakpur-Bageshwar New Line | Uttarakhand | 155 | 2791 | (-)1.16 | Under active consideration. Funding issue yet to be sorted out. Sent to Planning Commission in Feb.2012 which has returned the same in original. |

| | | | | | | |
|----|--|-------------|-----|-------|----------|---|
| 8 | Jammu-Akhnoor-Poonch New Line | J&K | 223 | 13613 | (-) 4.61 | Under active consideration. Funding issue yet to be sorted out. Sent to Planning Commission. Letter sent to MoF for full funding by declaring it as National Project. |
| 9 | Dehradun-Uttarkashi New Line | Uttarakhand | 90 | - | - | Survey in progress and expected to be completed by Dec., 2013 |
| 10 | Rishikesh-Karanprayag New Line | Uttarakhand | 125 | 4295 | (-)6.34 | Project sanctioned and work is in progress. |
| | Karanprayag-Chamoli New Line | Uttarakhand | 35 | - | - | Survey in progress and expected to be completed by Dec., 2013 |
| 11 | Anupgarh-Chittorgarh-Motigarh-Bikaner New Line | Rajasthan | 155 | 707 | (-)7.24 | Updated report under examination. |
| 12 | Tanakpur-Jauljivi New Line | Uttarakhand | 90 | - | - | Survey in progress and expected to be completed by Dec., 2013 |
| 13 | Jodhpur-Agolai-Shergarh-Phalsund New line | Rajasthan | 116 | 429 | (-)8.04 | Letter sent to State Govt. for cost sharing in Aug. 2012. |

| | | | | | | |
|----|------------------------------|-----|-----|---|---|--|
| 14 | Srinagar-Kargil-Leh New Line | J&K | 430 | – | – | Survey included in Railway Budget 2013-14. |
|----|------------------------------|-----|-----|---|---|--|

The total cost of construction of 10 projects where surveys have been completed is stated to be Rs. 55831 crore.

45. Out of the Rishikesh-Karanprayag-Chamoli project, the portion between Rishikesh & Karanprayag (125 Km) has already been sanctioned and is being executed by RVNL, a PSU under the Ministry of Railways. The survey for the remaining portion beyond Karanprayag upto Chamoli (35 Km) is in progress and is likely to be completed by December, 2013. Similarly, Murkongselek-Pasighat work is included in Budget 2011-12 and for the portions Pasighat-Tezu-Parasramkund and Parasramkund-Rupai, survey has been completed and the reports are under examination.

46. On being asked about the funding pattern of these projects, it has been stated that the Ministry of Railways have a huge throw forward of Rs. 1.78 lakh crore of ongoing New Line, Gauge Conversion and Doubling projects and limited availability of resources. In view of the heavy backlog of sanctioned projects, the Ministry of Railways will be able to take up the above 14 strategic lines only if it is fully funded by either the Ministry of Defence or the Ministry of Finance. Since these lines are highly un-remunerative, therefore, Ministry of Railways will be incurring operational losses on these lines. In addition to bearing capital cost of construction, the operational losses on these lines also need to be reimbursed by either the Ministry of Defence or by the Ministry of Finance. Already operational losses on 6 strategic lines are being reimbursed to the Ministry of Railways. The Ministry of Defence has been requested on 29.07.2013 to declare additional 19 lines (including ongoing National Projects) as strategic lines so that operating losses on these additional 19 lines are also reimbursed to the Ministry of Railways.

RECOMMENDATIONS/OBSERVATIONS

The Committee note that a railway project is conceived on the basis of operational, strategic (Defence requirement) or socio-economic considerations to develop a particular area. The Railways have to ensure that a proper financial return is earned from every investment. A proposal for fresh investment is considered as financially justified if it can be shown that the net gain expected to be realised as a result of the proposed outlay would, after meeting the working expenses or the average annual cost of service, yield a return of not less than 14 per cent under the Discounted Cash Flow method. However, as Railways is an important instrument of economic and industrial development of backward areas not connected by a reliable transport network, a number of projects having return of less than the threshold limit of 14 per cent are also taken up on the basis of operational, strategic/Defence requirement or on socio-economic considerations to develop backward areas. The Committee are of the view that there is a definite need to balance the role of Railways in effectively fulfilling the dual roles of social service obligations and as a revenue earner. The Committee trust that the Ministry of Railways would continue to strive hard to keep such a proper balance while undertaking commercially viable projects as well as projects which are not so viable but are socially relevant, thus fulfilling their social responsibility as well as consistently raising adequate resources.

2. The Committee note with concern that the Gross Budgetary Support(GBS) given by the Ministry of Finance for railway projects do not keep pace with the number of projects getting sanctioned on socio-economic considerations and inflationary trends. As a result, the list of pending projects keep on piling up, as a result of which the entire project execution system enters into a vicious cycle of inadequate grants and cost escalation, consequently adding to the list of pending projects. The Committee understand that to break this vicious cycle, among other things, the Railways have been requesting State Governments to come forward and share the cost of the projects. The Planning Commission have now started giving priority in according "In Principle Approval" to new projects where States are giving free land and sharing 50 percent cost of the projects. The Committee consider it to be a well thought out measure to ensure speedy execution of the railway projects. However, they are very apprehensive about the position of those States which are not in a position to either give free land or share 50 percent cost of the projects; such States will be adversely affected by this stand of the Planning Commission. The Committee, therefore, urge the Ministry of Railways to take up the matter with the Planning Commission to consider railway projects of crucial importance even in those States which are not in a position to give free land and share 50 percent cost of the projects in order to meet the genuine needs of the public in these States.

3. The Committee are perturbed to note that as on 01.04.2013, the Ministry of Railways had 368 ongoing/pending projects - 156 new line, 43 gauge conversion and 143 doubling projects. It is equally disturbing to note that the Railways have a throw forward liability of around Rs. 4 lakh crore for their ongoing works and rolling stock. The main reason for delays in timely completion of projects is stated to be funds constraint as the Ministry of Railways is dependent upon financial support from the Ministry of Finance and the Planning Commission for execution of capital intensive projects, but the financial support has been far from adequate. The Ministry had sought Gross Budgetary Support (GBS) of Rs. 3,16,892 crore for the Twelfth Plan but were allotted only Rs. 1,94,221 crore. Further, during 2012-13 and 2013-14, the GBS to the Ministry of Railways remained to the tune of Rs. 24,000 crore and Rs. 26,000 crore, respectively, which was less than even the proportionate yearly approved budgetary support. It is evident that the curtailment of GBS has resulted in poor performance of the Railways. Besides, time over-run due to funds constraint in almost all the projects has resulted in cost over-run and inordinate delays and stretching of projects for execution, thus slowing down the pace of development. Keeping in mind the important role of the Railways in the socio-economic development of the country and in view of the large number of pending/ongoing projects of the Ministry of Railways and the task ahead in the expansion of railway network in the

North-East and the Himalayan regions, the Committee strongly feel that the GBS given by the Ministry of Finance and the Planning Commission is too meagre and ought to be supplemented suitably, commensurate with the needs of the Ministry.

4. The Committee note that the Ministry of Railways are taking various steps to deal with the financial constraints, viz. controlling the expenditure by enforcing austerity and economic measures, augmenting internal resources through rationalisation of fare and freight rate structure, introduction of Fuel Adjustment Component and revision of rates for other services, etc. Further, the scope for generation of resources is also being constantly explored through other avenues such as commercial use of Railway's surplus land, etc. Also, the Plan investment has been ring-fenced for several identified priority projects after carrying out prioritization of projects, including the last mile ones, to reap benefits on their early completion. However, the Committee feel that the Ministry will have to take urgent proactive measures to address this challenge and seek enhanced GBS from the Ministry of Finance and the Planning Commission. The Committee trust that the Ministry would continue to explore other avenues to raise the desired level of funds.

5. The Committee are also distressed to note that out of 368 ongoing/pending projects, there are only 42 projects (16 New Line, 7 Gauge Conversion and 19 Doubling projects) which are in an advanced

stage of completion and the remaining 326 projects are at various stages of implementation. The Committee note with rising concern that the figure has increased to 368 on 01.04.2013 from 348 as on 01.04.2012, *i.e.*, an overall increase of 20 ongoing/pending projects in a year. The Committee feel that concerted efforts from the Ministry of Railways are warranted to take urgent corrective measures so that the situation does not deteriorate further in the coming years. They, therefore, would like to recommend that the Ministry should henceforth give their focused attention to the expeditious completion of ongoing/pending projects and announce any new railway project only after getting a categorical assurance on the availability of the required funds from the Planning Commission and the Ministry of Finance. The Committee also want that priority should be given to the projects which are at an advanced stage of completion.

6. The Committee do not accept the oft repeated explanations given by the Ministry for delay in execution of railway projects, leading to piling up of pending projects, like delays in land acquisition and forestry clearances, adverse law and order situation and other market forces, failure of contracts and technological changes, improved standard of construction and other changes in scope of work due to change in traffic pattern, etc. The Committee find that these problems are not new to the Ministry and are being faced by them all through. After all, every aspect is considered at the time of sanction of a project.

As these projects are instrumental in ensuring the expansion of railway infrastructure in the country thus enabling the Railways to fulfil its obligations to the nation, the Committee would like to be assured that the Ministry, instead of citing routine reasons for delays in completion of projects, would take concrete steps to resolve these procedural hurdles and avoid such delays in execution of the projects.

7. The Committee learn that a viable railway project is the one which has 14 percent rate of return. The Ministry of Railways have adopted this criterion on the basis of a letter dated 23.08.1984 issued by the Ministry of Finance in this regard and the same is in vogue since 1993-94. As informed, out of the 368 ongoing/pending railway projects, only 88 projects (24 percent) are having projected rate of return more than 14 percent. As already two decades have passed when the criterion for a project to be viable was adopted, the Committee strongly feel that the existing criterion for a project to be viable needs immediate review especially keeping in view the inflation, economic aspects and such other relevant factors.

8. The Committee observe that out of the 368 ongoing/pending projects, there are as many as 59 projects which were sanctioned more than 15 years ago (1997-98 or before). Among these 59 projects, there are in fact 6 projects which were sanctioned 25 years ago, viz. (i)Tamluk-Digha, Deshpran-Nandigram with new MM for Kanthi-Egra

(26.2 km); Nandakumar-Bolaipanda 927 km) New Line & Nandigram-Kandhimari (Nayachar) (7 km) New Line sanctioned in the year 1984-85 in South Eastern Railway; (ii) Howrah-Amta, Bargachia-Champadanga-Tarakeshwar, Amta-Bagnan & new Material Modification (MM) for Janghipara-Furfura sharif (12.3 km) sanctioned in the year 1974-75 in South Eastern Railway; (iii) Nangal Dam-Talwara (83.74 km) new broad gauge line & Taking over siding of Mukerian-Talwara (29.16 km) sanctioned in the year 1981-82 in Northern Railway; (iv) Eklakhi-Balurghat(87.11 km), Gazole-Itahar(28 km) & new MM for Raiganj-Itahar (21.8 km) & Itahar-Buniadpur (39 km) sanctioned in the year 1983-84 in North Frontier Railway; (v) Guna-Etawah via Shivpuri-Gwalior-Bhind (348.25 km) sanctioned in the year 1984-85 in North Central Railway; and (vi) Laxmikantapur-Namkhana-Chanda Nagar(61.5km) with new MM for Kakadwip-Budakhali (5 km) & Chandanagar-Bakhali (17.2 km) sanctioned in the year 1987-88 in Eastern Railway. Further, there are 3 projects which were sanctioned 20 years ago *viz.* Daitari-Banspani (155 km) sanctioned in the year 1992-93 in East Coast Railway, Peddapalli-Karimnagar-Nizamabad sanctioned in the year 1993-94 in South Central Railway and Amravati-Narkher sanctioned in the year 1993-94 in Central Railway. Details in respect of one project *viz.* Dallirjahara-Jagdarpur(23 km.) in South East Central Railway have not been provided. The Committee, while stressing that this is far from satisfactory, recommend that immediate

corrective measures should be taken to expeditiously complete these projects before they lose their utility.

9. The Committee have been apprised that electric traction is better than the diesel traction in terms of economic, operational and environmental considerations. However, they are constrained to note that as on 01.04.2013, out of the total 65436 route kms, only 23541 route kms have been electrified. In the "Vision 2020" document, issued in December, 2009, it has been mentioned that by the year 2020, 33000 kms of route would be electrified. The Committee do appreciate that in order to meet the targets, a Blue Print for Railway Electrification has been prepared and the targets of Railway Electrification are being consistently achieved. The Committee would want that the Ministry would make sincere efforts to achieve electrification targets as envisaged in "Vision 2020" without any delay. At the same time, they would like to point out that even after accomplishing the above targets, the Railways would still be left with 32436 route kms for electrification. Keeping in view the various benefits of electric traction when compared to diesel traction, the Committee would like to urge the Ministry of Railways to further enhance the yearly targets of electric traction.

10. The Committee regret to note that so far only two State Capitals out of the seven North-East States are on Broad Gauge(BG) Network.

The Ministry, in the "Vision 2020" document, has set certain targets for implementation of projects in the North-East Region by 2020 like connecting all the State Capitals on Broad Gauge, doubling of New Jalpaiguri- Samuktala, commissioning of a third alternative BG route from New Maynaguri to Jogighopa, BG networking of the entire Barak Valley, completion of third Railway Bridge across River Brahmaputra- Rail-cum-Road Bridge at Bogibeel, entire BG networking of North Bank of Brahmaputra, connection of South Bank at Dibrugarh through Bogibeel and electrification of Katihar-Guwahati route.

With regard to accomplishment of the above targets, the Committee are apprised that the Capitals of Assam and Tripura have already been connected. Itanagar (Naharlagun), the Capital of Arunachal Pradesh, will be connected by March 2014 and for the rest, funds and availability of land are the critical areas. The Committee feel that scarce allocation of funds for infrastructural projects is totally uncalled for and hence Plan allocation should be suitably enhanced in accordance with the needs of the Ministry. The matter for grant of required budgetary support should be taken up vigorously with the Planning Commission and the Ministry of Finance. In no case, fund constraints be allowed to bring down physical performance of the Ministry of Railways, especially insofar as the North-East region is concerned. Further, the bottlenecks in regard to the procedural delays should be identified and removed.

11. The Committee are distressed to find the tardy progress in respect of certain railway projects in the North-East region; these include: (i) Dudhnoi-Mendipather(19.75 km.), a new line project in North-East which was sanctioned in 1992-93; (ii) Harmuti-Nharlagun(20 km), a new line project sanctioned in 1996-97, (iii) Katakhal-Bhairabi(84 km), a gauge conversion project sanctioned in 1997-98; (iv) Katihar-Jogbani with extention upto Radhikapur; Katihar-Tejanarayanpur(234 km.), and new MM for Raniganj-Dalkhola(43.43 km.), a new line project in North-East region sanctioned in 2000-01; and (v) New Moynaguri-Jogighopa, a new line with gauge conversion project of New Mal (260 km.), sanctioned in 2000-01. Taking a serious view of such inordinate delays in execution of these railway projects in the North-East region, some of which are 15-20 years old, the Committee strongly urge the Ministry to accord priority to these pending projects and take required measures to complete these projects expeditiously.

12. The Committee want to strongly record its deep concern at the slow progress in respect of the National Projects in the North-East region. Out of the 10 projects in the North-East, the overall progress in respect of the projects, *viz.* Dimapur-Kohima (88 km.) sanctioned in the year 2006-07; Bhairabi-Sairang (51.38 km.) and Sivok-Rangpo (44.39 km.) both sanctioned in the year 2008-09; and Byrnihat-Shillong (108.40 km.) sanctioned in the year 2010-11, is to the tune of

0.37 percent, 2 percent, 1.83 percent and 0.07 percent, respectively. For the other projects, viz. Lumding-Silchar (482.73 km.) sanctioned in the year 1996-97, the target date of completion has been shifted from December 2014 to December 2016; for Bogibeel Bridge (73 km.) sanctioned in the year 1997-98, the target date has been shifted from December 2015 to December 2017, for Jiribam-Tupul & Tupul-Imphal (Tupul) (125 km.) sanctioned in the year 2003-04, the target date has been shifted from March 2015 and March 2017 to March 2020 and March 2022; for Tetelia-Nyrnihahat (21.50 km.) sanctioned in the year 2006-07, the target date has been shifted from March 2015 to March 2017; for Agartala-Sabroom (110 km.) sanctioned in the year 2008-09, the target date has been shifted from December 2015 to March 2019; and for Rangiya-Murkongselek & linked figures (510.33 km.) sanctioned in the year 2003-04, the target date has been shifted from March 2014 to March 2015. As already submitted, the main reason for non-completion of these National Projects in the North-East Region is funds constraint. Such drastic shifting of target dates speaks very poorly of the priority give to completion of National projects in the North-East region which is poorly connected with the rest of India. Undoubtedly, this points to the startling fact that the National Projects are not given the attention they deserve. Spilling over of these projects for longer period of time would lead to frustration among the people of the North-East who are already under-served in respect of railway

connection. The Committee are of the view that the very purpose of creating the North-East Region Rail Development Fund (NERRDF) would be defeated if National Projects of such crucial significance are kept starved of funds. The matter of allocation of required funds should be continuously pursued with the agencies concerned so that these projects do not get stuck for want of funds.

13. The Committee have been informed that many of the ongoing/pending rail projects in the North-East Region are now at a stage where there is no external problem and environmental and technical clearances are there. These include the Lumbding-Silchar-Agartala gauge conversion project, doubling of New Jalpaiguri-Samuktala, New Maynaguri-Jogighopa New Line, Bogibeel bridge project. As stated, there is no problem other than of funds and the work can be expedited substantially depending on the availability of funds. The Committee take a serious view of the fact that even for National Projects, the Ministry of Railways are facing the problem of shortage of funds. The Committee strongly feel that the Planning Commission and the Ministry of Finance should review the situation urgently in view of the demands of the strategically located North-East region for better connectivity, as also the demands of the people of the region for better rail connectivity and sanction adequate financial support for these National Projects.

14. The Committee note that on 21 January, 2014, the Prime Minister, after reviewing the progress of infrastructural projects in the North-East with the Chief Ministers of the North-Eastern States, had set a deadline for completion of various projects during the 12th Five Year Plan period under the supervision of the monitoring committee. He had directed the Planning Commission to set up a committee comprising representatives of the North-Eastern States and Central Ministries concerned. This committee will co-ordinate the execution of the projects and help to improve upon connectivity of the region with the rest of the country. The Committee find this as a very crucial opportunity for the Ministry of Railways to apprise the Planning Commission and the Ministry of Finance about their concern with regard to the inordinate delays in the execution of infrastructural projects in the North-East region. The Committee would like to be apprised of the developments in the matter.

15. The Committee note that a Cabinet Note for modifying the definition of National Projects has been prepared and is under consideration of the Directorate concerned in the Ministry of Railways. The Committee are of the definite view that Railway Projects which fall under difficult terrains in the Himalayan and North-East region and Jammu and Kashmir should be declared as National Projects for expeditious completion of such projects.

16. The Committee note that that the Ministry of Railways have received a revised list of 14 strategically important projects from the Ministry of Defence. Further, the Ministry would undertake the construction of these strategic lines only if they will be fully funded by either the Ministry of Defence or the Ministry of Finance; they would also want the operational losses to be reimbursed as these lines are highly un-remunerative. The Committee have been informed that the Ministry of Defence has again been requested on 29.07.2013 to declare additional 19 lines (including ongoing National Projects) as strategic lines so that operating losses on these additional 19 lines are also reimbursed. The Committee desire to be informed of the progress in the matter.

ANNEXURE-I

| LIST OF ONGOING NEW LINE, GAUGE CONVERSION AND DOUBLING PROJECTS (As on 01.04.2013) | | | | |
|--|----------------|------------------------|--|-----------------------|
| S. No. | Railway | Year of sanctn. | Name of project | Length (in Km) |
| | | | <u>New Lines</u> | |
| 1 | CR | 1995-96 | Ahmednagar-Beed-Parle Vaijnath | 250 |
| 2 | CR | 1993-94 | Amravati-Narkher | 138 |
| 3 | CR | 1998-99 | Baramati-Lonand | 54 |
| 4 | CR | 2008-09 | Wardha-Nanded (via Yevatmal-Pusood) | 270 |
| 5 | ECoR | 1996-97 | Angul-Sukinda Road (98.7 km) | 98.7 |
| 6 | ECoR | 1992-93 | Daitari-Banspani (155 km) | 155 |
| 7 | ECoR | 1996-97 | Haridaspur-Paradeep (82 km) | 82 |
| 8 | ECoR | 1994-95 | Khurda Road-Bolangir (289 km) | 289 |
| 9 | ECoR | 2003-04 | Talcher-Bimlagarh (154 km) | 154 |
| 10 | ECR | 2008-09 | Ara-Bhabua Road (122 km) | 122 |
| 11 | ECR | 2008-09 | Araria-Supaul (92 km) | 92 |
| 12 | ECR | 2007-08 | Bihta-Aurangabad via Anugrahanarayan Road (118.45 km) | 118.45 |
| 13 | ECR | 2006-07 | Chhapra-Muzzafarpur (84.65 km) | 84.65 |
| 14 | ECR | 2005-06 | Darbhanga- Kusheshwarasthan (70.14 km) | 70.14 |
| 15 | ECR | 2008-09 | Dehri on Sone-Banjari (36.4 km) | 36.4 |
| 16 | ECR | 2001-02/2002- 03 | Fatuha-Islampur incl. MM for extn.of NL from Daniawan to Biharsharif, Biharsharif to Barbigha, Barbigha to Shekhpura | 171.5 |
| 17 | ECR | 2008-09 | Gaya-Bodhgaya-Chatra, Gaya-Natesar (Nalanda) | 97 |
| 18 | ECR | 2008-09 | Gaya-Daltonganj via Rafiganj (136.88 km) | 136.88 |
| 19 | ECR | 1996-97 | Giridih-Koderma (102.5 km) | 102.5 |
| 20 | ECR | 2003-04 | Hajipur-Sagauli via Vaishali (148.3 km) | 148.3 |
| 21 | ECR | 1996-97 | Khagaria- Kusheshwarasthan (44 km) | 44 |
| 22 | ECR | 1998-99 | Koderma-Ranchi (189 km) | 189 |
| 23 | ECR | 2001-02 | Koderma-Tilaiya (68 km) | 68 |

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|----|-----|---------|---|--------|
| 24 | ECR | 2003-04 | Kosi Bridge | 21.85 |
| 25 | ECR | 2008-09 | Kursela-Bihariganj (35 km) | 35 |
| 26 | ECR | 2006-07 | Motihari-Sitamarhi (76.7 km) | 76.7 |
| 27 | ECR | 2002-03 | Munger-rail-cum-road Bridge on river Ganga (14 km) | 14 |
| 28 | ECR | 2008-09 | Muzaffarpur-Darbhanga (66.9 km) | 66.9 |
| 29 | ECR | 2008-09 | Muzaffarpur-Katra-Orai-Janakpur Road (66.55 km) | 66.55 |
| 30 | ECR | 2008-09 | Nawada-Laxmipur (137 km) | 137 |
| 31 | ECR | 1997-98 | Patna-Ganga bridge with linking lines between Patna and Hajipur (rail cum road bridge) (19 km) | 19 |
| 32 | ECR | 2001-02 | Rajgir-Hisua-Tilaiya (46 km) & Natesar-Islampur (21 km) | 67 |
| 33 | ECR | 1996-97 | Sakri-Hasanpur (79 km) | 79 |
| 34 | ECR | 2008-09 | Sitamarhi-Jayanagar-Nirmali via Susand (188 km) | 188 |
| 35 | ER | 2001-02 | Azimganj-Murshidabad (Jiyaganj) incl. Rly. Bridge over river Bhagirathi | 6.6 |
| 36 | ER | 2007-08 | Bariarpur-Mananpur via Kharagpur, Lachimpur-Barhat (67.78 km) | 67.78 |
| 37 | ER | 2000-01 | Deogarh-Sultanganj incl. Banka-Barahat and Banka-Bhitiah Road(149.5 km) | 147 |
| 38 | ER | 2011-12 | Hansdiha-Godda (30 km) | 30 |
| 39 | ER | 2010-11 | Hasnabad-Hinalganj (14 km) | 14 |
| 40 | ER | 1987-88 | Laxmikantapur-Namkhana-Chanda Nagar(61.5km) with new MM for Kakadwip-Budakhali (5 km) & Chandanagar-Bakhali (17.2 km) | 83.7 |
| 41 | ER | 2013-14 | Pirpanti-Jassidih (127 km) | 127 |
| 42 | ER | 1995-96 | Rampurhat-Mandarhill via Dumka (130 km) with new MM for Rampurhat-Murarai (29.48 km)- 3rd line | 159.48 |
| 43 | ER | 2007-08 | Sultanganj-Katuria via Asarganj, Tarapur & Belhar (74.8 km) | 74.8 |

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|----|-----|---------|---|--------|
| 44 | ER | 2000-01 | Tarakeshwar-Bishnupur with Ext up to Dhaniakhali, Arambagh-Irphala & new MM for Irphala-Ghatal (11.2 km) & Arambagh-Champadanga (23.3 km) | 154.27 |
| 45 | ER | 2010-11 | Tarakeshwar-Magra (51.95 km) incl. MM for Tarakeshwar-Furfurasharif (21.75 km) | 73.7 |
| 46 | NCR | 1999-00 | Agra-Etawah via Fatehabad and Bah (110 km) | 110 |
| 47 | NCR | 1997-98 | Etawah-Mainpuri (57.5 km) | 57.5 |
| 48 | NCR | 1985-86 | Guna-Etawah via Shivpur-Gwalior-Bhind (348.25 km) | 348.25 |
| 49 | NER | 2013-14 | Anandnagar-Ghugli via Maharajanj (50 km) | 50 |
| 50 | NER | 2006-07 | Chhitauni-Tumkuhi Road (58.88 km) | 62.5 |
| 51 | NER | 2005-06 | Hathua-Bhatni | 79.64 |
| 52 | NER | 2013-14 | Kapilvastu-Basti via Bansi(91 km) | 91 |
| 53 | NER | 2003-04 | Kichha-Khatima (57.7 km) | 57.7 |
| 54 | NER | 2003-04 | Maharajanj-Masrakh (35.49 km) with MM for NL between Masrakh-Rewaghat (30 km) | 65.49 |
| 55 | NER | 1995-96 | Rampur-Lalkuan-Kathgodam - ROB on NH near Rampur | |
| 56 | NFR | 2012-13 | Agartala-Akhaura (Bangladesh)(13 km) | 13 |
| 57 | NFR | 2008-09 | Agartala-Sabroom (110 km) | 110 |
| 58 | NFR | 2006-07 | Araria-Galgalia (Thakurganj) (100 km) | 100 |
| 59 | NFR | 2010-11 | Balurghat-Hilli (29 km) | 29 |
| 60 | NFR | 2008-09 | Bhairabi-Sairang (51.38 km) | 51.38 |
| 61 | NFR | 1997-98 | Bogibeel bridge with linking lines between Dibrugarh and North Bank line (46 km) | 73 |
| 62 | NFR | 2010-11 | Byrnihat-Shillong (108.40 km) | 108.4 |
| 63 | NFR | 2006-07 | Dimapur-Kohima (88 km) | 88 |
| 64 | NFR | 2013-14 | Dimapur-Tizit (257 km) | 257 |
| 65 | NFR | 1992-93 | Dudhnoi-Mendhipathar (19.75 km) | 19.75 |

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|----|-----|---------|--|--------|
| 66 | NFR | 1983-84 | Eklakhi-Balurghat(87.11 km) ,Gazole-Itahar(28 km) & new MM for Raiganj-Itahar (21.8 km) & Itahar-Buniadpur (39 km) | 175.91 |
| 67 | NFR | 1996-97 | Harmuti-Naharlagun (earlier Harmuti-Itanagar) (20 km) | 20 |
| 68 | NFR | 2008-09 | Jalalgarh-Kishanganj (50.077 km) | 50.077 |
| 69 | NFR | 2003-04 | Jiribam-Imphal (97.90 km) | 125 |
| 70 | NFR | 2010-11 | Jogbani-Biratnagar(Nepal) (18 km) | 18 |
| 71 | NFR | 2010-11 | Kaliyaganj-Buniadpur (33.13 km) | 33.13 |
| 72 | NFR | 2011-12 | Murkongselek-Pasighat (30.617 km) | 30.617 |
| 73 | NFR | 2000-01 | New Moynaguri-Jogighopa NL with GC of New Mal-Moynaguri Road and New Changrabanda-Changrabanda (3 km) | 260 |
| 74 | NFR | 2008-09 | Sivok-Rangpo (44.39 km) | 44.39 |
| 75 | NFR | 2006-07 | Teteliya-Byrnihat (21.50 km) | 21.5 |
| 76 | NR | 2009-10 | Bhanupalli-Bilaspur-Beri (63.1 km) | 63.1 |
| 77 | NR | 2007-08 | Chandigarh-Baddi (33.23 km) | 33.23 |
| 78 | NR | 2013-14 | Chola-Bulandshahar (16 km) | 16 |
| 79 | NR | 2013-14 | Delhi-Sohna-Nuh-Ferozpur-Jhirka-Alwar (104 km) | 104 |
| 80 | NR | 2007-08 | Deoband (Muzzafar Nagar)-Roorkee (27.45 km) | 27.45 |
| 81 | NR | 2013-14 | Faizabad-Lalganj via Akbarganj, Maharajganj and Raibareilly (116 km) | 116 |
| 82 | NR | 2013-14 | Ferozpur-Patti (25 km) | 25 |
| 83 | NR | 2013-14 | Hissar-Sirsa via Agroha and Fatehabad (93 km) | 93 |
| 84 | NR | 2003-04 | Jind-Sonipat (88.9 km) | 88.9 |
| 85 | NR | 1981-82 | Nangal Dam-Talwara (83.74 km) new broad gauge line & Taking over siding of Mukerian-Talwara (29.16 km) | 83.74 |
| 86 | NR | 2011-12 | Qadian-Beas NL | 39.68 |
| 87 | NR | 2003-04 | Rewari-Rohtak (81.26 km) | 81.26 |
| 88 | NR | 2010-11 | Rishikesh-Karanprayag (125.09 km) | 125.09 |

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|-----|-----|---------|---|--------|
| 89 | NR | 2012-13 | Rohtak-Mehem-Hansi (68.8 km) | 68.8 |
| 90 | NR | 1994-95 | Udhampur-Srinagar-Baramula (290 km) | 290 |
| 91 | NR | 2012-13 | Unchhar-Amethi (66.17 km) | 66.17 |
| 92 | NR | 2013-14 | Yamuna Nagar-Chandigarh via Sadhaura, Narayangarh (91 km) | 91 |
| 93 | NWR | 2013-14 | Ajmer-Kota (Nasirabad-Jalindri) (145 km) | 145 |
| 94 | NWR | 2008-09 | Bangurgram-Ras (27.8 km) | 27.8 |
| 95 | NWR | 1996-97 | Dausa-Gangapur City (92.67 km) | 92.67 |
| 96 | NWR | 2013-14 | Pushkar-Merta (59 km) | 59 |
| 97 | NWR | 2011-12 | Ratlam -Dungarpur via Banswara | 176.47 |
| 98 | NWR | 2013-14 | Thiyat-Hamira-Sanu (58.5 km) | 58.5 |
| 99 | SCR | 2012-13 | Akkanapet-Medak (17.2 km) | 17.2 |
| 100 | SCR | 2010-11 | Bhadrachalam Road-Sattupalli | 56.25 |
| 101 | SCR | 2012-13 | Bhadrachalam-Kovvur (151 km) | 151 |
| 102 | SCR | 2008-09 | Cuddapah-Bangalore (Bangarapet) | 255.4 |
| 103 | SCR | 2013-14 | Cumbam-Proddutur (142 km) | 142 |
| 104 | SCR | 1998-99 | Gadwal-Raichur | 60 |
| 105 | SCR | 2011-12 | Gudur-Durgarajapatnam | 41.55 |
| 106 | SCR | 1997-98 | Gulbarga-Bidar (Suppl.) | 140 |
| 107 | SCR | 2006-07 | Jaggayyapet-Mallacheruvu with new MM for Mallacheruvu-Janpahad (24km) | 43.1 |
| 108 | SCR | 1999-00 | Kakinada-Pithapuram | 21.5 |
| 109 | SCR | 2013-14 | Kondapalli-Kothagodum (125 km) | 125 |
| 110 | SCR | 2000-01 | Kotipalli-Narsapur | 57.21 |
| 111 | SCR | 1997-98 | Macherla-Nalgonda (Suppl.) | 92 |
| 112 | SCR | 2013-14 | Mannuguru-Ramagundum (200 km) | 200 |
| 113 | SCR | 2006-07 | Manoharabad-Kotapalli | 148.9 |
| 114 | SCR | 1997-98 | Munirabad-Mahabubnagar | 246 |
| 115 | SCR | 2011-12 | Nadikude-Srikalahasti | 309 |
| 116 | SCR | 1996-97 | Nandyal-Yerraguntla | 126 |
| 117 | SCR | 2006-07 | Obulavaripalle-Krishnapatnam | 113 |
| 118 | SCR | 1993-94 | Peddapalli-Karimnagar-Nizamabad | 177.49 |

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|-----|------|---------|--|--------|
| 119 | SECR | 2013-14 | Barwadih-Chirmari (182 km) | 182 |
| 120 | SECR | | Dallirajahara-Jagdalpur (23 km) | 235 |
| 121 | SECR | 2013-14 | Gevra Road-Pendra Road (121.7 km) | 121.7 |
| 122 | SECR | 2013-14 | Raipur (Mand Colliery)-Bhupdeopur (63 km) | 63 |
| 123 | SECR | 2013-14 | Raipur-Jharsuguda (310 km) | 310 |
| 124 | SECR | 2011-12 | Wadsa-Gadchiroli (49.5 km) | 49.5 |
| 125 | SER | 2011-12 | Bhadutola-Jhargram via Lalgah (54 km) | 54 |
| 126 | SER | 2010-11 | Bowaichandi-Arambagh (31 km) | 31 |
| 127 | SER | 2010-11 | Digha-Jaleswar (41 km) with new MM for Digha-Egra (31 km) | 72 |
| 128 | SER | 1974-75 | Howrah-Amta, Bargachia-Champadanga-Tarakeshwar, Amta-Bagnan & new MM for Janghipara-Furfura sharif (12.3 km) | 109.8 |
| 129 | SER | 1984-85 | Tamluk-Digha, Deshpran-Nandigram with new MM for Kanthi-Egra (26.2 km); Nandakumar-Bolaipanda 927 km) NL & Nandigram-Kandhimari (Nayachar) (7 km) NL | 167.6 |
| 130 | SR | 1997-98 | Angamali-Sabarimala (116 km) | 116 |
| 131 | SR | 2008-09 | Attipattu-Puttur (88.30 km) | 88.3 |
| 132 | SR | 2008-09 | Chennai-Cuddalore via Mahabalipuram (179.28 km) | 179.28 |
| 133 | SR | 2008-09 | Erode-Palani (91.05 km) | 91.05 |
| 134 | SR | 2011-12 | Madurai-Tuticorin via Aruppukkottai | 143.5 |
| 135 | SR | 2013-14 | Sriperumbudur-Guduvanchery with Spur to IRUN, Kattukotti-Avadi-Sriperambudur (60 km) | 60 |
| 136 | SR | 2006-07 | Tindivanam-Gingee-Tiruvannamalai (70 km)) | 70 |
| 137 | SR | 2006-07 | Tindivanam-Nagari (179.20 km) | 179.2 |
| 138 | SR | 1995-96 | Tirunnavaya-Guruvayur (35 km) | 35 |
| 139 | SWR | 2010-11 | Bagalkot-Kudachi (142 km) | 142 |

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|-----|-----|---------|--|--------|
| 140 | SWR | 1996-97 | Bangalore-Satyamanglam (260 km) | 260 |
| 141 | SWR | 2013-14 | Chickballapur-Puttaparthysri Satya Sai Nilyam (103 km) | 103 |
| 142 | SWR | 2013-14 | Chickballapur-Gowribidanur (44 km) | 44 |
| 143 | SWR | 2013-14 | Gadag-Wadi (252 km) | 252 |
| 144 | SWR | 1996-97 | Hassan-Bangalore via Shraavanabelgola (166 km) | 166 |
| 145 | SWR | 1997-98 | Hubli-Ankola (167 km) | 167 |
| 146 | SWR | 1996-97 | Kadur-Chickmagalur-Sakleshpur (93 km) | 93 |
| 147 | SWR | 2011-12 | Marikuppam-Kuppam NL | 23.7 |
| 148 | SWR | 2007-08 | Rayadurg-Tumkur via Kalyandurg (213 km) | 213 |
| 149 | SWR | 2011-12 | Shimoga-Harihar (78.66 km) | 78.66 |
| 150 | SWR | 2013-14 | Srinivasapura-Madanapalli (75 km) | 75 |
| 151 | SWR | 2011-12 | Tumkur-Chitradurg-Davangere | 199.7 |
| 152 | SWR | 2011-12 | Whitefield-Kolar (52.9 km) | 52.9 |
| 153 | WCR | 1997-98 | Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho (541 km) | 541 |
| 154 | WCR | 2000-01 | Ramganjmandi-Bhopal (262 km) | 262 |
| 155 | WR | 2007-08 | Chhota udepur-Dhar | 157 |
| 156 | WR | 2007-08 | Dahod-Indore via Sardarpur, Jhabua & Dhar | 200.97 |
| | | | <u>Gauge Conversion</u> | |
| 1 | WR | 2012-13 | Ahmedabad-Botad (170.48 km) | 170.48 |
| 2 | ECR | 2010-11 | Jaynagar-Bijalpura, incl. extn. Bet, Bijalpura-Bardibas (Nepal) (69.08 km) | 69 |
| 3 | ECR | 1997-98 | Jaynagar-Darbhanga-Narkatiaganj (268 km) | 268 |
| 4 | ECR | 1996-97 | Mansi-Saharsa, incl. Saharsa-Dauram Madhepura-Purnia (143 km) | 143 |
| 5 | ECR | 2003-04 | Sakri-Laukaha Bazar-Nirmali & Saharsa-Forbesganj (206.06 km) | 206.06 |

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|----|-----|---------|---|--------|
| 6 | ER | 2007-08 | Burdwan-Katwa (51.52 km) with new MM for Katwa-Bazarsau (30.59 km) - DL, Katwa(Dainhat)-Mateswar (34.4 km), Nangun-Mangalkot (8.60 km) & Mateswar-Memari (35.6 km) NL | 160.62 |
| 7 | NCR | 2010-11 | Dholpur-Sirmuttra with extension to Gangapur City (144.6 km) | 144.6 |
| 8 | NCR | 2010-11 | Gwalior-Sheopurkalan with extension to Kota (284 km) | 284 |
| 9 | NER | 2007-08 | Bhojipura-Tanakpur via Pilibhit (101.79 km) | 101.79 |
| 10 | NER | 1997-98 | Gonda-Baharaich- as Ph I of Gonda-Baharaich-Sitapur-Lucknow (60 km) | 60 |
| 11 | NER | 1997-98 | Gonda-Gorakhpur Loop with Anand nagar Nautanwa | 260 |
| 12 | NER | 1997-98 | Kanpur-Kasganj-Mathura & Kasganj-Bareilly - Lalkuan incl. MM for extrn. From Bareilly to Lalkuan (544.5 km) | 544.5 |
| 13 | NER | 1999-00 | Kaptanganj-Thawe-Siwan-Chhapra (233.5 km) | 233.5 |
| 14 | NER | 2011-12 | Lucknow-Pilibhit via Sitapur, Lakhimpur (262.76 km) | 262.76 |
| 15 | NFR | 1997-98 | Katahal-Bhairabi (84 km) | 84 |
| 16 | NFR | 2000-01 | Katihar-Jogbani with ext. upto Radhikapur, Katihar-Tejnarayanpur & new MM for Raiganj-Dalkhola(43.43 km) NL | 277.43 |
| 17 | NFR | 1996-97 | Lumding-Silchar incl. Migrendisa-Dittockchera (198 km), ext. Badarpur-Bairagram (44 km) & new MM for GC of Baraigram-Dulabchera with bypass at Karimganj (29.40 km) & Karimganj-Maishashan (10.30 km) | 482.73 |
| 18 | NFR | 1998-99 | New Jalpaiguri-Siliguri-New Bongaigaon NL along with Branch lines & new MM for Chalsa-Naxalbari (16 km) NL | 433 |
| 19 | NFR | 2003-04 | Rangiya-Murkongselek alongwith linked fingers (510.33 km) | 510.33 |

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|----|------|---------|--|--------|
| 20 | NWR | 2008-09 | Jaipur-Ringus-Churu & Sikar-Loharu (320.04 km) | 320.04 |
| 21 | NWR | 2007-08 | Sadulpur-Bikaner & Ratangarh-Degana (394.35 km) with Ratangarh-Sardarshahar (44 km) sanctioned as MM | 438.35 |
| 22 | NWR | 2008-09 | Suratpura-Hanumangarh-Sriganganagar (240.95 km) | 240.95 |
| 23 | SECR | 2010-11 | Chhindwara-Mandla Fort(182.25 km) | 182.25 |
| 24 | SECR | 2005-06 | Chhindwara-Nagpur (149.52 km) | 149.52 |
| 25 | SECR | 1996-97 | Jabalpur-Gondia including Balaghat-Katangi (285 km) | 285 |
| 26 | SECR | 2013-14 | Nagbir-Nagpur (106 km) | 106 |
| 27 | SER | 1998-99 | Bankura-Damodar valley with Bowaichandi Khana(22),Rainagar-Chinchai (20.9) Bankura-Mukutmonipur(57)& MM Mukutmonipur-Uparsol(26.70),Bankura (Kalabadi)-Purulia via Hura (65)&Mukutmonipur-Jhilmili(24 | 281.85 |
| 28 | SER | 1996-97 | Ranchi-Lohardaga with extension to Tori (113 km) | 113 |
| 29 | SER | 1995-96 | Rupsa-Bangriposi (90 km) | 90 |
| 30 | SR | 2006-07 | Dindigul-Pollachi-Palghat & Pollachi-Coimbatore (224.88 km) | 224.88 |
| 31 | SR | 2008-09 | Madurai-Bodinayakkanur (90.41 km) | 90.41 |
| 32 | SR | 2007-08 | Mayiladuturai-Tiruvarur-Karaikudi & Tiruturaipundi-Agastiyampalli incl. restoration of Needamangalam-Mannargudi line & Mannargudi-Pattukkottai | 224 |
| 33 | SR | 1997-98 | Quilon-Tirunelveli-Tiruchendur & Tenkasi-Virudhnagar (357 km) | 357 |
| 34 | SR | 1995-96 | Tiruchchirappali-Nagore-Karaikkal (200 Kms) with extrn. Nagapattinam-Velankani-Tiruturaipundi (43 Kms) | 243 |
| 35 | SWR | 2006-07 | Kolar-Chickballapar (96.5 km) | 96.5 |

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|----|------|---------|--|--------|
| 36 | SWR | 1997-98 | Mysore-Chamarajanagar(Ph.I) with extension to Mettupalayam (148 km) | 148 |
| 37 | WR | 2008-09 | Ahmedabad-Himmatnagar-Udaipur including Modasa-Shamlaji Road(22.53Km) | 321.73 |
| 38 | WR | 1990-91 | Bhildi-Viramgam with new MM for Mehsana-Taranga hill(57.4Km) | 214.4 |
| 39 | WR | 2008-09 | Bhuj-Naliya(101.35 km) with extn. From Naliya to Vayor (24.65 km) | 126 |
| 40 | WR | 2012-13 | Dhasa-Jetalsar (104.44 km) | 104.44 |
| 41 | WR | 2011-12 | Miyagam-Karjan-Dabhoi-Samalaya GC with electrification | 96.46 |
| 42 | WR | 1994-95 | Rajkot-Veraval, Wansjalia to Jetalsar with new MM for Shapur-Saradiya(46km) & Somnath-Kodinar(36.91km) | 363.91 |
| 43 | WR | 2008-09 | Ratlam-Mhow-Khandwa-Akola | 472.64 |
| | | | <u>Doubling</u> | |
| 1 | NWR | 2010-11 | Abu Road-Sarotra Road Patch doubling (23.12 km) | 23.12 |
| 2 | CR | 2011-12 | Bhusawal-Jalgaon 3rd line (24.13 km) | 24.13 |
| 3 | CR | 2010-11 | Godhani-Kalumna Chord | 13.7 |
| 4 | CR | 2011-12 | Kalyan-Kasara - 3rd line (67.62 km) | 67.62 |
| 5 | CR | 2006-07 | Panvel-Pen | 35 |
| 6 | CR | 1996-97 | Panvel-Roha land acquisition | 75.44 |
| 7 | CR | 2007-08 | Pen-Roha | 40 |
| 8 | CR | 2012-13 | Wardha(Sewagram)-Nagpur 3rd line (76.3 km) | 76.3 |
| 9 | ECOR | 2009-10 | Banspani-Daitari-Tomka-Jakhapura (180 km) | 180 |
| 10 | ECOR | 2012-13 | Bhadrak-Nergundi 3rd line (80 km) | 80 |
| 11 | ECOR | 2009-10 | Brundamal-Jharsuguda-flyover connection for joining DN Line | |
| 12 | ECOR | 2003-04 | Cuttack-Barang (12 km) | 14.27 |
| 13 | ECOR | 2010-11 | Delang-Puri (28.7 km) | 28.7 |
| 14 | ECOR | 2005-06 | Jharsuguda-Rengali (25.6 km) | 25.6 |

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|----|------|---------|---|--------|
| 15 | ECoR | 2003-04 | Khurda Road-Barang 3rd line (35 km) | 35 |
| 16 | ECoR | 2011-12 | Kirandul-Jadgalpur (150 km) | 150 |
| 17 | ECoR | 2007-08 | Raipur-Titlagarh (203 km) incl. NL Mandir Hasaud-Naya Raipur (20 km) & new MM for conversion of Raipur(Kendri)-Dhamtari & Abhanpur-Rajimbranch (67.20 km) | 290.2 |
| 18 | ECoR | 1999-00 | Rajatgarh-Barang (20 km) | 20 |
| 19 | ECoR | 2010-11 | Sambalpur-Talcher (174.11 km) | 174.11 |
| 20 | ECoR | 2006-07 | Sambalpur-Titlagarh (182 km) | 182 |
| 21 | ECR | 2008-09 | Chandrapura-Rajabera-Chandrapura-Bhandaridah (10.6 km) | 10.6 |
| 22 | ECR | 2013-14 | Danea-Ranchi Road (25.2 km) | 25.2 |
| 23 | ECR | 2013-14 | Garhwa Road-Ramna (32.32 km) | 32.32 |
| 24 | ECR | 2013-14 | Hajipur-Ramdayalu (47.72 km) | 47.72 |
| 25 | ECR | 2013-14 | Jarangdih-Danea Patch Doubling (29.2 km) | 29.2 |
| 26 | ECR | 2012-13 | Katreah-Kursela Patch Doubling incl. bridge on river Kosi (7.24 km) | 7.24 |
| 27 | ECR | 2003-04 | Sonepur-Hajipur including Gandak Bridge | 5.5 |
| 28 | ER | 2010-11 | Ambikakalna-Nabadwip Dham (23.29 km) | 23.29 |
| 29 | ER | 2010-11 | Azimganj-Manigram (20.49 km) | 20.49 |
| 30 | ER | 2011-12 | Bandel-Boinchi - 3rd line(30.53 km) | 30.53 |
| 31 | ER | 2010-11 | Barharwa-Bonidanga (4.73 km) | 4.73 |
| 32 | ER | 2012-13 | Bazar Sau-Azimganj Jn.(42.15 km) | 42.15 |
| 33 | ER | 2010-11 | Bethuadhahari-Plassey (22.51 km) | 22.51 |
| 34 | ER | 2011-12 | Boinchi-Shaktigarh 3rd line (25.83 km) | 25.83 |
| 35 | ER | 2003-04 | Chandpara-Bongaon with extn. to Chandabazar and new MM for Bongaon-Poramaheshtala (20 km) & Chandabazar-Bagdah (13.86 km) NL | 55.13 |

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|----|----|---------|---|--------|
| 36 | ER | 2005-06 | Chinpai-Sainthia, Prantik-Siuri(33.98km) MM Chaurigacha-Sainthia(56.50Km) | 122.09 |
| 37 | ER | 2009-10 | Dakshin Barasat-Lakshmikantapur (19.68 km), New Line from Joynagar-Raidighi (20 km) & New MM for Joynagar-Durgapur (32 km) | 71.68 |
| 38 | ER | 2011-12 | Dankuni-Bhattanagar via CC line- DL with one addl. Loop at Bhattanagar. | |
| 39 | ER | 2010-11 | Dankuni-Chandanpur- 4th line (25.41 km) as 1st phase of Dankuni-Saktigarh 4th line with new MM for Baruipara-Furfura(12.3Km) NL | 37.71 |
| 40 | ER | 2009-10 | Ghutiari sharif-Canning with extn. upto Bangankhali & new MM for Bangankhali-Basanti (14.3 km) & Basanti-Jharkhali (23 km) NL | 56.19 |
| 41 | ER | 2000-01 | Habra-Bongaon Phase-I (Habra-Chandpara) & Machlandapur-Swarup Nagar | 37.25 |
| 42 | ER | 2000-01 | Kalinarayanpur-Krishnanagar with Krishnanagar-Shantipur-Nawadwipghat-GC & Krishnanagar-Chartala & new MM for Krishnanagar-Chhapra NL, Naihati-Ranaghat-3rdline & Nabadwipghat-Nabadwipdham with extn toBB | 115.06 |
| 43 | ER | 2010-11 | Kalinarayanpur-Shantipur (15.85 km) with new MM for Ranaghat(Aranghata)-Duttapulia (8.17 km) NL | 24.02 |
| 44 | ER | 2010-11 | Katwa-Patuli (17.7 km) with new MM for Ahmedpur-Katwa (51.92 km) GC | 69.62 |
| 45 | ER | 2009-10 | Krishnanagar-Bethuadahari (27.92 km) | 27.92 |
| 46 | ER | 2009-10 | Liluah-Dankuni 3rd line (10.13 km) with extn. to Furfura Sharif | 30.13 |

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|----|----|---------|---|-------|
| 47 | ER | 2009-10 | Magrahat-Diamond Harbour (19.67 km) with new MM for Sangrampur-Krishanchandpur (25 km) & Diamond Harbour (Gurdasnagar)-Bahrahat (21 km)- NL | 65.67 |
| 48 | ER | 2012-13 | Monigram-Nimitita (34.3 km) | 34.3 |
| 49 | ER | 2010-11 | Nabadwip Dham-Patuli (22 km) | 22 |
| 50 | ER | 2010-11 | Nalhati-Sagardighi (26.30 km) | 26.3 |
| 51 | ER | 1996-97 | New Alipur-Akra & Budge Budge-Pujali with new MM for Pujali-Uluberia (Birshivpur) (10.25 km) & Pujali-Bahrahat (9.75 km) NL | 40.76 |
| 52 | ER | 2004-05 | Pandabeswar-Chinpai (21.41 km) and Ikra-Churulia-Gurundi with new MM bet. Barbani-Churulia (9 km) NL | 51.91 |
| 53 | ER | 2011-12 | Pirpainti-Bhagalpur (59.06 km) | 59.06 |
| 54 | ER | 2011-12 | Plassey-Jiaganj (54.29km) | 54.29 |
| 55 | ER | 2011-12 | Princepghat to Majherhat doubling of Circular Railway (4.98 km) | 4.98 |
| 56 | ER | 2012-13 | Sagardigi-Azimganj Cabin (16.3 km) | 16.3 |
| 57 | ER | 2010-11 | Sahibganj-Pirpainti (10.45 km) | 10.45 |
| 58 | ER | 2011-12 | Sainthia-Tarapith 3rd line (22 km) | 22 |
| 59 | ER | 2010-11 | Sealdah Div.- 2nd passenger line bet. Mile 5 B and New Alipore (1.67 km) | 1.67 |
| 60 | ER | 2000-01 | Sonarpur-Canning (14.96 km) with new MM for Kalikapur-Minakhan via Gatakpur (38 km) NL | 52.96 |
| 61 | ER | 2010-11 | Sondalia-Champapukur (23.64 km) with new MM for Bira-Chakla (11.5 km) | 35.14 |
| 62 | ER | 2010-11 | Tala-Princep Ghat- DL of Circular Rly.(9.7 km) | 9.7 |
| 63 | ER | 2011-12 | Tarapith-Rampurhat- provision of 3rd line | |
| 64 | ER | 2009-10 | Tinpahar-Sahibganj (37.81 km) as PH-I of doubling of Tinpahar-Bhagalpur | 37.81 |

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| 65 | NCR | 2012-13 | Bhimsen-Jhansi (206 km) | 206 |
| 66 | NCR | 1995-96 | Tundla-Yamuna Bridge (21 km) | 21 |
| 67 | NER | 2011-12 | Aunrihar-Manduadih - Patch doubling (38.80 km) | 38.8 |
| 68 | NER | 2012-13 | Chhapra-Ballia Patch Doubling (65 km) | 65 |
| 69 | NFR | 2011-12 | Ambari Falakata-New Maynaguri (36.52 km) | 36.52 |
| 70 | NFR | 2012-13 | Lumding-Hojai Patch Doubling (44.92 km) | 44.92 |
| 71 | NFR | 2013-14 | New Bongaigaon-Kamakhya via Rangiya (142 km) | 142 |
| 72 | NFR | 2012-13 | New Coochbehar-Gumanihat (29.32 km) | 29.32 |
| 73 | NFR | 2011-12 | New Coochbehar-Samuktala Road (29.02 km) | 29.02 |
| 74 | NR | 2010-11 | Ambala Cantt-Dhapper (Ph.I) | 22.71 |
| 75 | NR | 2012-13 | Anand Vihar-Tilak Bridge 3rd & 4th line (9.77 km) | 9.77 |
| 76 | NR | 2010-11 | Bhadoi-Janghai (31 km) | 31 |
| 77 | NR | 2010-11 | Chakki Bank-Bharoli (3.5 km) | 3.5 |
| 78 | NR | 1999-00 | Dayabasti-Grade separator | 6 |
| 79 | NR | 2012-13 | Haridwar-Lakshar (27.03 km) | 27.03 |
| 80 | NR | 2010-11 | Jalandhar Cantt-Suchi Pind - Doubling with Electrification (3.5 km) | 3.5 |
| 81 | NR | 1997-98 | Jalandhar-Pathankot-Jammu Tawi (211.26 km) | 211.26 |
| 82 | NR | 2011-12 | Kathua-Madhopur Doubling across bridge No.16, 18 & 19 | 0.261 |
| 83 | NR | 2010-11 | Kathua-Madhopur Punjab - doubling across Ravi Bridge | 0.82 |
| 84 | NR | 2009-10 | Lohta-Bhadoi (39 km) | 39 |
| 85 | NR | 2009-10 | Mansa-Bhatinda Ph.I | 53 |
| 86 | NR | 2012-13 | Meerut-Muzaffarnagar Patch Doubling (55.47 km) | 55.47 |
| 87 | NR | 2011-12 | Mrithal-Bhangala - Doubling across Beas Bridge | 0.665 |
| 88 | NR | 1998-99 | New Delhi-Tilak Bridge 5th and 6th line (2.65 km) | 2.65 |
| 89 | NR | 2009-10 | Phaphamau-Allahabad (12.9 km) | 12.9 |

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|-----|-----|---------|--|--------|
| 90 | NR | 2013-14 | Raibareilly-Amethi (60.1 km) | 60.1 |
| 91 | NR | 2010-11 | Sambha -Vijaypur Jammu -doubling across Basanter Bridge | 0.22 |
| 92 | NR | 2006-07 | Tughlakabad (Jn. Cabin) - Palwal 4th line (33.5 km) | 33.5 |
| 93 | NR | 2011-12 | Utretia-Raibareilly (65.6 km) | 65.6 |
| 94 | NR | 2006-07 | Utretia-Zafrabad - doubling of balance 148 km section with new MM for Raibareilly-Akbarganj (46.9 km) & Sultanpur-Amethi (29.22 km) NL | 224.12 |
| 95 | NWR | 2011-12 | Ajmer-Bangurgram (48.43 km) | 48.43 |
| 96 | NWR | 2013-14 | Alwar-Bandikui (60.3 km) | 60.3 |
| 97 | NWR | 2012-13 | Bangurgram-Guria Patch DL (47 km) | 47 |
| 98 | NWR | 2010-11 | Bhagat ki Kothi-Luni (28.12 km) | 28.12 |
| 99 | NWR | 2011-12 | Guriya-Marwar (43.50 km) & Karjoda-Palanpur (5.40 km) | 48.9 |
| 100 | NWR | 2011-12 | Rani-Keshavganj (59.50 km) | 59.5 |
| 101 | NWR | 2012-13 | Rani-Marwar Jn Patch DL (54.5 km) | 54.5 |
| 102 | NWR | 2011-12 | Rewari-Manheru (69.02 km) | 69.02 |
| 103 | NWR | 2010-11 | Sarotra Road-Karjoda Patch doubling (23.59 km) | 23.59 |
| 104 | NWR | 2010-11 | Swaroopganj-Abu Road Patch doubling (25.36 km) | 25.36 |
| 105 | SCR | 2009-10 | Daund-Gulbarga Doubling (224.90 km) and Pune-Guntakal Electrification (641.37 km) | 225 |
| 106 | SCR | 2011-12 | Guntur-Tenali Doubling with electrification (24.38 km) | 24.38 |
| 107 | SCR | 2012-13 | Kazipet-Vijaywada 3rd line with electrification (219.64 km) | 219.64 |
| 108 | SCR | 2011-12 | Krishnapatnam-Venkatachalam doubling with electrification | 23 |
| 109 | SCR | 2010-11 | Mancheryal-Peddampet Patch Tripling | 4.37 |
| 110 | SCR | 2011-12 | Mudkhed-Parbhani | 81.43 |
| 111 | SCR | 2008-09 | Raghavapuram-Mandamari patch tripling | 24.47 |

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| 112 | SCR | 2011-12 | Vijaywada-Gudivada-Bhimavaram-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu DL with Electrification (221 km) | 221 |
| 113 | SECR | 1997-98 | Bilaspur-Urkura (110 km) | 110 |
| 114 | SECR | 2008-09 | Champa-Jharsuguda 3rd line (165 km) | 165 |
| 115 | SECR | 2010-11 | Durg-Rajnandgaon 3rd line | 31 |
| 116 | SECR | 2007-08 | Kalumna-Nagpur | 6.16 |
| 117 | SECR | 2006-07 | Khodri-Annupur with flyover at Bilaspur (61.6 km) | 61.6 |
| 118 | SECR | 2006-07 | Salka Road-Khongsara-Annupur Doubling (90 km) | 26 |
| 119 | SER | 2012-13 | Andul-Baltikuri (7.25 km) | 7.25 |
| 120 | SER | 2007-08 | Bimlagarh-Dumitra | 18.3 |
| 121 | SER | 2010-11 | Champajharan-Bimlagarh (21 km) | 21 |
| 122 | SER | 2010-11 | Dangoaposi-Rajkharswan 3rd line | 65 |
| 123 | SER | 1997-98 | Goelkera-Manoharpur 3rd line (40 km) | 40 |
| 124 | SER | 2012-13 | Kharagpur-Narayangarh 3rd line (23 km) | 23 |
| 125 | SER | 2012-13 | Manoharpur-Bondamanda 3rd line (30 km) | 30 |
| 126 | SER | 2008-09 | Panskura-Kharagpur 3rd line (44.7 km) with new MM for Panskura-Ghatal (32.8 km) NL | 77.5 |
| 127 | SER | 2012-13 | Rajkharswan-Chakradharpur 3rd line (20 km) | 20 |
| 128 | SER | 2008-09 | Rajkharswan-Sini-3rd line | 15 |
| 129 | SER | 2010-11 | Sini-Adityapur (22.5 km) 3rd line | 22.5 |
| 130 | SER | 2010-11 | Tamluk Jn. Cabin-Basulya Sutahata (24.4 km) | 24.4 |
| 131 | SER | 2000-01 | Tikiapara-Santragachi -IV line (5.6 km) | 5.6 |
| 132 | SR | 2007-08 | Ambalapuzha-Haripad (18.13 km) | 18.13 |
| 133 | SR | 1999-00 | Attipattu-Korukkupettai 3rd line (18 km) | 18 |
| 134 | SR | 2006-07 | Chengalpattu-Villupuram (103 km) with new MM of Tambaram-Chengalpattu - 3rd line by GC of existing MG line along with elect. (30 km) | 133 |

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|-----|-----|---------|---|--------|
| 135 | SR | 2006-07 | Chenganur-Chingavanam (26.5 km) | 26.5 |
| 136 | SR | 2003-04 | Chennai Beach-Attipattu 4th line (22.1 km)) | 22.1 |
| 137 | SR | 2003-04 | Chennai Beach-Korukkupet 3rd line (4.1 km) | 4.1 |
| 138 | SR | 2013-14 | Chennai Central-Besin Br. Jn. - Provision of 5th & 6th Line (2.2 km) | 2.2 |
| 139 | SR | 2010-11 | Ernakulam-Kumbalam Patch doubling (7.71 km) | 7.7 |
| 140 | SR | 2006-07 | Kankanadi-Panambur Patch Doubling (19 km)) | 19 |
| 141 | SR | 2011-12 | Kumbalam-Thuravur Patch doubling (15.59 km) | 15.59 |
| 142 | SR | 2007-08 | Kurrupanthara-Chingavanam (26.54 km) | 26.54 |
| 143 | SR | 2005-06 | Mullanturutti-Kuruppantara (24 km)) | 24 |
| 144 | SR | 2011-12 | Omalur-Metturdam Patch Doubling with electrification (29.03 km) | 29.03 |
| 145 | SR | 2011-12 | Thanjavur-Ponmalai DL (46.96 km) with a bypass line before Ponmalai (1.13 km) | 48.09 |
| 146 | SR | 2008-09 | Tiruvallur-Arakkonam 4th line (26.83 km) | 26.83 |
| 147 | SR | 2008-09 | Villupuram-Dindigul (With electrification) (273 km) | 273 |
| 148 | SWR | 1997-98 | Bangalore-Whitefield-Bangalore City-Krishnarajapuram (23.08 km) Quadrupling | 23.08 |
| 149 | SWR | 2010-11 | Birur-Shivani -Patch Doubling (28.67 km) | 28.67 |
| 150 | SWR | 2010-11 | Hosadurga Road-Chikjajur - Patch doubling (28.89 km) | 28.89 |
| 151 | SWR | 2010-11 | Hospet-Hubli-Londa-Tinaighat-Vasco-de-Gama (352.28 km) | 352.28 |
| 152 | SWR | 2007-08 | Ramanagaram-Mysore(91.5 km) with electrification of Kengeri-Mysore | 91.5 |
| 153 | SWR | 2011-12 | Shivani-Hosadurga Road (9.98 km) | 9.98 |
| 154 | SWR | 2011-12 | Toranagallu-Ranjithpura (22.9 km) | 22.9 |
| 155 | SWR | 2009-10 | Yelahanka-Chennasandra - DL with overhead equipment (12.89 km) | 12.89 |

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| 156 | SWR | 2009-10 | Yeshwantpur-Yelahanka - doubling with Overhead equipment (12.07 km) | 12.07 |
| 157 | WCR | 2012-13 | Barkhera-Habibganj 3rd line (41.42 km) | 41.42 |
| 158 | WCR | 2008-09 | Bhopal-Beena 3rd line (143 km) | 143 |
| 159 | WCR | 2011-12 | Bina-Kota (282.66 km) | 282.66 |
| 160 | WCR | 2010-11 | Budhni-Barkhera - 3rd line (33 km) | 33 |
| 161 | WCR | 2012-13 | Ghat Pindrai-Belkhera Patch DL (5.56 km) | 5.56 |
| 162 | WCR | 2008-09 | Guna-Ruthiyai (20.5 km) | 20.5 |
| 163 | WCR | 2012-13 | Itarsi-Budhni 3rd line (25.09 km) | 25.09 |
| 164 | WR | 2013-14 | Palanpur-Samakhayali (274.73 km) | 274.73 |
| 165 | WR | 2000-01 | Surat-Kosamba PH-I of 3rd line between Vadodara and Virar | 35 |
| 166 | WR | 2008-09 | Udhna-Jalgaon with electrification | 306.93 |
| 167 | WR | 2013-14 | Vatva-Ahmedabad-3rd line with Automatic Signalling (7.5 km) | 7.5 |
| 168 | WR | 2010-11 | Viramgam-Surendranagar | 65.26 |
| 169 | WR | 2011-12 | Viramgam-Samakhiali | 182.23 |

The present status of ongoing projects in N.E. Region is as under:

1. Agartala - Akhaura (Bangladesh) New Line (15.061 km)

| | | |
|-------------------------------------|----------|---------------------|
| Length (Km | : | 15.061 km |
| Anticipated cost | : | Rs 252 crore |
| Expenditure upto March, 2013 | : | Nil |
| Outlay 2013-14 | : | Rs.10 crore |
| Year of Sanction | : | 2012-13 |
| Original Sanctioned Cost | : | Rs.252 crore |

Status:

Proposal to entrust this project falling in neighbouring country to IRCON on cost plus basis approved by MR with conditions to be firmed up by HAG level committee of NFR on the basis of generic terms and conditions by CAO/USBRL Committee. MOU between Govt. of India & Bangladesh signed in Feb'13 as per which INDIAN portion to be executed by IR & Bangladesh portion by Bangladesh Railway.

2. Jiribam-Tupul-Imphal New Line (83.70 km)

| | | |
|-------------------------------------|----------|---|
| Length (Km | : | 83.7/110.625 km |
| Anticipated cost | : | Rs. 4478 crore |
| Expenditure upto March, 2013 | : | Rs. 1319.91 crore |
| Outlay 2013-14 | : | Rs. 453.90 crore |
| Year of Sanction | : | 2003-04 |
| Original Sanctioned Cost | : | Rs.727.56 crore (For Jiribam-Tupul section only) |

Status:

Project was initially sanctioned upto Tupul at a cost of Rs.727.2 crore. In 2008-09, CCEA approved extension of line upto Imphal with overall length as 110.625 km. Cost has gone up substantially, primarily due to level difference between Tupul and Imphal necessitating regrading of Jiribam-Imphal alignment involving 12.8 km additional tunneling. The present estimated cost of the project is Rs.4478 crore. Final Location Survey in Tupul-Imphal section has been completed. Land acquisition, earthwork, minor and major bridges and tunnel work is in progress in Jiribam-Tupul section. 1263.30 hect. out of 1308.8 hect. land has been acquired. 429 lacs cum out of 523.89 lac cum earthwork and 35 out of 112 minor bridges have been completed. Jiribam-Tupul section involves construction of 34 tunnels out of which work has been commenced on 18 tunnels with total progress of 12.603 km. Tunneling of 5.40 km has been executed during 2012-13. Jiribam-Dholakhal (12.5 km) section completed and engine rolled on 22.03.2012.

Overall Financial progress : 29 %

Target : **Jiribam-Tupul :** **March, 2015**
 Tupul-Imphal : **March, 2017**

Target may spill over due to paucity of funds.

With present level of funding Target will be –

Jiribam-Tupul (83.70 km) : March, 2020
Tupul-Imphal (26.93 km) : March, 2022

3. Bogibeel bridge with linking lines between Dibrugarh and North Bank line (73 km)

| | | |
|--|---|------------------------|
| Length in kms | : | 73 km |
| Year of sanction | : | 1997-98 |
| Latest cost | : | Rs.4500 crore |
| Anticipated exp. Upto March' 13 | : | Rs.2700.6 crore |
| Outlay 13-14 | : | Rs. 340 crore |
| Original Sanctioned Cost | : | Rs.1000 crore |

Status:

Detailed estimate in five parts sanctioned for Rs.3230 crore. Revised estimate costing Rs.4996 crore processed by Zonal Railway. The work of construction of embankment, guide bund, major and minor bridges has been completed on the North and South Bank of the bridge. Track linking on the South bank from Chalkhowa to Moranhat (44 km) has been completed and section is commissioned on 08.12.2009.

Design & Drawing for substructure, superstructure, Road Viaduct of Bogibeel Bridge have been finalized. Work of substructure of main bridge is in progress. 36 well foundations completed out of total 42 and 28 piers completed out of 42.

Tender for main bridge superstructure awarded and Agency has taken up the fabrication yard work. Fabrication yard No.2&3 has been completed and work is in progress in all fabrication sheds.

Overall financial progress : 60 %

Target : December, 2015.

Target may spill over due to paucity of funds.

With present level of funding, target will be – Dec., 2017

4. Dimapur-Sukhibi-Zubza (Kohima) New Line (91.75 km)

| | | |
|-------------------------------------|---|----------------------|
| Anticipated cost | : | Rs.850 Crore |
| Expenditure upto March, 2013 | : | Rs. 1.0 Crore |
| Outlay 2013-14 | : | Rs. 8.9 Crore |
| Year of sanction | : | 2006-07 |
| Original Sanctioned Cost | : | Rs.850 crore |

Status:

Final Location Survey has been completed for entire length from Dimapur to Kohima. Geotechnical investigation is in progress (71.0 km completed). Alignment between Km. 4.0 and Km. 7.0 was shifted on the request of State Government due to strong protest by the local public, effecting passing of alignment through Zoological Park boundary.

Nagaland State Government requested to take off new line from Dhansiri, existing station in Lumding-Dimapur-Tinsukia route (18.57 km short of Dimapur towards Lumding) which will meet the original alignment of Dimapur-Kohima at Sukhobi at Ch.16.45 km.

Accordingly, FLS of Dhansiri-Sukhobi was done but due to involvement of reserve forest, re-survey has been taken up on the changed alignment.

Overall financial progress : 0.37 %

Target : March, 2017(T).

Targets are tentative only and are subject to early decision of alignment, land prices and forestry clearance.

5. Tetelia-Byrnihat new line (21.5 km)

| | | |
|-------------------------------------|----------|------------------------|
| Anticipated cost | : | Rs.385.2 Crore |
| Expenditure upto March, 2013 | : | Rs.131.11 Crore |
| Outlay 2013-14 | : | Rs.50 Crore |
| Year of sanction | : | 2006-07 |
| Original Sanctioned Cost | : | Rs. 200 crore |

Status:

Alternative alignment to connect Byrnihat from Tetelia agreed by Assam and Meghalaya Governments. Final Location Survey (FLS) and geo-tech of Tetelia-Byrnihat completed. 1.51 lack cum earthwork out of 115.3 lakh cum completed. Work of 5 minor bridges out of 22 completed. 1 RUB out of 25 completed. Tender for earthwork and minor bridges awarded. 102.21 hect. land acquired out of 160 hect.

Overall financial progress : 34 %

Target : March, 2015.

Target may spill over due to paucity of funds.

With present level of funding, target will be – March, 2017

6. Bhairabi-Sairang new line (51.38 km)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.2384.34 Crore |
| Expenditure upto March, 2013 | : | Rs. 44.39 Crore |
| Outlay 2013-14 | : | Rs. 77.10 Crore |
| Year of sanction | : | 2008-09 |
| Original Sanctioned Cost | : | Rs.619.34 crore |

Status:

Gazette Notification under Section 6(1) issued by Government of Mizoram for Kolasib and Aizwal districts. Preparation of LA estimate for Aizwal district and Kolasib districts is in progress. Stage-I forestry clearance received in July'2013. FLS for Bhairabi-Sairang (51.38 km) new BG line including staking of alignment on ground as been completed. 12.00 km geo-tech investigation, 9.00 km resistivity survey completed. 117 hectare land acquired out of 427 hectare.

Overall financial progress : 2 %

Target: March, 2017(Tentative)

Targets are tentative only and are subject to availability of funds.

7. Agartala-Sabroom new line (110 km)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.1141.75 Crore |
| Expenditure upto March, 2013 | : | Rs.455.8 Crore |

| | | |
|---------------------------------|----------|------------------------|
| Outlay 2013-14 | : | Rs.140.00 Crore |
| Year of sanction | : | 2008-09 |
| Original Sanctioned Cost | : | Rs.813.34 crore |

Status:

Works are in progress in entire Agartala-Sabroom new line project. 60.57 lakh cum earthwork out of 265.35 lakh cum completed. Work of 65 minor bridges out of 248 completed. Substructure of 7 major bridges out of 28 completed. Superstructure of 7 major bridges out of 28 completed. 19 ROB out of 77 completed. 14 RUB out of 41 completed. 10.8 km track linking out of 111.8 km completed, 505.07 hect. land acquired out of 825.27 hect.

Overall financial progress: 29.49 %

Target: Dec., 2015

Target may spill over due to paucity of funds.

With present level of funding, target will be – March, 2019

8. Sivok-Rangpo new line (44.39 km)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.3380.58 Crore |
| Expenditure upto March, 2013 | : | Rs. 58.63 Crore |
| Outlay 2013-14 | : | Rs. 25 Crore |
| Year of sanction | : | 2008-09 |
| Original Sanctioned Cost | : | Rs. 1339 crore |

Status:

Work entrusted to M/s IRCON for execution. MOU between N.F. Railway and IRCON signed on 07.05.2010. Final alignment has been approved. Project held up for forestry clearance. Proposal sent to National Wildlife Board in March, 2012. National Wild Life Board, in its meeting held on 12.12.12 decided to form a Committee to inspect project site and submit recommendation. MOEF is being followed up for early clearance.

Overall financial progress : 1.83 %

Target : March, 2017(Tentative)

Targets are tentative only. Target may spill over due to paucity of funds and delay in forestry clearance.

9. Byrnihat-Shillong new line (108.4 km)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.4083.2 Crore |
| Expenditure upto March, 2013 | : | Rs.2.5 Crore |
| Outlay 2013-14 | : | Rs.1 Crore |
| Year of sanction | : | 2010-11 |
| Original Sanctioned Cost | : | Rs.4083.02 crore |

Status:

FLS from Byrnihat to Lailad (20 km) completed. Works of Final Location Survey (FLS) held up due to opposition by Khasi Students Union (KSU). Meeting held with CM/Meghalaya on 17.09.2011 to sort out the issue. Meeting held with Chief Secretary /Meghalaya on 23.08.2013 to sort out the issue.

Overall financial progress : 0.070 %

Target : March, 2017(Tentative)

Targets are tentative only and work is yet to commence due to opposition by Khasi Student Union. Target may also spill over due to paucity of funds.

10.Lumding-Silchar-Jiribam, Badarpur-Kumarghat gauge conversion

(482.73 km)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.4255.37 Crore |
| Expenditure upto March, 2013 | : | Rs.3433.49 Crore |
| Outlay 2013-14 | : | Rs.375.00 Crore |
| Year of sanction | : | 1996-97 |
| Original Sanctioned Cost | : | Rs.654 crore |

Status:

Earthwork 694 lakh cum out of 722.32 lakh cum, formation 337 km out of 420.26 km, tunnels 7815 m out of 10310 m (12 tunnels completed out of 17 tunnels and work in progress in 5 tunnels), cut & cover 1532 m out of 1863 m, substructure of 90 major bridges out of 102 and superstructure of 110 major bridges out of 138, 607 minor bridges out of 729, ballast supply of 7.4229 lakh cum out of 11.006 lakh cum, track linking 231.587 km out of 420.26 km. 33 station buildings out of 38 and 571.634 hect land acquisition out of 606.825 hect. Forestry clearance which was critical for completion of project has been received in July'2013.

Overall financial progress : 74.96 %

TDC: Dec., 2014

Targets have been revised depending on availability of resources and progress on project.

With present level of funding, target will be – Dec., 2016

11. Rangiya-Murkongselek along with linked fingers gauge conversion

(511.88 km)

| | | |
|--|----------|-------------------------|
| Length in kms | : | 511.88 km |
| Year of sanction | : | 2003-04 |
| Latest cost | : | Rs.2232.5 crore |
| Anticipated exp. Upto March' 13 | : | Rs.1718.29 crore |
| Outlay 13-14 | : | Rs.425 crore |
| Original Sanctioned Cost | : | Rs.380 crore |

Status:

Estimate sanctioned. Contracts awarded and mega block of entire Rangiya-Murkongselek taken.

(i) **Rangiya-Rangpara North (123.6 km)** – Section completed in 2011-12 and engine rolled. CRS inspection held on 6th and 7th Nov'13 & section is ready for commissioning.

(ii) **Rangpara North-North Lakhimpur & fingers (172 km)** – 5.566 hect. land acquired out of 26.96 hect. (balance land req. for ROB), earthwork & formation work done. All major bridges completed. 5.95 lac cum of ballast collection completed out of 6.21. 214 minor bridges out of total 216 completed/. 172 km track linked out of total

172 km. Section will be commissioned by March'14 after statutory inspection and authorization by Commissioner of Railway Safety.

(iii) **Balipara-Bhalukpong (34.47 km)** 2.90 lac cum earthwork completed out of total 3.2, 96 minor bridges completed out of total 101. Substructure of 7 major bridges out of 10 and 0.64 lac cum ballast supplied out of total 0.90. TDC: March, 2014.

(iv) **North Lakhimpur-Murkongselek (154 km)** – Land acquired. 26.928 lakh out of 33.4 lakh earthwork completed. 61 major bridges out of 69 in substructure and 38 in superstructure, 40 minor bridges out of 41 completed. 1.673 lac cum ballast out of 4.10 completed. TDC: March, 2014.

(v) **Rangpara North—Tezpur (Dekargaon) (20 km)** - All works completed CRS inspection held on 6th and 7th Nov'13 & section is ready for commissioning.

TDC: March, 2014.

Overall financial progress: 77.44%.

With present level of funding, target will be – March, 2015

12. Kumarghat-Agartala New Line (110 km) (1996-97)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.1091.98 Crore |
| Expenditure upto March, 2013 | : | Rs.945.95Crore |
| Outlay 2013-14 | : | Rs.5.00 Crore |
| Target | : | Commissioned. |
| Year of sanction | : | 1996-97 |
| Original Sanctioned Cost | : | Rs.575 crore |

Status:

In view of meter gauge connecting section of Lumding-Silchar-Kumarghat, this project has been laid with dual gauge sleepers and has been commissioned as MG section in 2008. Further, it will be switched over to broad gauge at the time of commissioning of Lumding-Silchar-Kumarghat gauge conversion project.

13. Dimapur-Tizit (257)km New Line

| | | |
|-------------------------------------|----------|-----------------------|
| Anticipated cost | : | Rs. 4274 Crore |
| Expenditure upto March, 2013 | : | Rs. 0 Crore |
| Outlay 2013-14 | : | Rs. 0.1 Crore |
| Year of sanction | : | 2013-14 |
| Original Sanctioned Cost | : | Rs. 4247 crore |

Status:

New work included in 2013-14. Expenditure can be incurred after obtaining clearance from Planning Commission & approval of CCEA.

14. Dudhnoi-Mendipathar (19.75 km) New Line

| | | |
|-------------------------------------|----------|------------------------|
| Anticipated cost | : | Rs.175.43 Crore |
| Expenditure upto March, 2013 | : | Rs.120.68 Crore |
| Outlay 2013-14 | : | Rs.40 Crore |
| Year of sanction | : | 1992-93 |
| Original Sanctioned Cost | : | Rs.20.17 crore |

Status:

Govt. of Meghalaya has proposed alternative route from Dudhnoi to Mendhipathar (19.75 Kms). FLS for this alignment has been completed and detailed estimate amounting to Rs. 86.22 cr has been sanctioned. Revised estimate amounting to Rs.175.43 crore also sanctioned. Entire land acquired. Contract awarded for earthwork and 35.99 lac cum done out of total 30.52. All RUBs & 51 minor bridges out of 53 completed. All 3 major bridges completed. 19.065 Km out of 19.47 Km completed.

Law and order constraints affecting progress. After kidnapping of contractor's supervisor in April, 2010, one company of RPSF deployed. Another incident of kidnapping took place on 25.06.13

Overall financial progress: 65.98%.

TDC: 10 km completed in 2012-13 & remaining 9.75 km targeted for 2013-14 (Mar'14).

15. Harmuti-Naharlagun (earlier Harmuti-Itanagar)(20 km) New Line

| | | |
|-------------------------------------|----------|------------------------|
| Anticipated cost | : | Rs.406.4 Crore |
| Expenditure upto March, 2013 | : | Rs.320.33 Crore |
| Outlay 2013-14 | : | Rs.60 Crore |
| Year of sanction | : | 1996-97 |
| Original Sanctioned Cost | : | Rs.156 crore |

Status:

Considering abnormal high cost for construction of line between Naharlagun to Itanagar, State Govt. was requested to review & consider termination of line at Naharlagun. State Govt. has agreed for termination of line at Naharlagun. Track linking for 20 km completed in 2011-12. Work in progress on one remaining bridges. Commissioning is linked with Rangapara North-North Lakhimpur (172 km) gauge conversion targeted for commissioning in March'14.

Overall financial progress: 79%

TDC: Dec, 2013

16. Katakhal-Bhairabi (84 km) GC

| | | |
|-------------------------------------|----------|------------------------|
| Anticipated cost | : | Rs.218.36 Crore |
| Expenditure upto March, 2013 | : | Rs.118.48 Crore |
| Outlay 2013-14 | : | Rs.15 Crore |
| Year of sanction | : | 1997-98 |
| Original Sanctioned Cost | : | Rs.200 crore |

Status:

Detailed estimate amounting to Rs. 88.70 cr. sanctioned. Revised estimate of Katakhal-Bhairabi for Rs.218.35 crore for gauge conversion work is under process. The work has been planned for completion alongwith gauge conversion of Lumding-Silchar by March'15.

All land acquired 17.75 out of 18.80 lac cum earthwork, 151 out of 161 minor bridges, Substructure of all 16 major bridges & superstructure of 10 out of 16 major bridges

completed. 0.968 lac cum out of 1.64 lac cum ballast collection have been completed. 74 km formation out of 84 km ready. 30 km track linked out of total 84 km.

Overall financial progress: 54 %.

TDC:Dec'14

17. Katihar-Jogbani GC with ext. upto Radhikapur, Katihar-Tejnarayanpur (234 Km) & new MM for Raiganj-Dalkhola(43.43 km) NL

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs.1022.64 Crore |
| Expenditure upto March, 2013 | : | Rs.741.43 Crore |
| Outlay 2013-14 | : | Rs.1 Crore |
| Year of sanction | : | 2000-01 |
| Original Sanctioned Cost | : | Rs.100 crore |

Status:

DE sanctioned for Rs.402.93 crore. RE sanctioned for Rs.724.31 crore. Katihar-Barsoi (35 Kms) & Barsoi-Radhikapur (55 Kms)-completed and commissioned on 07.11.07 and 26.02.06 respectively.

On Jogbani-Katihar (108 Kms) section. The section commissioned on 04.06.2008. Jhaua X-ing station commissioned on 31.12.08.

Katihar-Tejnarayanpur (36 km) sanctioned as MM - Katihar-Manihari (24.4 km) section GC completed and commissioned on 30.10.11. Work for Manihari-Tejnarayanpur section also completed except 1.1 km patch where work is in progress. Yard work of Tejnarayanpur Yard completed. Engine rolled. CRS inspection done on 12.9.2011 and authorisation received @75 kmph. Commissioned on 8.4.13.

Raiganj-Dalkhola (43.43 km) NL sanctioned as MM in Feb'11 at a cost of Rs.291.53 crore.

Overall progress: 70.47%

TDC: Not fixed.

18. Lumding-Hojai Patch Doubling (44.92 km)

| | | |
|-------------------------------------|----------|-------------------------|
| Anticipated cost | : | Rs. 246.07 Crore |
| Expenditure upto March, 2013 | : | Rs. 0.00 Crore |
| Outlay 2013-14 | : | Rs. 2 Crore |
| Year of sanction | : | 2012-13 |
| Original Sanctioned Cost | : | Rs.246.07 crore |

Status:

New work included in Budget 2012-13. Work in planning stage.

19. Murkongselek-Pasighat (26.15 km) NL

| | | |
|-------------------------------------|----------|------------------------|
| Anticipated cost | : | Rs.165.82 Crore |
| Expenditure upto March, 2013 | : | Rs. 0.25 Crore |
| Outlay 2013-14 | : | Rs. 1 Crore |

Year of sanction : **2011-12**
Original Sanctioned Cost : **Rs. 165.82 crore**

Status:

Work included in Budget 2011-12 at an anticipated cost of Rs.165.82 crore. Work included as "quid-pro-quo" to the defence funded Sakri-Nirmali project of ECR. Final Location Survey taken up.

TDC: Not fixed.

20. New Bongaigaon-Kamakhya via Rangiya (142 km) DL

Anticipated cost : **Rs. 1798 Crore**
Expenditure upto March, 2013 : **Rs.0 Crore**
Outlay 2013-14 : **Rs. 0.1 Crore**
Year of sanction : **2013-14**
Original Sanctioned Cost : **Rs. 1798 crore**

Status:

New work included in 2013-14. Expenditure can be incurred after obtaining clearance from Planning Commission & approval of CCEA.

21. New Jalpaiguri-Siliguri-New Bongaigaon GC along with Branch lines & new MM for Chalsa-Naxalbari NL (Total length- 433)

Anticipated cost : **Rs. 1418.21 Crore**
Expenditure upto March, 2013 : **Rs. 950.9 Crore**
Outlay 2013-14 : **Rs. 1 Crore**
Year of sanction : **1998-99**
Original Sanctioned Cost : **Rs. 390 crore**

Status:

RE for Rs.941.98 cr. sanctioned.

New Jalpaiguri-New Bongaigaon (279 Kms) main line fully commissioned.

Alipurduar-Bamanhat (72.737 Kms) branch line completed and commissioned on 07.11.07.

On Fakiragram-Dhubri (66.81 Kms) all works completed. Section is commissioned on 13.9.10.

Golakganj-Gauripur section (15 Kms)- All works completed. CRS inspection held on 09.04.2010. Section is opened on 13.09.2010.

Overall progress: 100%

Chalsa-Naxalbari (19.855 km) new line sanctioned as MM in Feb'11 at a cost of Rs.292.93 crore which is targeted for Mar'15. Application of land submitted from 1.907 to 7.27 km to DM/Jalpaiguri. Tenders for 2.5 km invited.

Rajabhatkhawa-Jaintil NL (15.13 km) sanctioned as MM in 2012-13 at a cost of Rs.90.4309 crore. DE for Rs.158.93 crore sanctioned. Application for forest clearance sent to Princial Chief Conservator of Forest & Head of Forest Force, West Bengal.

22. New Moynaguri - Jogighopa New Line with Gauge Conversion of New Mal - Moynaguri Road and New Changrabanda - Changrabanda (Total length-260 km)

| | | |
|-------------------------------------|----------|--------------------------|
| Anticipated cost | : | Rs. 1655.81 Crore |
| Expenditure upto March, 2013 | : | Rs. 1347.32 Crore |
| Outlay 2013-14 | : | Rs. 140 Crore |
| Year of sanction | : | 2000-01 |
| Original Sanctioned Cost | : | Rs. 727.56 crore |

Status:

RE sanctioned for Rs.1497.74 crore.

- (i) New Changrabandha-New Coochbehar (67.095 km): Section completed & engine rolled on 29.03.2013.
- (ii) On New Coochbehar-Golakganj (57.6 Kms): Work completed. CRS inspection held on 08.11.11 & 9.11.11 and authorisation for opening section received on 14.11.2011. Track handed over to Open Line.
- (iii) Gouripur-Jogighopa (Abhayapuri) (85.666 km): 325 hect. of land acquired out of 412 hect. Work in progress and 6 major bridges out of 23 completed upto substructure level. 15.79 lac cum earthwork out of 103, 11 minor bridges out of 144 completed.

TDC: Mar'15

- (iv) New Mal Jn.-Changrabandha GC (62.2 km): All works completed. Seciton engine rolled on 7.2.12.
- (v) New Moynaguri-Maynaguri Road and New Domohini "Y" Connection 13.80 km: 3.15 lac cum earthwork out of 4.5, 3 minor bridges out of 5, sub-structure of 3 and super-structure of 2 out of total 3 major bridges, 4.5 km track linking out of 13.8 Km completed in 2012-13.

TDC: March, 2014 (Subject to availability of funds)

- (vi) New Mal junction to Maynaguri Road (42.10 km) GC sanctioned at cost of Rs.1169.70 crore as MM of New Moynaguri-Jogighopa NL.
- (vii) New Changrabandha to Changrabandha (2.97 km) GC sanctioned as MM of New Moynaguri-Jogighopa NL.

Overall financial progress : 63.12%.

**MINUTES OF THE NINTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2013-14)**

The Committee sat on Monday, the 27th January, 2014 from 1100 hrs. to 1200 hrs. in Committee Room No. 62, Parliament House, New Delhi.

PRESENT

| | |
|------------------------|-------------------|
| SHRI T.R. BAALU | - CHAIRMAN |
| ISHWAR SINGH | - CONVENOR |

MEMBERS

LOK SABHA

3. Shri Ram Chandra Dome
4. Shri Anand Prakash Paranjpe
5. Shri Rayapati Sambasiva Rao
6. Smt. Satabdi Roy
7. Shri Lalji Tandon
8. Dr. Vivekanand

RAJYA SABHA

9. Dr. Barun Mukherji
10. Shri K. Parasaran
11. Shri Ambeth Rajan
12. Shri Tarini Kanta Roy
13. Shri Bashistha Narain Singh

SECRETARIAT

- | | | | |
|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Arun K. Kaushik | - | Additional Director |
| 2. | Smt. Geeta Parmar | - | Deputy Secretary |

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

1. Shri Rajendra Kashyap Financial Commissioner, Railway Board & Ex.-officio Secretary to the Government of India.
2. Shri Subodh Jain Member Engineering, Railway Board & Ex.-officio Secretary to the Government of India.
3. Shri Kul Bhushan Member Electrical, Railway Board & Ex.-officio Secretary to the Government of India.
4. Shri A.K. Mital Member Staff, Railway Board & Ex.-officio Secretary to the Government of India.
5. Shri D.P. Pande Member Traffic, Railway Board & Ex.-officio Secretary to the Government of India.

2. **XXXX** **XXXX** **XXXX** **XXXX**

3. **XXXX** **XXXX** **XXXX** **XXXX**

4. The Chairman, then, welcomed the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee.

5. The Chairman, then, left the Chair and nominated Shri Ishwar Singh, Member, as the Convenor to chair the sitting.

6. Thereafter, the Committee took oral evidence of the representatives of the Ministry of Railways on the subject 'Ongoing and Pending Railway Projects, with special emphasis on Projects in the North-East Region'. During the evidence, the Members raised certain points for clarification relating to the subject. The representatives of the Ministry replied to the same. On certain issues, the Committee asked them to furnish written clarifications to the Secretariat.

7. The witness, then, withdrew.

8. A copy of the Verbatim record of the sitting has been kept.

The Committee then adjourned.

XXXX: not related to the Report.

**MINUTES OF THE TENTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2013-14)**

The Committee sat on Wednesday, the 12th February, 2014 from 1000 hrs. to 1030 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Partap Singh Bajwa
3. Shri Ram Chandra Dome
4. Shri Bhaskar Rao Patil Khatgonkar
5. Shri Anand Prakash Paranjpe
6. Shri Magunta Sreenivasulu Reddy
7. Dr. Vivekanand

RAJYA SABHA

8. Shri Husain Dalwai
9. Dr. Barun Mukherji
10. Shri K. Parasaran
11. Shri Ambeth Rajan
12. Shri Tarini Kanta Roy
13. Shri Ishwar Singh

SECRETARIAT

- | | | | |
|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Arun K. Kaushik | - | Additional Director |
| 2. | Smt. Geeta Parmar | - | Deputy Secretary |

2. **xxxx** **xxxx** **xxxx** **xxxx**

3. Thereafter, the Committee took up for consideration the following draft Reports:

(i) Ongoing and Pending Railway Projects, with special emphasis on Projects in the North-East Region

(ii) **xxxx** **xxxx** **xxxx** **xxxx**

The Committee adopted the draft Report at (i) with minor modifications as shown in **Annexure** and the draft Report at (ii) without any modification.

4. The Committee, then, authorized the Chairman to finalize the Report at (i) in the light of factual verification received from the Ministry of Railways and present/lay the Reports to both the Houses of Parliament.

The Committee, then, adjourned.

xxxx: Not related to the subject.

In para 6, after line 9, the following may be added:

“However, with regard to the problem being faced by the Railways in land acquisition, the Committee felt that if need be, suitable amendments be made in ‘The Railway Act, 1989’ to make land acquisition easier so as to avoid inordinate delays in execution of Railway projects”.