

**STANDING COMMITTEE ON RAILWAYS
(2009-10)**

FIFTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**DEMANDS FOR GRANTS
(2009-10)**

FOURTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2009/ Agrahayana 1931 (Saka)

FOURTH REPORT

**STANDING COMMITTEE ON RAILWAYS
(2009-10)**

FIFTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**DEMANDS FOR GRANTS
(2009-10)**

*Presented to Lok Sabha on 09.12.2009
Laid in Rajya Sabha on 09.12.2009*



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2009/ Agrahayana 1931 (Saka)

COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2009-10)

Shri T. R. Baalu - Chairman

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri Kameshwar Baitha (Palamau)
4. Shri K. Bapiraju
5. Smt. Rajkumari Chauhan
6. Dr. Ram Chandra Dome
7. Smt. Maneka Gandhi
8. Smt. Botcha Jhansi Lakshmi
9. Shri Pralhad Joshi
10. Dr. Nirmal Khatri
11. Shri Anand Prakash Paranjpe
12. Shri Somabhai G. Koli Patel
13. Shri Rudramadhab Ray
14. Smt. Shatabdi Roy
15. Smt. Sushila Saroj
16. Smt. Yashodhara Raje Scindia
17. Shri Gopal Singh Shekawat
18. Chaudhary Lal Singh
19. Shri Umashankar Singh
20. Shri Lalji Tandon
21. Dr. Girija Vyas

RAJYA SABHA

22. Ms. Sushila Tiriya
23. Shri Nandi Yellaiah
24. Shri Ishwar Singh
25. Shri Lalit Kishore Chaturvedi
26. Shri Om Prakash Mathur
27. Shri Tarini Kanta Roy
28. Shri Ambeth Rajan
29. Shri N. Balaganga
30. Shri K.E. Ismail
31. Shri Abani Roy

LOK SABHA SECRETARIAT

- | | | |
|--------------------------|---|-------------------|
| 1. Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |
| 4. Shri R.S. Negi | - | Executive Officer |

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2009-10), having been authorised by the Committee to present the Report on their behalf, present this Fourth Report of the Standing Committee on Railways on 'Demands for Grants - 2009-10 of the Ministry of Railways'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 22.09.2009, 23.09.2009, 01.10.2009, 11.11.2009, 12.11.2009 and 19.11.2009.

3. The Committee considered and adopted the Report at their sitting held on 03.12.2009. Minutes of the related sittings are given in appendix to the Report.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the Demands for Grants – 2009-10. 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;
8 December, 2009
17 Agrahayana, 1931 (Saka)

T.R. BAALU
Chairman,
Standing Committee on Railways

CONTENTS

	PAGE
COMPOSITION OF THE COMMITTEE.....	(iii)
INTRODUCTION	(v)
PART – I	
REPORT.....	1
Chapter-I Implementation of the Committee’s recommendations.....	1
Chapter-II Demands for Grants – 2009-10.....	2
Annual Plan	33
X th Five Year Plan.....	35
XI th Five Year Plan	36
Traffic Receipts	38
Surpluses.....	39
Chapter-III Physical Performance	
New Lines	42
Doubling.....	45
Gauge Conversion	47
Track renewals	50
Signalling & Telecom works.....	51
Bridge works	53
ROBs/RUBs	55
Chapter-IV Miscellaneous	
Upgradation of Trains.....	57
Kisan Vision Project.....	58
Security.....	60
PART – II	
Recommendations/Observations of the Committee	65
Appendix	
Minutes of the sittings of the Standing Committee on Railways held on 22.09.2009, 23.09.2009, 01.10.2009, 11.11.2009, 12.11.2009, 19.11.2009 and 03.12.2009	76

REPORT

CHAPTER – I

IMPLEMENTATION OF THE COMMITTEE'S RECOMMENDATIONS

The 36th Report of the Standing Committee on Railways on 'Demands for Grants – 2008-09 of the Ministry of Railways' was presented to the Lok Sabha on 16.01.2008. The Report contained 18 recommendations/observations.

1.2 In compliance with the Direction 73A of the Directions by the Speaker, the Minister of Railways made a statement in the House on 11.12.2008 giving the status of the implementation of the various recommendations/observations made by the Committee in their 36th Report. An analysis of the Minister's statement showed that 11 recommendations had been accepted by the Government. Out of these, 9 recommendations at Sl. Nos. 1, 2, 3, 4, 5, 6, 11, 12 and 13 were found implemented by the Government and the remaining 2 recommendations at Sl. Nos. 14 and 16 are under process of implementation.

1.3 On the basis of Action Taken Replies received from the Ministry of Railways on the above mentioned Report, the Committee presented their Action Taken Report to Parliament on 03.12.2009. The Committee, in their 1st Report, have commented on the Action Taken Replies furnished by the Ministry in respect of the recommendations contained at Sl. Nos. 1, 12 and 15. 11 recommendations/observations (Sl. Nos. 2, 3, 4, 5, 6, 9, 11, 12, 13, 14 and 16) were accepted by the Ministry. Recommendations/observations at Sl. Nos. 1 and 15 were reiterated by the Committee as the replies of the Ministry thereon were not found satisfactory. The Committee did not desire to pursue the recommendations at Sl. Nos. 7, 8, 10, 17 and 18 in view of the Ministry's replies.

CHAPTER – II

DEMANDS FOR GRANTS – 2009-10

The Indian Railways is the world's largest government railway. The Railway functions as a vertically integrated organization providing Passenger and Freight services. It is a single system which consists of 63,273 route km of track that criss cross the country, on which more than 17,754 number of trains ply, carrying more than 17.8 million passengers and hauling nearly 2.2 million tonnes of freight everyday, thereby contributing to economic growth and promoting national integration. The railway service is rendered through a nation wide rail infrastructure covering track, stations, sidings, freight terminals, locomotives, coaches and wagons and a myriad of infrastructure inputs like signaling, telecom, electrical installations, maintenance workshops, etc.

2.2 The Indian Railways is a departmental commercial undertaking of the Government of India. The formulation of policy and overall control of the Railways is vested in the Railway Board comprising the Chairman, who is an ex-officio Principal Secretary to the Government of India, the Financial Commissioner and other functional Members for Traffic, Engineering, Mechanical, Electrical and Staff matters, all ex-officio Secretaries to the Government of India. The Indian Railway system is managed through 16 zones and 68 operating divisions. Apart from the Zonal Railways representing the operational part of the system, there are six production units engaged in manufacture of rolling stock and other related items. The Indian Railways has an exclusive Research and Development organization, viz. the Research, Designs and Standards Organization (RDSO) with the status of a Zonal Railway, extending their technical advise and consultancy to the Ministry, Zonal Railways and production units.

2.3 As Railway finances were separated from the General Finances under the 'Separation Convention' in 1924, a separate Budget is presented since then for the Railways showing the estimated receipts and expenditure in respect of every financial year. The Railway Budget for the year 2009-10 was presented in the Parliament by the Minister of Railways on 3rd July, 2009. An outlay of Rs.40,745 crore comprising of

Rs.15,675.00 crore (38.5%) internal generation of resources, Rs.9,270.00 crore (22.8%) Extra Budget Resources include PPP investment and Rs.14,841.64 crore (36.4%) Capital from General Exchequer has been proposed for the year 2009-10. In addition, Rs.958.36 crore (2.4%) from Railway's share from Diesel Cess has been proposed.

2.4 The Budget Statement shows the total revenue receipts, revenue and works expenditure, distribution of excess of receipts over expenditure and position of various Funds which the Railways keep with the Central Government, viz. the Depreciation Reserve Fund, Development Fund, Pension Fund, Capital Fund, and Railway Safety Fund.

2.5 The Revenue receipts of the Railways consist of earnings from goods traffic, passenger traffic, other coaching earnings, including parcels, luggage and sundry other earnings like rent, catering receipts, interest and maintenance charges from outside bodies, commercial utilisation of land and air space and commercial publicity on rolling stock and station buildings, etc.

2.6 There are also other Miscellaneous receipts like receipts of Railway Recruitment Boards from sale of application forms and examination fees, etc. and Government's share of surplus profits which includes receipts from subsidised Railway companies in which the Government has no capital interest. The subsidy from General Revenues in respect of dividend reliefs forms part of Miscellaneous receipts. Contribution from the Central Road Fund for financing safety works and receipts from safety surcharge on passenger fares are also accounted for in the miscellaneous receipts. The total of Revenue and Miscellaneous receipts makes up the total receipts of the Railways. The portion of the earnings which is due to the Railways during the financial year but has not actually been realised is held in a 'Suspense' account.

2.7 The expenditure incurred by the Railways is on Revenue account and on Works account. The Revenue account consists of Ordinary Working Expenses incurred by the various Departments of the Railways in their day-to-day working and other miscellaneous expenditure like the expenditure on Railway Board, Audit, Surveys and other miscellaneous establishments, payments as regulated by contracts to worked lines

which are not owned by the Railways and are either worked by the Indian Railway or companies concerned. The Revenue Account also includes appropriation to the Depreciation Reserve Fund, Pension Fund and dividend paid by the Railways to the General Revenues. Appropriation to the Depreciation Reserve Fund is made annually on the basis of the recommendations of the Railway Convention Committee and is intended to finance the cost of new assets replacing old assets, including the cost of any improved features that such new assets may have. Appropriation to Pension Fund is to finance Pension and Death-cum-retirement gratuity payments to the Railway staff.

2.8 The following are the 16 Demands for Grants. Demand Nos. 1 to 15 which relate to Revenue account contains expenditure to be incurred on the day-to-day working by the various Departments in the Railways' miscellaneous establishments. Demand No. 16 relates to expenditure to be incurred by the Railways on Works Account.

No. of Demands	Name of the Demands
1.	Railway Board.
2	Miscellaneous Expenditure (General).
3.	General Superintendence and Services on Railways.
4.	Repairs and Maintenance of Permanent Way and Works.
5.	Repairs and Maintenance of Motive Power.
6.	Repairs and Maintenance of Carriages and Wagons.
7.	Repairs and Maintenance of Plant and Equipment.
8.	Operating Expenses – Rolling Stock and Equipment.
9.	Operating Expenses – Traffic.
10	Operating Expenses – Fuel.
11.	Staff Welfare and Amenities.
12.	Miscellaneous Working Expenses.
13.	Provident Fund, Pension and Other Retirement Benefits.
14.	Appropriation to Funds.

15. Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of over-capitalization
16. Assets – Acquisition, construction and replacement Revenue.

2.9 Works expenditure is financed from capital borrowed from the General Revenues and also by internal resources, viz., Capital Fund, Depreciation Reserve Fund, Development Fund, Railway Safety Fund and Revenues. (The cost of unremunerative operating improvements and works other than passenger amenities costing below certain financial limits are charged to Revenue). The overall annual budgetary support of the General finances of the Government of India to the Railways consists of the Capital loans and the sums temporarily loaned to meet the deficiency, if any, in the Development Fund and the Capital Fund. A part of the investment in Railway assets is also made by the Indian Railways Finance Corporation (IRFC) which raises funds through market borrowing.

Demand-wise Budget Estimates for 2009-10 is as under:-

DEMAND NO. 01 - RAILWAY BOARD

Voted: *Rupees one hundred eighty nine crore ninety eight lakh fourty seven thousand*

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09		Revised Estimate 2008-09	Budget Estimate 2009-10
13,32,20	14,58,20	Pay of Group 'A' & 'B' Establishment	45,00,00	63,00,00
12,72,00	13,23,00	Pay of Group 'C' & 'D' Establishment	31,50,00	37,00,00
69,39,67	104,79,80	Other Charges	71,11,00	89,98,47
95,43,87	132,61,00	Total Voted	147,61,00	189,98,47
<p>The above estimates do not include the recoveries mentioned below, which are taken outside the gross budget and adjusted in the accounts in reduction of expenditure.</p>				
1,00	1,00	Credits/Recoveries	1,00	1,00
95,43,87	132,60,00	Net	147,60,00	189,97,47

2.10 The credits under this Demand represent expenditure on the maintenance of 'Rail Bhawan' which is recovered from the Ministry of Urban Development and Poverty Alleviation.

DEMAND NO. 02 – MISCELLANEOUS EXPENDITURE (GENERAL)

Voted:- *Rupees five hundred and seventy nine crore seventy six lakh forty eight thousand*

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
8,74,18	24,53,90	Surveys	Voted	25,88,29	24,72,27
67,80,35	96,79,85	Research, Design and Standards Organisation, Lucknow	Voted	99,84,06	118,96,90
146,05,59	188,22,10	Expenditure on Miscellaneous Establishment	Voted	179,63,81	209,84,98
64,84,14	91,85,90	Reimbursement of Cost of Statutory Railway Audit	Voted	96,66,02	115,54,93
29,55	38,35	Payments to Worked Lines, Subsidised Companies	Voted	26,26	29,58
40,41,27	81,36,90	Miscellaneous Charges	Voted	58,77,73	110,37,82
328,15,08	483,17,00	Total	Voted	461,06,17	579,76,48
The above estimates do not include the recoveries mentioned below, which are taken outside the gross budget but adjusted in accounts as reduction of expenditure.					
..	-15000	Credit or Recoveries		..	..
328,15,08	481,67,00	Net		461,06,17	579,76,48

2.11 The Budget Estimates (Gross) 2009-10 under this Demand exceeds the Revised Estimates 2008-09 by Rupees 118.70 crore mainly due to additional requirement for surveys, including Anti-Collision Device, Research, Designs and Standards Organisation, Other Miscellaneous Expenditure, Reimbursement of cost of Railway Audit, Training & Impact of VI Pay Commission's recommendations, etc.

DEMAND NO. 03 - GENERAL SUPERINTENDENCE AND SERVICES ON RAILWAYS

Voted: Rupees four thousand four hundred five crore eighty one lakh ten thousand

Charged: Rupees one lakh forty eight thousand

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
168,85,47	234,62,32	100 – General Management, including General Management Services.	Voted	293,81,87	349,83,91
98	8,28		Charged	3,48	1,48
617,01,78	806,70,82	200 – Financial Management.	Voted	885,24,02	1059,25,58
47	20		Charged	..	..
386,04,36	572,39,19	300 – Personnel Management	Voted	686,77,04	883,78,38
12	..		Charged	64	..
372,12,77	481,97,94	400 – Materials Management	Voted	562,11,23	712,88,78
..	..		Charged	..	..
195,60,40	243,50,68	500 – Way and Works Management	Voted	274,42,38	331,33,36
28	..		Charged	..	..
123,15,54	175,22,99	600 – Rolling Stock Management	Voted	187,48,97	243,79,52
..	..		Charged	..	..
100,35,40	152,68,64	700 – Electrical Management	Voted	156,85,47	183,86,35
3	..		Charged	..	..
71,83,58	102,07,18	800 – Signal and Tele- communication Management	Voted	113,25,14	134,43,13
76	..		Charged	..	..
287,09,21	396,86,95	900 – Traffic Management	Voted	443,36,36	506,62,09
..	..		Charged	..	..
2322,08,51	3166,06,71	Total (100 to 900)	Voted	593,32,48	4405,81,10
2,64	8,48		Charged	4,12	1,48
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-30,62,50	-25,31,19	Credits or Recoveries		-31,83,60	-33,96,58
2291,48,65	3140,84,00	Net		3561,53,00	4371,86,00

2.12 The Demand is for expenditure on the Zonal Head Quarters and Divisional Offices of Railway Administrations. For the Accounts, Personnel and Stores Departments, this Demand includes the expenses at the Divisional, Workshop and Depot levels also. The 'Charged' expenditure under this Demand represents payments arising from court decrees and arbitration awards where made into rule of the court.

2.13 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.81245.98 lakh made up of an increase of Rs.81248.62 lakh under Voted portion and a decrease of Rs.2.64 lakh under Charged appropriation. The increase under Voted portion is to provide for:-

(thousands of Rupees)

1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	763,83,67
2.	Contingent expenses	26,47,75
3.	Cost of materials	5,36,40
4.	Miscellaneous Factors	16,80,80
	Total	812,48,62

2.14 The decrease of Rupees 2.64 lakh under 'Charged' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.15 The credit or recoveries under the Demand relate to commission charges recovered from the Defence Department for audit of warrant and Credit Notes connected with Military Traffic and the cost of Staff recovered from non-Railway Departments for works done on their behalf for services rendered to them.

DEMAND NO. 04 – REPAIRS AND MAINTENANCE OF PERMANENT WAY AND WORKS

Voted: Rupees six thousand nine hundred eight crore ninety five lakh forty four thousand

Charged: Rupees forty four lakh

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
371,48,21	484,75,95	100 – Establishment in	Voted	566,88,62	674,54,60
35	52,16	Offices	Charged	2,90	2,16
2684,97,11	3522,37,28	200 – Maintenance of	Voted	3775,72,46	4492,24,13
3,91,65	3,58,88	Permanent Way	Charged	2,84,31	25,42
156,53,91	203,97,04	300 – Maintenance of Bridge	Voted	204,90,63	251,55,87
11,47	15,00	works and Tunnels, including ROB/RUB	Charged	15,00	15,00
527,20,76	636,53,25	400 – Maintenance of Service	Voted	711,73,57	806,63,50
1,39	1,20	buildings (other than Staff Quarters and Welfare buildings).	Charged	1,58	1,20
290,42,56	366,13,82	500 – Water Supply, Sanitation and Roads	Voted	374,23,05	447,57,73
36	22	(other than colonies, Staff Quarters and Welfare buildings).	Charged	22	22
55,53,12	66,53,37	600 – Other Repairs and	Voted	71,12,07	83,33,32
1,68	..	Maintenance.	Charged	..	..
110,77,08	127,39,23	700 – Special repairs	Voted	135,60,65	153,06,29
9,75	..	pertaining to Breaches, Accidents, etc., including Special Revenue Works.	Charged	..	..
4196,92,75	5407,69,94		Voted	5840,21,05	6908,95,44
4,16,65	4,27,46	Total (100 to 700)	Charged	3,04,01	44,00
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-38,22,04	-28,42,40	Credits or Recoveries		-32,76,06	-30,29,75
4162,87,36	5383,55,00	Net		5810,49,00	6879,09,69

2.16 This Demand is for expenditure on repairs and maintenance of the Permanent Way assets like tracks, other buildings and structures. The Charged expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court. Repairs and Maintenance of Railway Colony,

Staff Quarters and Welfare Buildings are included under Demand No.11 – Staff Welfare and Amenities.

2.17 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.106614.38 lakh made up of an increase of Rs.106874.39 lakh under Voted portion and decrease of *Rs.260.01 lakh* under '*Charged*' appropriation. The increase under Voted portion is to provide for:

(thousands of rupees)

1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	877,43,98
2.	Cost of Materials	31,89,93
3.	Contractual Payments	132,71,00
4.	Miscellaneous Factors	26,69,39
	Total	1049,72,70

2.18 The decrease of *Rupees 260.01 lakh* under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.19 The Credits under this Demand are for materials released from works charged to revenue and share of credits for freight charges on Railway materials, including coal.

DEMAND NO. 05 – REPAIRS AND MAINTENANCE OF MOTIVE POWER

Voted: *Rupees three thousand three hundred six crore sixty six lakh sixty three thousand*

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
207,43,31	294,83,69	100 – Establishment in Offices	Voted	306,38,59	371,87,78
..	23,00		Charged	1,05	..
3,04,29	3,96,42	200 – Steam Locomotives	Voted	4,25,75	4,94,56
..	..		Charged	..	..
1191,22,50	1407,44,66	300 – Diesel Locomotives	Voted	1555,86,23	1822,43,73
..	..		Charged	32,84	..
764,65,86	870,17,45	500 – Electric Locomotives	Voted	971,71,96	1114,93,11
4,25	..		Charged	..	..
-17,65,22	-5,92,64	600 – Rail Cars, Ferry Steamers and other maintenance expenses.	Voted	-9,10,81	-7,52,55
..	..		Charged	..	..
2148,70,74	2570,49,58	Total (100 to 600)	Voted	2829,11,72	3306,66,63
4,25	23,00		Charged	33,89	..
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-70,34,89	-49,79,58	Credits or Recoveries		-74,42,61	-67,21,63
2078,40,10	2520,93,00	Net		2755,03,00	3239,45,00

2.20 This Demand is for expenditure on repairs and maintenance of Motive Power. The Charged expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.21 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.47721.02 lakh made up of an increase of Rs.47754.91 lakh under Voted portion and a decrease of Rs.33.89 lakh under '*Charged*' appropriation. The increase under 'Voted' portion is to provide for:

		(thousands of rupees)
1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	237,72,04
2.	Increased Maintenance Activities	238,49,55
3.	Miscellaneous Factors	1,33,32
Total		477,54,91

2.22 The decrease of Rupees 33.89 lakh under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.23 The credits under this Demand are for materials released from works charged to revenue and share of credits for freight charges on Railway materials, including coal.

DEMAND NO. 06 –REPAIRS AND MAINTENANCE OF CARRIAGES AND WAGONS

Voted : Rupees seven thousand four hundred twenty five crore forty five lakh forty seven thousand

Charged : Rupees six lakh

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
341,75,02 ..	483,09,78 7,00	100 – Establishment in Offices.	Voted Charged	543,58,05 ..	652,91,19 ..
1859,40,48 2,12	2101,90,72 ..	200 – Carriages.	Voted Charged	2539,90,60 1,31	3066,91,36 6,00
1226,61,22 3,52	1415,96,66 ..	300 – Wagons.	Voted Charged	1550,21,08 3,08	1753,20,43 ..
470,12,97 ..	525,07,51 ..	400 – Electrical Multiple Unit Coaches.	Voted Charged	610,23,78 1,61	722,27,62 ..
737,87,98 ..	886,50,26 ..	500 – Electrical General Services – Train lighting, fans and Air- conditioning.	Voted Charged	1043,05,00 ..	1215,41,94 ..
-116,37,72 ..	-46,87,79 ..	600 – Miscellaneous Repairs and Maintenance expenses	Voted Charged	-75,42,95 ..	-68,97,13 ..
42,91,86 ..	69,68,50 ..	700 – Diesel Multiple Units (DMUs)	Voted Charged	68,99,11 ..	83,70,06 ..
4562,31,81 5,64	5435,35,64 7,00	TOTAL (100 To 700)	Voted Charged	6280,54,67 6,00	7425,45,47 6,00
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-131,87,27	-106,37,64	Credits or Recoveries		-116,67,67	-115,84,47
4430,50,18	5329,05,00	Net		6163,93,00	7309,67,00

2.24 This Demand is for expenditure on repairs and maintenance of Carriages and Wagons, including Electrical Multiple Unit Coaches. The 'Charged' expenditure under

this Demand represents payments arising from court decrees and arbitration awards where made into rule of the court.

2.25 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.114490.80 lakh made up entirely of an increase under 'Voted' portion. The increase under 'Voted' portion is to provide for:

	(thousand of Rupees)
1. Staff cost due to implementation of recommendations of the VI Central Pay Commission	451,76,53
2. Increased Maintenance Activities	612,61,16
3. Miscellaneous Factors	80,53,11
Total	1144,90,80

2.26 The credits under this Demand are for materials released from works charged to revenue and share of credits for freight charges on Railway materials, including coal.

DEMAND NO. 07 – REPAIRS AND MAINTENANCE OF PLANT AND EQUIPMENT

Voted : Rupees four thousand nine crore eighty lakh twenty thousand.

Charged: Rupees six lakh thirty thousand.

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
310,44,79 ..	403,52,05 2,00	100 – Establishment in offices	Voted Charged	482,49,03 24	569,08,02 ..
153,00,96 28	181,61,31 ..	200 – Plant and Equipment – Way and Works	Voted Charged	199,99,91 ..	271,67,36 ..
235,29,60 ..	284,41,28 ..	300 – Plant and Equipment – Mechanical	Voted Charged	351,10,85 ..	423,93,59 ..
736,27,51 74	919,58,95 3,15	400 – Plant and Equipment – Electrical	Voted Charged	1037,81,25 6,30	1242,06,78 6,30
553,51,03 18	689,22,23 ..	500 – Plant and Equipment – Signalling	Voted Charged	744,68,05 2	896,92,80 ..
260,14,03 ..	345,91,33 ..	600 – Plant and Equipment – Telecommunication	Voted Charged	372,89,34 ..	445,66,20 ..
36,14,47 ..	50,11,03 ..	700 – Rental to P&T for Signalling and Telecommunication circuits.	Voted Charged	50,04,49 ..	56,82,85 ..
57,15,43 ..	84,13,26 ..	800 – Other Plant and Equipment – General and Traffic Departments.	Voted Charged	90,56,71 ..	103,62,60 ..
2341,97,82 1,20	2958,51,44 5,15	TOTAL (100 To 800)	Voted Charged	3329,59,63 6,56	4009,80,20 6,30
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-31,70,68	-19,07,59	Credits or Recoveries		-25,78,19	-18,26,50
2310,28,34	2939,49,00	Net		3303,88,00	3991,60,00

2.27 This Demand is for expenditure on repairs and maintenance of all Plant and Equipment owned by the Civil, Mechanical, Electrical and Signal & Telecommunication Engineering Departments. The 'Charged' expenditure under this Demand represents payments arising from court decrees and arbitration awards where made into rule of the court.

2.28 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.68020.31 lakh made up of an increase of Rs.68020.57 lakh under 'Voted' portion and decrease of Rs.0.26 lakh under '*Charged*' appropriation. The increase under 'Voted' portion is to provide for:-

(thousands of Rupees)	
1. Staff cost due to implementation of recommendations of the VI Central Pay Commission	440,12,75
2. Increased Maintenance Activities	228,49,92
3. Miscellaneous factors	11,57,90
Total	680,20,57

2.29 The decrease of Rs.0.26 lakh under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.30 The credits under this Demand are for material released from works charged to revenue and share of credits for freight charges on Railway materials, including coal.

DEMAND NO. 08 – OPERATING EXPENSES – ROLLING STOCK AND EQUIPMENT

Voted : Rupees five thousand two hundred sixty two crore fifty nine lakh twenty one thousand.

Charged : Rupees eighty seven thousand.

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
98,32 ..	1,54,53 ..	100 – Steam Locomotives	<i>Voted</i>	1,84,98	2,10,37
			<i>Charged</i>	..	..
1053,11,18 28	1285,93,87 3,10	200 – Diesel Locomotives	<i>Voted</i>	1499,12,51	1741,77,45
			<i>Charged</i>	..	..
709,88,58 7,56	872,75,04 11,00	300 – Electric Locomotives	<i>Voted</i>	1032,89,96	1190,08,67
			<i>Charged</i>	87	87
106,66,29 ..	130,82,92 ..	400 – Electric Multiple Unit Coaches	<i>Voted</i>	152,61,83	178,60,23
			<i>Charged</i>	..	..
498,40,29 2,26	662,71,77 ..	500 – Carriages and Wagons	<i>Voted</i>	750,83,78	919,76,70
			<i>Charged</i>	38	..
998,73,29 ..	1051,06,55 ..	600 – Traction (other than Rolling Stock) and General Electrical Services	<i>Voted</i>	1108,75,16	1188,12,46
			<i>Charged</i>	..	..
21,24,09 ..	35,32,32 ..	700 – Signalling and Telecommunication	<i>Voted</i>	34,32,45	41,98,77
			<i>Charged</i>	..	..
6,22 ..	9,20 ..	800 – Ferry services and Rail Cars	<i>Voted</i>	13,41	14,56
			<i>Charged</i>	..	..
3389,08,26 10,10	4040,26,20 14,10	TOTAL (100 To 800)	Voted	4580,54,08	5262,59,21
			Charged	1,25	87
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-140,45,44	-126,31,30	Credits or Recoveries		-122,20,33	-121,90,89
3248,72,92	3914,09,00	Net		4458,35,00	5140,69,19

2.31 This Demand is for expenditure on the operating expenses of Mechanical, Electrical, Signalling and Telecommunication equipment, including Rolling Stock. The

'Charged' expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.32 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.68204.75 lakh made up of an increase of Rs.62805.13 lakh under 'Voted' portion and decrease of Rs.0.38 lakh under '*Charged*' appropriation. The increase under 'Voted' portion is to provide for:-

		(thousands of Rupees)
1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	549,63,18
2.	Cost of Materials	50,88,51
3.	Contractual Payments	63,78,97
4.	Miscellaneous factors	17,74,47
	Total	682,05,13

2.33 The decrease of Rs.0.38 lakh under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.34 The credits under this Demand are mainly for share of freight charges on Railway materials, including coal and electric energy supplied.

DEMAND NO. 09 – OPERATING EXPENSES – TRAFFIC

Voted : *Rupees eleven thousand one hundred eighty one crore sixty five lakh seventy two thousand.*

Charged : *Rupees eighteen lakh five thousand.*

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand	Revised Estimate 2008-09	Budget Estimate 2009-10
51,70,59 ..	56,77,40 ..	100 – Establishment in offices	Voted 62,22,85 Charged ..	70,29,67 ..
2975,25,63 12,62	3867,03,36 63,50	200 – Station operations	Voted 4579,69,60 Charged 8,69	5525,70,59 8,20
167,48,65 6,06	226,65,93 ..	300 – Yard operations	Voted 263,87,76 Charged 6,00	318,22,42 6,00
1,98,59 ..	6,26,92 ..	400 – Transhipment and Repacking operations	Voted 2,64,66 Charged ..	3,10,87 ..
1070,99,31 3,27	1393,35,95 3,60	500 – Trains operations	Voted 1599,17,39 Charged 3,76	1863,03,61 3,85
5,17,31 ..	12,26,18 ..	600 – Safety	Voted 12,15,00 Charged ..	13,39,35 ..
2423,71,04 ..	2964,44,99 ..	700 – Other miscellaneous expenses	Voted 3212,21,37 Charged ..	3387,89,21 ..
6696,31,12 21,95	8526,80,73 67,10	TOTAL (100 To700)	Voted 9731,98,63 Charged 18,45	11181,65,72 18,05
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.				
-94,71,66	-18,78,83	Credits or Recoveries	-193,33,08	-187,45,63
6601,81,41	8508,69,00	Net	9538,84,00	10994,38,14

2.35 This Demand is for expenditure on Traffic Operating and Traffic Commercial Departments (excluding Claims Organisation). The 'Charged' expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.36 The Budget Estimates for 2009-10 exceeds the Revises estimates of 2008-09 by Rs.144966.69 lakh made up of an increase of Rs.144967.09 lakh under 'Voted' portion and decrease of Rs.0.40 lakh under 'Charged' appropriation. The increase of Rs.7021.14 lakh has been provide for higher Contractual Payment.

2.37 The decrease of Rs.0.40 lakh under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.38 The credits under this Demand are for share for freight charges, including Coal. Credits for unconnected coal wagons which used to be accounted for as earnings prior to 1973-74 are also included under this Demand.

DEMAND NO. 10 – OPERATING EXPENSES – FUEL

Voted : Rupees fourteen thousand seven hundred thirteen crore eighteen lakh fifty two thousand.

(thousands of Rupees)

Actuals 2007-08	Budget Estimate 2008-09	Minor Heads of Demand		Revised Estimate 2008-09	Budget Estimate 2009-10
1,91,44 21	1,82,08 ..	100 – Steam Traction	<i>Voted</i> Charged	2,10,64 ..	1,65,30 ..
7370,38,22 11,73,95	8548,00,38 3,01,00	200 – Diesel Traction	Voted Charged	8911,45,37 42,24,79	9241,73,76 ..
4825,32,08 ..	5120,06,75 ..	300 – Electric Traction	Voted Charged	5323,69,70 ..	5469,79,46 ..
12197,61,74 11,74,16	13669,89,21 3,01,00	TOTAL (100 To 300)	Voted Charged	14237,25,71 42,24,79	14713,18,52 ..
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-59,27,67	-55,16,21	Credits or Recoveries		-61,27,50	-57,52,52
12150,08,23	13617,74,00	Net		14218,23,00	14655,66,00

2.39 This Demand is for expenditure on Fuel for Loco purposes, Freight and handling charges, including Fuelling of engines, Sales tax, Excise duty and Cess on Diesel and Electric current for traction purposes. The 'Charged' expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.40 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.43368.02 lakh made up of an increase of Rs.47592.81 lakh under 'Voted' portion and decrease of Rs.4224.79 lakh under '*Charged*' appropriation. The increase under 'Voted' portion is to provide for:

		(thousand of Rupees)
1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	5,29,14
2.	Increase in fuel cost due to increase in traffic/prices	
	(a) Diesel	324,53,91
	(b) Electric	146,09,76
	Total	475,92,81

2.41 The decrease of Rs.4224.79 lakh under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

2.42 The credits under this Demand are for the value of cinders and coal ash sold, credit for electric energy supplied to outsiders and share for credits for freight charges on railway material, including coal. The credits for freight charges on coal in this and other Demands off-set the increase in Gross Budget in this Demand on account of freight.

DEMAND NO. 11 - STAFF WEFARE AND AMENITIES

Voted : Rupees three thousand one hundred eighty crore thirty two lakh ninety two thousand

Charged : Rupees sixty five lakh fifty thousand

(thousands of Rupees)

Actuals 2007-08	Budget Estimates 2008-09	Minor Heads of Demand		Revised Estimates 2008-09	Budget Estimates 2009-10
96,86,87	150,39,09	100 – Educational facilities	Voted	185,61,51	285,89,85
3,24	3,51		Charged	83	..
797,80,54	1037,60,10	200 – Medical services	Voted	1103,04,42	1320,65,06
2,42	8,00		Charged	3,37	..
224,63,75	293,81,98	300 – Health and welfare services	Voted	355,49,19	427,12,99
..	..		Charged	..	..
25,06,05	34,36,66	400 – Canteen and other staff amenities	Voted	44,81,13	58,17,38
..	..		Charged	..	..
703,31,43	801,90,90	500 – Residential and welfare buildings – Repairs and Maintenance	Voted	910,20,12	1088,31,01
2,14	20,00		Charged	43,31	65,50
4,26	23,16	600 – Miscellaneous expenses	Voted	16,56	16,63
..	..		Charged	..	..
1847,72,90	2318,31,89	TOTAL (100 To 600)	Voted	2599,32,93	3180,32,92
7,80	31,51		Charged	47,51	65,50
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-3,30,02	-5,23,40	Credits or Recoveries		-2,69,44	-2,69,44
1844,50,68	2313,40,00	Net		2597,11,00	3178,28,98

2.43 This Demand is for expenditure on Educational and Medical facilities, Health and Welfare services, Canteen and other Staff Amenities, Repairs, Maintenance and improvement of Railway colonies, Staff quarters, Residential and Welfare Buildings. The 'Charged' expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.44 The Budget Estimates for 2009-10 exceed the Revised Estimates for 2008-09 by Rs.58117.98 lakh made up of an increase of Rs. 58099.99 lakh under 'Voted' portion

and a decrease of Rs.17.99 lakh under 'Charged' appropriation. The increase under 'Voted' portion is to provide for:

		(thousands of Rupees)
1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	383,05,74
2.	Cost of Materials	47,70,31
3.	Contractual Payments	119,86,09
4.	Misc. Factors	30,37,85
	Total	580,99,99

2.45 The increase of Rs.17.99 lakh under '*Charged*' appropriation is due to anticipation of more payments in satisfaction of court decrees.

2.46 The credits under this Demand relate to school fees collected, Grants-in-Aid to Railway schools received from State Governments and sale proceeds of Railway canteens.

DEMAND NO. 12 - MISCELLANEOUS WORKING EXPENSES

Voted : *Rupees three thousand one hundred fifty seven crore sixty four lakh fifty eight thousand*

Charged: *Rupees eighty two crore thirty lakh twenty eight thousand*

(thousands of Rupees)

Actuals 2007-08	Budget Estimates 2008-09	Minor Heads of Demand		Revised Estimates 2008-09	Budget Estimates 2009-10
1098,79,29 14,73	1554,71,15 12,44	100 – Security	Voted Charged	1770,87,43 10,00	2153,88,08 1,00
224,41,15 10,62,90	183,80,27 25,19,98	200 – Compensation Claims	Voted Charged	213,45,87 13,25,79	194,11,01 13,84,28
27,47,48 45,16	28,24,21 34,02	300 – Workmens' and other compensation Claims	Voted Charged	43,14,47 1,00,82	48,71,07 62,00
163,07,75 20,96	143,68,84 ..	400 – Catering	Voted Charged	219,46,63 ..	189,25,77 ..
140,89,01 ..	206,79,95 ..	500 – Cost of Training of staff	Voted Charged	223,66,00 ..	267,53,75 ..
147,42,98 3,24	157,68,08 35	600 – Other expenses	Voted Charged	168,44,11 1,34	179,85,73 ..
1,50,92 ..	1,87,58 ..	700 – Hospitality and entertainment Expenses		2,17,01 ..	2,47,76 ..
1803,58,58 11,46,99	2276,80,08 25,66,79	TOTAL (100 To 700)	Voted Charged	2641,21,52 14,37,95	3035,83,17 14,47,28
292,78,72 28,04,70	137,01,39 35,04,00	800 – Suspense		126,17,27 80,65,00	121,81,41 67,83,00
2096,37,30 39,51,69	2413,81,47 60,70,79	TOTAL (100 To 800)	Voted Charged	2767,38,79 95,02,95	3157,64,58 82,30,28
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-326,59,32	-235,05,26	Credits or Recoveries		-450,10,74	-317,87,86
1809,29,67	2239,47,00	Net		2412,31,00	2922,07,00

2.47 This Demand is for miscellaneous working expenses like Security, Compensation Claims for goods lost or damaged as also under Workmens' Compensation Act, Catering and the 'Suspense' heads which do not form part of other functional Demands. The 'Charged' expenditure under this Demand relates to payments arising from court decrees and arbitration awards where made into rule of the court.

2.48 The Budget Estimates for 2009-10 is more than the Revised Estimates for 2008-09 by Rs.37753.12 lakh made up of an increase of Rs.39025.79 lakh under 'Voted' portion and a decrease of Rs.1272.67 lakh under '*Charged*' appropriation. The increase under 'Voted' portion is to provide for:-

(thousands of Rupees)

1.	Staff cost due to implementation of recommendations of the VI Central Pay Commission	302,31,92
2.	Cost of Materials	39,64,98
3.	Misc. Factors	52,64,75
	Partly offset by decrease under:	
	Suspense	4,35,86
	Total	390,25,79

2.49 The decrease of Rs.1272.67 lakh under '*Charged*' appropriation is due to anticipation of less payments in satisfaction of court decrees.

DEMAND NO. 13 - PROVIDENT FUND, PENSION & OTHER RETIREMENT BENEFITS

Voted : *Rupees fourteen thousand two hundred sixty five crore twenty nine lakh forty one thousand*

Charged: *Rupees sixty nine lakh forty eight thousand*

(thousands of Rupees)

Actuals 2007-08	Budget Estimates 2008-09	Minor Heads of Demand		Revised Estimates 2008-09	Budget Estimates 2009-10
4677,94,17 1,00	5560,38,33 ..	100 – Superannuation and Retiring Pension.	Voted Charged	6525,45,60 3	7609,76,21 ..
763,96,73 1,65	983,56,11 5,20	200 – Commuted Pension	Voted Charged	1294,03,82 12	1280,72,78 ..
10,47,37 ..	24,70,21 ..	300 – <u>Ex-gratia</u> Pension	Voted Charged	189,75,70 ..	202,33,28 ..
1175,83,56 27,27	1666,05,79 22,00	400 – Family Pension	Voted Charged	2302,48,57 22,00	2656,64,57 22,00
874,24,92 5,15	1013,64,83 5,78	500 – Death-cum-retirement gratuity	Voted Charged	1524,76,36 5,11	1492,35,46 4,98
136,04,31 44,22	30,79,41 31,50	600 – Other allowances, other pension and other expenses	Voted Charged	184,92,69 39,50	186,40,15 41,50
319,37,29 9	333,67,20 1,00	700 – Leave Encashment Benefits	Voted Charged	570,18,67 ..	619,87,42 ..
7957,88,35 79,38	9612,81,88 65,48	TOTAL (100 To 700)	Voted Charged	12591,61,41 66,76	14048,09,87 68,48
108,69,70 3,06	92,92,97 88	800 – Gratuities, Special contri. to PF & contri. To PF	Voted Charged	179,49,31 4,53	217,19,54 1,00
8066,58,05 82,44	9705,74,85 66,36	TOTAL (100 To 800)	Voted Charged	12771,10,72 71,29	14265,29,41 69,48
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-8,98,83	-13,47,36	Credits or Recoveries – Pension		-22,35,71	-19,62,97
-2,45	-18,85	Total Credits – Provident Fund and others		-69,16,30	-29,12,92
-9,01,28	-13,66,21	Total – Credits or Recoveries		-91,52,01	-48,75,89
-7953,19,72	-9600,00,00	Deduct Amount met from Pension Fund		-12500,00,00	-14000,00,00
105,19,49	92,75,00	Net		180,30,00	217,23,00

2.50 This Demand is composite demand for all Retirement benefits like Government contribution to Provident Fund, Contribution and grants & Payment of pensionary

charges to Railway staff covered by the pensionary form of retirement benefits. The 'Charged' expenditure relates to payments in satisfaction of court decrees.

2.51 The various pension and other retirement benefits to pensionable employees covered under minor heads (100) to (700) are met out of the Pension Fund. The contribution to Provident Fund and payment of gratuities and special contribution in respect of non-pensionable employees are met out of revenue.

2.52 The Budget Estimates for 2009-10 are more than the Revised Estimates of 2008-09 by Rs. 149418.69 lakh under 'Voted' portion and less by Rs. 1.81 lakh under '*Charged*' appropriation. The increase under 'Voted' portion is made up of Rs. 145648.46 lakh for pensionary benefits and the remaining for Contribution to Provident Fund, etc., mainly due to increase in pensionary benefits due to implementation of the recommendations of the VI Central Pay Commission. The decrease in '*Charged*' expenditure is due to anticipation of less payments of pension of Railway Pensioners on account of Court Decrees.

2.53 The credits and recoveries represent Service Contribution from other Departments/ Ministries in respect of staff on deputation. This gross demand includes recoupment from the Public Account to the Consolidated Fund of India of the sum voted initially by Parliament from out of the Consolidated Fund of India for meeting the expenditure chargeable to the Pension fund.

DEMAND NO. 14 - APPROPRIATION TO FUNDS

Voted : *Rupees twenty one thousand four hundred seventeen crore twenty six lakh.*

(thousands of Rupees)				
Actuals 2007-08	Budget Estimates 2008-09	Minor Heads of Demand	Revised Estimates 2008-09	Budget Estimates 2009-10
5450,00,00	7000,00,00	Appropriation to Railway Depreciation Reserve Fund.	7000,00,00	5325,00,00
7989,02,69	9600,00,00	Appropriation to Railway Pension Fund	10500,00,00	13450,00,00
2359,00,00	947,00,00	Appropriation to Railway Development Fund	1391,00,00	2000,00,00
11072,08,88	10839,74,00	Appropriation to Capital Fund – Railways	4964,56,00	642,26,00
26870,11,57	28386,74,00	Total	23855,56,00	21417,26,00

2.54 This Demand is for appropriation from Revenue to the various Railway Funds as under:

- (a) Appropriation to Depreciation Reserve Fund is being made in accordance with the recommendations of the Railway Convention Committee (R.C.C.)
- (b) Appropriation to Pension Fund is being made having regard to the recommendations of the RCC. In assessment of this amount, due consideration is given to such factors as the estimated higher withdrawals from the Fund, liberalisation of Pension benefits, amount required to implement the recommendations of VI CPC relating to pensionary benefits, etc.
- (c) Development Fund is credited with such appropriations out of the Revenue excess after payment of dividend as may be voted by the Parliament.
- (d) Capital Fund is credited with the amount of principal payment of the lease hire charges on the assets leased to the Railways, as also the amount required to finance a part of the capital works in the Annual Plan of the Railways.

DEMAND NO. 15 - DIVIDEND TO GENERAL REVENUES, REPAYMENT OF LOANS TAKEN FROM GENERAL REVENUES AND AMORTIZATION OF OVER CAPITALIZATION

Voted : *Rupees five thousand four hundred seventy nine crore twenty two lakh.*

(thousands of Rupees)

Actuals 2007-08	Budget Estimates 2008-09	Minor Heads of Demand & Sub Heads of Demand	Revised Estimates 2008-09	Budget Estimates 2009-10
4238,92,86	4635,88,00	Dividend to General Revenues	4710,96,00	5479,22,00
664,00,00	..	Repayment of deferred Dividend liability in respect of the period 1978-79 onwards	..	..
..	..	Repayment of loans for Development Fund taken from General Revenues and interest thereon	..	..
..	..	Repayment of loan for Capital Fund taken from General Revenues and interest thereon	..	..
..	..	Payment towards Amortization of Over-Capitalization.	..	..
4902,92,86	4635,88,00	Total	4710,96,00	5479,22,00
..	..	Credits or Recoveries	..	..
4902,92,86	4635,88,00	Net	4710,96,00	5479,22,00

2.55 This Demand is for payment of Dividend to General Revenues, contribution for grants to States in lieu of Passenger Fare Tax, etc. Dividend to General Revenues is payable in accordance with the recommendations of the Railway Convention Committee, approved by Parliament in terms of resolutions adopted from time to time. Based on the recommendations of RCC (2004), the dividend from 2007-08, is payable at the rate of 7 per cent on the dividend-paying capital of the Railways irrespective of the year of investment (including 1.5 per cent of the dividend paying capital less subsidy capital invested upto 31st March, 1964 in lieu of Passenger Fare Tax). Prior to that the dividend was payable at 6.5 per cent. Out of the above-mentioned computation at 1.5 per cent, an amount of Rs. 23.12 cr. is for transfer to States as payments in lieu of Passenger Fare Tax and the balance is to finance safety works. From 2001-02, the entire amount being transferred to States from out of the dividend to 'finance safety works' is being transferred to the 'Railway Safety Fund' created w.e.f. 1.4.2001 as per RCC (1999)'s recommendation.

BUDGET AT A GLANCE

(Rupees in crore)

Actuals 2007-08	Budget 2008-09	Description	Revised 2008-09	Budget 2009-10	
				As presented in February, 2009	As now proposed
71,720.06	81901.00	1. Gross Traffic Receipts	82,393.00	93,159.00	88,419.00
1,468.01	1707.69	2. Miscellaneous Receipts	1,735.17	2,026.43	2,086.43
		(a) Subsidy from General Revenues towards dividend relief & other concessions			
88.50	88.20	(b) Other Miscellaneous Receipts	105.01	120.79	120.79
1,556.51	1795.89	(c) Total Miscellaneous Receipts	1,840.18	2,147.22	2,207.22
73,276.57	83696.89	3. Total Receipts	84,233.18	95,306.22	90,626.22
41,033.17	50000.00	4. Net Ordinary Working Expenses	55,000.00	62,900.00	62,900.00
7,979.00	9590.00	5. Appropriation to Pension Fund	10,490.00	13,690.00	13,440.00
5,450.00	7000.00	6. Appropriation to Depreciation Reserve Fund	7,000.00	7,000.00	5,325.00
54,462.17	66590.00	7. Total Working Expenses [4+5+6]	72,490.00	83,590.00	81,665.00
		8. Miscellaneous Expenditure			
46.79	60.00	(a) O.L.W.R.	58.00	60.00	60.00
433.59	624.27	(b) Other Miscellaneous Expenditure	618.66	779.74	779.74
480.38	684.27	(c) Total Miscellaneous Expenditure	676.66	839.74	839.74
54,942.55	67274.27	9. Total Expenditure [4+5+6+8]	73,166.66	84,429.74	82,504.74
18,334.02	16,422.62	10. Net Revenue [3-9]	11,066.52	10,876.48	8,121.48
4,238.93	4635.88	11. (a) Dividend Payable to general Revenues	4,710.96	5,304.22	5,479.22
664.00	..	(b) Payment of Deferred Dividend	..	..	..
4,902.93	4635.88	(c) Total Dividend Payment	4,710.96	5,304.22	5,479.22
13,431.09	11786.74	12. Surplus/Shortfall [10-11]	6,355.56	5,572.26	2,642.26
2,359.00	947.00	13. Appropriation to Development Fund	1,391.00	..	2,000.00
11,072.09	10839.74	14. Appropriation to Capital Fund	4,964.56	5,572.26	642.26
..	..	15. Appropriation to Railway Safety Fund	..	..	..
75.9%	81.4%	16. Operating Ratio	88.3%	89.9%	92.5%
20.7%	15.8%	17. Ratio of Net Revenue to Capital-at-Charge and investment from Capital Fund	10.6%	9.1%	6.6%

ANNUAL PLAN 2009-10

2.56 According to the Ministry of Railways, the main objectives/thrust of the Annual Plan 2009-10 as as under:

- i) Enhancement of Rail capacity – Thrust has been given to the enhancement of rail capacity by increasing the allocations for doubling, gauge conversion and new lines. The rail network is getting saturated and in order to maintain a high growth rate of freight and passenger traffic, it is essential to expand the BG network by addition of new lines, doubling of the existing single lines and gauge conversion of sections which are forming alternate routes and sections which have got isolated from the rest of the network. This would create the necessary capacity for maintaining the path of high growth.
- ii) Throughput enhancement on high density network routes will be given priority so that the capacity saturation reached in the high density network is removed. The works of doubling targeted for completion in 2009-10 include those required for the high-density network.
- iii) Traffic facility works - These works are required for adequate terminal facilities to ensure against idling of assets, to reduce cost of operation by augmenting the capacity at terminals and to de-bottleneck the existing rail network by way of providing additional loops, crossing stations, etc. for augmenting capacity. These works are comparatively smaller and on completion would provide substantial relief in increasing the throughput. Construction of bypass, IBS and fly-overs is being given priority which would help to de-congest the saturated network.
- iv) Electrification projects – Priority is being given to the sanctioned electrification projects in view of the spiraling price of oil which would help to reduce the energy bill of the Railways.
- v) Passenger amenities – This Plan head provides for works with a view to improving service to customers. It is proposed to complete deficiencies in respect of basic passenger amenities, augment amenities for the travelling public at stations keeping in view the quantum of traffic handled.
- vi) Emphasis is being given to road safety works, both manning of un-manned level crossings and construction of road over-bridges and road under-bridges.
- vii) Thrust is being given to improve the condition of the workshops in order to improve the quality of repair of rolling stock. Construction of new units would be speeded up so that adequate maintenance and repair facilities for the rolling stock are created in time to take care of the increase in the rolling stock required for moving the higher level of traffic.

viii) Rolling stock – An important objective of the annual plan 2009-10 is acquisition of locomotives with higher unit HP so that larger increments of additional load can be moved by adding required locos to the fleet. For wagons and coaches the effort would be not only to replace the inefficient/over aged stock but also for net addition to the fleet for meeting the additional demand.'

The Budget Estimates for Demand No.16-Assets-Acquisition, Construction & Replacement for 2009-10 has been fixed at Rs.40745 cr. The total outlay comprises of the following components

(figures in crores of rupees)

	Outlay for 2009-10	%age to total outlay
Internal Resources (incl. draw-down from RSF balance)	15675.00	38.5%
Extra Budgetary Resources (incl. PPP investment)	9270.00	22.8%
Gross Budgetary Support		
a) Capital from General Exchequer	14841.64	36.4%
b) Railways' share from Diesel Cess	958.36	2.4%
Total	40745.00	100%

- a. The gross outlays for the Plan heads New Lines (Construction), Gauge Conversion, Doubling, Electrification Projects and Investment in Government Commercial Undertakings/ PSUs for Dedicated Freight Corridor Corporation Ltd. and the physical targets set for the Plan heads for 2009-10 are as under:-

Planhead	Outlay for 2009-10 (Rs in cr)	Physical Targets
New Lines (Construction)	2921.70	250 rkm
Gauge Conversion	2054.10	1300 rkm
Doubling	1906.00	700 rkm
Electrification Projects	744.00	1000 rkm
Investment in Govt Comml Undertakings-PSUs - DFCCIL	1969.50	--

The outlay under New Lines (Construction) also includes an allotment of Rs.800 cr. for undertaking land acquisition for the construction of dedicated freight corridors. Allotment of funds is made for progressing various works which include expenditure on works which are likely to be completed in the year as well as new and on-going works which will continue during later years. On the other hand targets indicated are only for those works/sections which have been under progress from earlier years and are likely to be completed during the course of the year.

- (iii) The targets proposed are likely to be achieved during the current year considering the progress of various projects. The targeted works are regularly

being monitored and necessary action to avoid delays is being taken, wherever required. In the recent past, empowerment of field units have been done by giving more powers and changes in the contract conditions to bring in efficiency in contract management.

- (iv) There are no physical targets fixed for 2009-10. The activities this year will be land acquisition, letting out contracts, preparing, monitoring and contract documents, etc.
- (v) The Railways' internal resource generation has come under strain due to payment of arrears to the employees in 2008-09 and 2009-10 following the implementation of VI Central Pay Commission recommendations. While efforts will be made to generate adequate resources to meet the requirement of replacement and renewals, lease payment of Capital component of lease charges to IRFC, finance critical Traffic Facility works and make investment under PSUs out of Capital Fund, certain other works under Gauge Conversion, Doubling and Electrification Projects hitherto charged to Capital Fund have to be shifted to Capital to ensure smooth inflow of funds to finance these projects so that the progress on them does not suffer for want of funds and there is no hindrance in their timely completion. These projects are extremely vital for capacity augmentation of the Railways.

X FIVE YEAR PLAN

2.57 The physical targets made at Budget Estimate stage and Revised Estimate stages under New Line, Gauge Conversion, Doubling, Electrification, Rolling Stock, Track Renewal, Bridge work, Electrification and Dedicated Freight Corridor during the X Five Year Plan, year-wise, are given in Table 1 below:

Table 1

Year	2002-03		2003-04		2004-05		2005-06		2006-07	
	BE	RE	BE	RE	BE	RE	BE	RE	BE	RE
Plan Head										
New Lines(km)	214	190	225	225	273	205	219	185	550	275
Gauge Conversion(km)	619	890	775	775	1000	993	935	825	1100	1225
Doubling(km)	250	230	340	225	381	307	538	300	435	450
Electrification(km)	375	375	350	350	375	375	350	170	360	360
Rolling Stock-Wagons(Four Wheeler Units)	17000	17000	20050	18500	20000	20000	23300	18000	25000	25000
*Rolling Stock – Coaches	1672	2028	1987	2572	2546	2596	2679	2307	2307	2861
Rolling Stock-Locos	159	169	154	195	210	210	235	271	271	300
Track Renewal(km)	4000	4000	3850	3850	4125	3550	4000	4000	4000	4000
Bridge Works	1065	1151	1584	1563	1629	1579	1453	1431	1600	1334.

(number)										
Dedicated Freight Corridor	-	-	-	-	-	-	-	-	-	**

BE: Budget Estimate
RE: Revised Estimate

* Includes Coaches/EMUs/MEMUs/DMUs

** Dedicated Freight Corridor Corporation of India Ltd. was incorporated on 31.10.2006 and only preliminary and developmental works for setting up the company, office space, recruitment, etc. were done in 2006-07. No physical construction work was undertaken.

2.58 The Financial Allocations made at Budget Estimate Stage and Revised Estimate stages under New Line, Gauge Conversion, Doubling, Electrification, Rolling Stock, Track Renewal, Bridge work, Electrification and Dedicated Freight Corridor during the X Five Year Plan, year-wise, are given in Table 2 below:

Table 2

(Figures in Rs.crore)

Year	2002-03		2003-04		2004-05		2005-06		2006-07	
	BE	RE	BE	RE	BE	RE	BE	RE	BE	RE
New Lines	890.56	1225.19	989.98	1473.12	1235.97	1630.31	651.79	1935.86	1500.00	2524.64
Gauge Conversion	807.21	768.36	733.00	1054.11	780.00	1072.82	645.00	1234.22	1299.88	1901.85
Doubling	608.39	584.13	443.00	512.29	480.00	434.45	505.39	674.69	1052.00	1175.70
Electrification	238.17	247.23	121.98	126.83	125.00	142.13	102.00	68.96	226.00	223.04
Rolling Stock	3771.55	3748.05	3795.05	4059.90	4571.00	4682.51	5159.00	5172.19	6800.14	6661.39
Track Renewal	2703.50	2602.05	2605.00	2617.01	2570.00	2993.23	2623.00	2890.03	2922.00	3418.39
Bridge Works	204.00	218.00	302.00	277.25	528.00	424.36	755.00	483.30	590.00	512.32
Dedicated Freight Corridor	-	-	-	-	-	-	-	-	-	10

BE: Budget Estimate
RE: Revised Estimate

11TH FIVE YEAR PLAN

2.59 In the 11th Five Year Plan (2007-2012), the Railways are expecting the traffic to grow to 1100 MT of originating freight loading and 8400MT originating passengers. The progress in Infrastructure Creation in the first two years of the 11th Plan is summarised below:-

Item	Achievement in	11 th Plan targets
------	----------------	-------------------------------

	First Two Years	
New Lines	513	2000*
Gauge Conversion	2612	10000
Doubling	789	6000
Electrification	1299	3500

** All units in Kms., "Excludes DFC(2700 Kms).*

2.60 In the third year of XI Five Year Plan, a Mid-Term Appraisal exercise is being undertaken along with the Planning Commission to review the progress made till now against the targets and priorities set in the beginning of the XI Plan period for the Railways and help identify areas of shortfall and take mid-term corrective measures.

2.61 When asked regarding any proposal to review these targets due to slowing down of the economic growth of the country under the impact of the global financial downturn, the Ministry, in their written, reply stated as under:

“The XI plan period started with the economy on a clear upward path in 2007-08 but later witnessed a downturn due to the impact of the global meltdown which affected most sectors of the economy. As compared to anticipated Compound Annual Growth Rate (CAGR) of 8.6%, the actual CAGR in first three years of the plan would be 6.6% in respect of freight traffic. Similarly, CAGR in respect of originating passengers would be 5.9% in first three years as compared to anticipated CAGR of 6.2%. The revised targets are being worked out in consultation with Planning Commission and are likely to be finalised by end of this year.”

2.62 The Ministry informed the Committee that the progress in respect of fixed infrastructure creation like New Lines, Gauge Conversion, Doubling, Electricity and augmentation of Rolling stock capacity during the first two years of the current Plan period is falling behind the targets set in the XI Plan and action is being taken to increase out turn in the remaining Plan period. Mid-Term Appraisal exercise currently being undertaken along with Planning Commission to review the progress made till now against the targets and priorities set in the beginning of the XI Plan period for the Railways will help identify areas of shortfall and take mid-term corrective measures. This exercise and revised targets will be finalized by the end of this year.

2.63 Some of the important reasons identified for the shortfall in network augmentation works are - abnormal fluctuations in steel prices, delays in land acquisition and forestry clearances, adverse law and order condition in North Eastern region and contractual failures. These areas are being appropriately addressed and close monitoring of works is being done to increase out turn in the remaining Plan period.

2.64 On the Rolling Stock front capacity augmentation for locomotives & coaches was to be mainly achieved by setting up new production units. The following projects are under active consideration and in different stages of approval/progress in this regard: Electric locomotive factory at Madhepura, Diesel locomotive factory at Marhowra, Wheel factory at Chhapra, EMU & Metro Coaches Factory at Kanchrapara, Rail Coach Factory at Rae Bareilly & Palghat and Electric & Diesel component factories at Dankuni. As regards EMUs/MEMUs/DMUs, the shortfall is mainly due to non-materialisation of supply from trade. Since these are first time orders placed on firms there is a developmental lead time and it is expected that regular supply will be received from these sources in the future.

TRAFFIC RECEIPTS

2.65 The gross traffic receipts for 2007-08 according to the final accounts, the revised estimates for that year and actual of the preceding year 2006-07 are as under:-

(In crore of Rupees)

Detail	Actuals 2006-07	Revised 2007-08	Actuals 2007-08
Passenger – Upper Class	3243.07	3779.00	4108.65
Passenger – Second Class	13981.49	16296.00	15735.52
Total – Passenger Earnings	17224.56	20075.00	19844.17
Other Coaching Earnings	1717.73	2200.00	1800.30
Goods Earnings	41716.50	47743.00	47434.90
Sundry Other Earnings	1711.70	2637.00	2565.29
Total Earnings	62370.49	72655.00	71644.66
Suspense	361.01	100.00	75.40
Gross Traffic Receipts	62731.50	72755.00	71720.06

2.66 There was an upward revision of gross traffic receipts by Rs.492 cr. at the Revised Estimates stage in 2008-09 as compared to the Budget Estimates of 2008-09. This was primarily because of expectation of increased earnings from passenger and goods segments of traffic. Under passenger segment growth to the end of December 2008 was 12% as against the targeted growth rate of 9.3% in the Budget Estimates 2008-09. In view of the buoyancy reflected in the first three quarters of 2008-09 and onset of peak season in the remaining months the Revised Estimate for passenger earnings was projected at Rs.22,330 cr. reflecting a growth of 12.5% on the previous years actuals. The freight loading was retained at the budgeted target of 850 million tonnes. Based on the trend of freight earnings to the end of December 2008 and with the onset of busy season the Revised Estimates for freight earnings for 2008-09 was scaled up to Rs.54,293 cr. as against the Budget Estimates of Rs.52,700 cr. There was no revision in target for other coaching earnings. However, the target of sundry earnings was scaled down by Rs.1,750 cr. primarily due to non-realisation of earnings from commercial exploitation of Railway land, the target of which was revised downward from Rs.2,300 cr. to Rs.500 cr. On overall basis the Gross Traffic Receipts was scaled up to Rs 82,393 cr in Revised Estimate against the Budget Estimate of Rs 81,901 cr in 2008-09. The Gross Traffic Receipts as per the provisional actuals of 2008-09 are Rs 79,862 cr.

2.67 When asked about the reasons for the non-realization of earnings from commercial exploitation of Railway land due to which the target was revised downward, the Ministry of Railways informed the Committee as follows:

"Target was revised downward from Rs.2300 crore to Rs.500 crore due to economic slowdown and slump in commercial and real estate sector. All efforts are being made for better realization of earnings from commercial exploitation of Railway land. 12 sites have been identified for finalization of contract for commercial development during 2009-2010."

SURPLUSES

2.68 Year-wise break up of the surpluses with the Railways during the last five years is as under:

(Figures in crores)					
Year	2004-05	2005-06	2006-07	2007-08	2008-09

Surpluses	2074.33	4337.96	10206.32	13431.09	4456.78
------------------	---------	---------	----------	----------	---------

2.69 According to the Ministry of Railways, surplus is based on the position of Gross Traffic Receipts and working expenses. While the average annual growth of Gross Traffic Receipts since 2005-06 has been around 15% approximately, the growth during 2008-09 over the preceding year was only 11.34% (Rs 8142 crore). However, the growth of Total Working Expenses registered an increase of 32.75% (Rs 17377 crore) mainly due to the impact of the VI CPC implementation amounting to Rs 13600 crore approximately. This resulted in sharp decline in surplus during 2008-09.

2.70 When the Committee suggested further clarifications on surpluses, the Financial Commissioner (Railway Board) stated during evidence as under:

"We have the gross traffic receipts. Then, we have the working expenses and then we pay the dividend. So, what is left with us, net of all of this, we broadly classify as per surpluses. In the Eleventh Plan period, that is, in the first three years of the Eleventh Plan, the surplus figures have been showing a decline year after year, even though the overall receipts have increased. In 2007-08 it was Rs. 73,276 crore. Next year, it was Rs. 81,659 crore and in the year 2009-10, it is budget targets Rs. 90,626 crore. Along with this, the working expenses have also been steadily rising. The figures are Rs. 41,033 crore, Rs. 53,349 crore and Rs. 62,900 crore.

One of the major factors has been the impact of the Pay Commission. The Pay Commission has resulted, in the last two years, in pay outs to the extent of Rs. 28,210 crore. In 2008-09, we paid Rs. 13,596 crore which consisted of 47 per cent payments of arrears plus some pension also."

2.71 On being asked to clarify the position of Revenue expenditure of Railways Financial Commissioner (Railway Board) informed the Committee as under:

"...Railways want to increase the Plan size year on year. In the Eleventh Plan, for the first year the Plan size was Rs. 28,980 crore. Next year, it became Rs. 36,336 crore. For the current budgeted year, it is to Rs. 40,745 crore. The funding and financing of the Plan is done through three sources. One is the gross budgetary support that we get from the general exchequer and second is through our internal resources. These internal resources are also garnered by the surpluses."

2.72 When asked that the Pay Commission would have made an impact in the first year and for the next year, Railways should have anticipated everything, the Financial Commissioner (Railway Board) stated as under:

"In spite of anticipating we grew down from our fund balance. We had monies accumulated in the various funds which are at our disposal. From that we took the money because we wanted to keep the plan sanction intact."

2.73 She further informed the Committee during evidence that the working expenses of the Railways have also gone up from Rs.54,000 crore to Rs. 63,000 crore. The Committee further desired to know the parameters of the working expenses of the Railway. The Financial Commissioner (Railway Board) informed the Committee as under:

"...Basically in Railway accounts we have a classification of earnings and working expenses. Earnings we classify under three abstracts – X,Y and Z. For working expenses we have from Abstract A to Abstract L; 13 revenue abstracts which tell us broadly the expenditure booked under repairs and maintenance, operating expenses, staff welfare and amenities, miscellaneous working expenses."

2.74 She further stated that the staff expenditure has increased during the period from 44.13 per cent to 52.73 percent and the staff expenditure represents the highest percentage increase.

CHAPTER – III

PHYSICAL PERFORMANCE

NEW LINES

In the Budget for 2008-09, the Railways had fixed the target of 350 kms. for new lines which was increased to 357 km at the Revised Estimates stage. When asked about the details of the new line projects targeted to be completed and actually completed during 2008-09, the Ministry of Railways informed the Committee that a target of completion of 350 km of new lines was fixed at the Budget stage and there were certain other spillover sections of the previous year which combined with new targets made the total of 543 kms. As against this, 357 km of new lines were completed during 2008-09. The details of completed sections is as under:

Name of the section	Km	Km completed
Puntamba-Sirdi	18	18
Piro-Ara of Ara-Sasaram	38	38
Sakri-Biraul of Sakri-Hasanpur	36	36
Yerraguntla-Nossam of Nandyal-Yerraguntla	50	50
Badgam-Baramulla & Quazigund-Kakapore of Katra-Baramulla	78	59
Ambassa-Agartala of Kumarghat-Agartala	69	69
Moranhat-Dibrugarh	44	44
Venkatchallam-Krishnapatanam	21	21
Hathua-Bathua Bazar of Hathua-Bhatni	22	17
Mahoba-Khajuraho (Part)	5	5
Ghoramora-Dumka of Deogarh-Dumka	40	
Jagdishpur-Nekpur of Rajgir-Tilaiya	27	
Jaggyapeta-Mallachervu	20	
Nagapattinam-Velankkani	10	
Kottur-Harihar	65	
TOTAL	543	357

3.2 When the Committee desired the details of spillover sections of the previous years and the projects which have since been completed and the spillover sections of the previous year to be completed in 2009-10, the Ministry of Railways informed the Committee as under:

- (i) The Details of the spillover new line sections of the previous years which were completed during 2008-09 are as follows:-

Name of the section	Km
Puntamba-Shirdi	18
Piro-Ara	38
Sakri-Biraul	36
Budgam-Baramulla & Qazigund-Kakapore of Katra-Baramulla	59
Hathua-Phulwaria of Hathua-Bhatni	17
Mahoba-Khajuraho (Part)	5
Ambassa-Agartala	69
Total	242

- (ii) The details of the spillover section to be completed during 2009-10 are as follows:-

Name of the section	Km
Ghoramara-Dumka	40
Jadgishpur-Nekpur	27
Quazigund-Anantnag	19
Phulwaria-Bathua Bazar	5
Kottur-Harihar	65
Nagapattinam-Velankkani	10
Runnisaiaadpur-Sitamarhi	23
Total	189

3.3 When asked whether the spillover projects of the previous year and the targets for new projects should not be reflected separately, Member Engineering informed the Committee during evidence as under:

".....this is a continuous process, because on the new lines we do plan targets at the beginning of the year and those targets take into account a lot of factors like land acquisition, forest clearances, contractual obligations and whatever else happens like last year we had a problem of steel and cement prices going up. Mid way, in between in case we do not get the land or forest clearances are not there or for that matter some contracts fail we do keep some alternates also."

3.4 The Committee further desired to know whether there was any mechanism in the Railways to foresee for another five to ten years or at least until such time the project is completed and what will be the forces that will definitely change the proposal or course of action financially and to foresee the cost benefit ratio. The Member Engineering (Railway Board) apprised the Committee during evidence as follows:

"The works that get sanctioned are far too many in comparison to the funds that we have. As a matter of fact, whenever we have been responding to the questions and letters of the hon. Members of Parliament, we have been pointing out that there is shortage of fund. So, the distribution is also set by a pattern which has been decided by our earlier Ministers. That is how the distribution of funds take place. What happens is that for each of the projects, adequate amount of fund cannot be given to complete it in that short period.

....We have very regular review meetings but it is a fact that once the DPR has been made which is made at the beginning of the project when it is sanctioned, that is the time when we work out the cost benefit ratios. It is a fact that in the Railways today we do not have a system to see in case of a delay how the cost benefit ratio has been affected. But yes, at the end of the project, we do have a system where again after five years of completion of the project, we are required to review. This is the existing system."

3.5 The Committee desired to know the process being adopted by the Railways for land acquisition. The Member Engineering (Railway Board) informed the Committee as under:

"We do not acquire the whole land because it takes a long time because of restrictions or forest clearances and what we do is that whatever land we are able to get and when it is a substantial chunk, we start the work. Our effort normally in such cases is to cover a block section or two so that when we do complete, we are able to cover a block section and not leaving them mid-way."

3.6 When asked about the procedure followed by the Railways for preparation of the DPR, the Member Engineering (Railway Board) stated as follows:

"The Indian Railways have actually modified the Railways Act last year, 2008. Just like the National Highways Land Acquisition Act, we have modified our Act and our people have empowered themselves. We have started on the Dedicated Freight Corridor site acquiring land accordingly.

It is not on all projects and particularly where 1894 Act has already been used. In the new and important projects, we declare them as national projects and use 2008 Act."

3.7 A target of 250 kms. has been fixed for construction of new lines during 2009-10. When asked the reasons for reducing the physical targets for construction of New Lines during 2009-10 as compared to previous years, the Chairman, Railway Board, apprised the Committee as follows:

"Our main problem is that we have actually a very large number of projects which have been sanctioned over a period of time. Some of them are quite old – 10 to 15-year old. An Hon'ble MP was telling about the Khurda-Bolangir line. Many of these are economically unviable but they have been sanctioned on social consideration. I do not remember exactly but about Rs.60,000 crore is required to complete these lines. What we are allocating every year for the new lines is only Rs.2500 crore although we have an Annual Plan of Rs.40,745 crore. Out of that, for the new lines, we can allocate only this much because we have got other things."

3.8 The Ministry of Railways, in their written reply, informed the Committee as under:

"The achievements in the area of new lines have been generally of the order of 200 km except in 2008-09 where progress was 357 km. This was due to some of the works which got spilled over from the previous year. The target for 2009-10 has been fixed after considering the progress of project."

DOUBLING

3.9 Railways have informed that the higher target of doubling was fixed at 1000 km for 2008-09; the achievement was 363 kms. as compared to achievement of about 386 km in 2006-07 and 426 km in 2007-08. Though execution of doublings is complex in nature involving working near to the existing track, modifications to the existing yard and signaling installations, even then a very ambitious target was fixed to gear up the organization to achieve the same. There has been major shortfall due to slowing down

of works due to various reasons, including the impact of abnormal increase in prices of steel witnessed from Dec' 07 to April-May' 08.

3.10 On being asked the rationale behind such an unrealistic target which may not be feasible to achieve, the Railways have informed the Committee that Doubling projects are sanctioned for capacity requirement, removal of bottlenecks and operational considerations and are prioritized depending upon their progress and requirement for completion in early future. There is requirement to enhance implementation of doubling projects to meet with the traffic requirements and considering this an optimistic target of 1000 km of doubling was fixed. However, the targeted work could not be completed and one of the major reasons being steep rise in prices of steel, tree cutting on doublings in Uttar Pradesh area and other unforeseen factors. Keeping in view the constraints in implementation of doubling, the target for the current year has been fixed as 700 km only. The Member Engineering (Railway Board) further informed the Committee during evidence as under:

"...Regarding planning and the criteria, we do look at and we have a Planning Cell and Transport Directorate and we take the help of the Planning Directorate and the Member (Traffic) together they decide on the line capacity that has been utilised and based on the line capacity and the forecast for the future target. Suppose there is a development of power house coming up, there would be a need for moving coal rakes, or a cement factory coming up. Now such like several factors are taken into consideration and that is how a criteria has been fixed up, based on which doubling is normally decided. It is based on the line capacity. That is done through regular meetings in the Railway Board.

The projects are put through these criteria and only then, it is selected and the priority - the third question that you had sought – yes, Sir, we do have a priority of these projects. The point is that we have seen that we do have projects going on between eight to 10 years. Therefore, what happens is, we do complete some projects there and new get added and we do have a shelf life of eight to 10 years today. Our effort is to reduce it and that is why we have got RVNL which has come up four or five years ago and they are maturing into this. I am certain that by the time, in a couple of years they would have matured into this and doubling works would be faster and as it is, doubling work in some cases, we have been able to bring it down to within four years. These are some works which pay us back and also very heavily and quickly. So we are also keen that such like works which mitigate the trouble the public has by way of movement of freight, passenger or punctuality is affected, are quickened.

I would come to nine to 10 targets and the progress that has been done, just for information that in the 10th Plan, for the doublings, we had a target of 1,575-1,700 km. We have completed 1,300 km.

In the gauge conversion we had a target of 2365 kms and we were able to do 4289 kms. Our effort is continuously to see that the gauge conversion and doubling are completed as much nearer to the optimistic targets than the pessimistic targets."

3.11 The Committee observed that despite review meetings and corrective actions taken by the Railways the delays in completion of projects have not been checked and desired to know whether the Railways had made any effort for the solution of such perennial delay. In this regard, the Member Engineering (Railway Board) informed the Committee as under:

"...We have already given for the time and the cost line delays a work to the Indian School of Business. They are already conducting a study for us. They are going to help us in finding out what further improvements can be made. In the meantime I would like to clarify the steps taken, that you have also sought, in this regard. Internally, in contract management a lot of steps have been taken by the Indian Railways and as a result of which I would like to commit here that the doubling work has come within the framework of four years. Some of them have come within the framework of four years which over the next three-four years we will be able to improve."

GAUGE CONVERSION

3.12 Against a target of 2150 kms. for gauge conversion during 2008-09, Railways could achieve 563 kms only. According to Railways, the gauge conversion projects also suffered a setback during 2008-09 due to various reasons, including slowing down of works on account of abnormal increase in price of steel witnessed between Dec' 07 and April-May' 08. The increase in allocation under gauge conversion Plan head is due to provision of Rs. 263.30 cr as an additionality for National Projects provided by the Ministry of Finance in the Supplementary Budget. As the funds are also spent on projects which remain incomplete at the end of the year, the outlay can increase

without corresponding increase in target. The details of sections on which gauge conversion was completed during 2008-09 is as under:

Name of the section	Km completed
Naupada-Parlakhemundi of Naupada-Gunupur	45
Darbhangra-Sitamarhi of Jaynagar-Narkatiaganj	68
Kasganj-Mathura of Kanpur-Kasganj-Mathura and Kasganj-Bareilly	107
Gorakhpur-Nautanwa of Gonda-Gorakhpur	80
Balaghat-Gadag (Part)	6
Rewari-Phulera	210
Villupuram-Cuddalore-Sarkazi (Part)	47
Total	563

3.13 According to the Ministry of Railways, the main reason for shortfall in achievement under gauge conversion has been the slow progress of contractors. There has been a major effect on progress of works due to the impact of abnormal increase in the price of steel witnessed between Dec' 07 and April-May' 08.

3.14 Following are the spillover gauge conversion works to be completed in 2009-10:-

Project	Kms
Pandharpur-Miraj	137
Mathura-Achnera	35
Aunrihar-Jaunpur	60
Fakiragram-Dhubri	66
Madanapalle-Dharmavaram	144
Vellore-Villupuram	150
Shimoga-Anandpuram	57
Daboi-Chota Udepur	65
Wansjalia-Jetalsar	90
Ajmer-Phulera	80
Bhildi-Samdari	223
Thanjavur-Villupuram (Part)	8
Saharsa-Dauram Madhepura	22
Surendernagar-Dharangdara	33

Parlakhimindi-Gunupur	45
Sitamarhi-Birganja	28
Total	1143

3.15 So far, no funds have been released by the Ministry of Finance for the National Projects in N.E. Region which is on reimbursement basis during the current year but the matter is being pursued with the Ministry of Finance. On the two Gauge Conversion National Projects in the Northeast Region, expenditure incurred upto September' 09 is about Rs. 200cr.

3.16 When asked about the accountability of the contractors in case of delays, the Ministry in their written reply have stated that most of the projects are executed by the contractors as per the contract between the Zonal Railways and the contractor. In case of non-compliance of these terms and conditions, including delay in execution, action against the contractor is taken accordingly. Regular review meetings are held with the Zonal Railways to expedite the completion of work. However, certain factors beyond the control of the Railways like delay in land acquisition, law and order problem, forestry clearance, etc. affect the target. The projects in the recent past suffered primarily due to the abnormal hike in the price of steel. The price variation formula has been suitably modified to deal with such situation. Also the system of performance guarantee has been introduced in place of earlier provisions of risk and cost.

3.17 When asked for the mechanism to identify the geological, meteorological and other related studies in the Railways before approval of any project, the Member Engineering (Railway Board), during evidence, stated as under:

"We have our own companies. In the meantime whatever changes because of urbanisation, weather conditions, the flooding that has taken place, we are picking up, because the results and the figures we get are from other agencies like Met office. We pick up from local offices. We have been following so far the GSI maps which have a contour interval of 25 meters. They have been giving a problem to us. So, what you say is quite right. Gauge conversion that is going on in the north-east region, we have given very specific considerations to have a look at the recent flooding and go into one in fifty years and one in seventy-five

years design. We do to take into consideration the highest floods that have occurred in the last 75 years."

3.18 On being asked as to whether the target of 1300 km will be achieved, the Ministry, in their written reply, stated that it will be possible to achieve the target of 1300 km in the current year as most of the sections are spillover of 2008-09. The projects are being closely monitored for their timely completion.

TRACK RENEWALS

3.19 During 2008-09, Rs.3600 cr. was allocated for Track Renewals which was revised to Rs. 3619 cr. at Revised Estimate stage and the Railways have achieved more than the projected target of 3750 kms. at 3841 kms. of track renewals during 2008-09. A target of 3500 kms. has been fixed for 2009-10. Track Renewals works are carried out as per requirement, based on age (traffic carried) and condition of assets. The targets for the year 2009-10 are based on new arisings worked out as per the above criteria.

3.20 As on 01.04.2009, 4271 kms. of track renewal were due. Further 2593 kms. of track renewals have been sanctioned in the July 2009 budget. Thus, throw forward of track renewals is only 6864 kms. Normally it takes approximately 2 to 3 years on an average for execution of track renewals works as several activities like procurement of track materials, transportation to site and execution at site are involved. Thus for throw forward of 6864 kms., annual target of 3500 kms for 2009-10 has been fixed.

3.21 On being asked by the Committee about the codal life of railway track, the Member Engineering (Railway Board) stated as under:

"As far as codal life is concerned, for codal life there are various parameters that are taken into account. First one is the expected life *i.e.* the codal life that you are seeking. This is in terms of gross million tonnes of traffic that has travelled over the rail. We have different types of rails. Today, we have four types of rails in use. They are categorised under the Ultimate Tensile Strength and the Weight Per Metre. The 60 Kg. rails, *i.e.*, 60 Kg. of weight per metre has 90 UTS and it is 800 GMT; 52 Kg. 90 UTS is 525 GMT; 52 Kg. 72 UTS is 350 GMT; and 90 pounds 72 UTS is old rail with 250 GMT. Besides this, we have also criteria for wear which is limiting loss of the section to corrosion, lateral wear and wear on the curves. So, these are factors, including incidence of rail fracture and weld fractures. So, criteria have

been very clearly laid out and the life is based on the GMT but the life of the rail is determined by the corrosion, wear and fractures. It is regarding track renewals. It is based on this consideration that we go ahead."

SIGNALLING & TELECOM WORKS

3.22 The Railways have made a provision of Rs.1520 crore in the Budget Estimates stage for Signalling & Telecom works like replacement works, track circuiting, rehabilitation works, automatic block signaling works and ACD but at the Revised Estimate stage these provisions were reduced to Rs.1424.18 crores. The targets fixed for replacement work of 439 numbers of stations at the Budget Estimate stage were reduced to 416 at the Revised Estimate stage. Similarly, for Automatic Block Signaling, the physical target of 455 RKM at the Budget Estimate stage was reduced to 349 RKM at the Revised Estimate Stage. The Committee desired to know the reasons for scaling down of the targets of 2008-09, targets for 2009-10 and measures taken to achieve the targets of current financial year. The Ministry, in their written reply, stated as under:

"The reasons for reducing the budgetary allocation as well as physical targets at the Revised Estimates stage in respect of above two works are as under:

- Sharp increase in price of metals leading to non supply/non-finalization of tenders especially involving signaling and power cables.
- Inadequate number of works contractors.
- Non availability of permanent way materials.
- Non availability of adequate numbers of signal engineers and staff for design and execution of the S&T works.
- Non execution of major yards having multiple modifications to avoid infructuous expenditure.

The physical targets had accordingly been revised commensurate with the revised estimate.

The targets fixed for important signal & telecom works for the year 09-10 are as under:

S. No.	Name of Works	Target	Allocation for S&T (PH-33) (Crores)
1	Replacement works (No. of Stns.)	460	Rs.1061
2	Track Circuiting (No.of Locations)	1776	
3	Block proving by axle counter (No.of sections)	552	
4	Auto Signalling (RKM)	628	
5	IBS (Nos.)	117	
6	LED (No. of stations.)	824	
7	Data Loggers (No.of stations.)	545	
8	Interlocking of L-Xing gates (No. of gates)	449	
9	Various Telecomm works includes Laying of OFC, Quad Cable, Mobile Train Communication , Exchanges, etc.	OFC- 5835 Kms Quad Cable- 6290 Kms	

These targets were communicated to Zonal Railways in the month of May '09 and the budget allocation was made in July, 2009. S&T Dept. had proposed for budget allotment of Rs. 1980 crore for the financial year 2009-10 to meet the targets but Rs. 1061 crore have been finally allocated.

(iii). The steps being taken by the Railways to achieve these targets include:

* Efforts are being made to fill up the existing vacancies of engineers by expediting selections. Railway recruitment Boards have been asked to prepare the shadow panels to cater for the candidates not turning up for joining to improve materialization rate. At present the vacancies of officers and staff have substantially reduced.

- Relaxing the conditions of the tender to attract more contractors

- Uploading of tender documents on internet to attract more vendors through wider publicity.
- Delegation of more powers to Zonal Railways.
- Deploying the Engineers from other Zonal Railways/units to meet out the shortfall in case of project on any railway requiring more engineers.
- Planning of customized training programme in Railways Signaling Institute at Secunderabad for training of personnel of developing vendors in the field of signaling work execution."

3.23 On being asked for the details of sanctioned and actual strength of signal engineers and other staff in the signalling division and the reasons for not filling the vacancies, the Chairman, Railway Board, informed the Committee as under:

"During last year about 19 engineers left Railway service and this has proportionately reduced now it has reduced, we have 1819 vacancies of supervisors, 3821 vacancies of artisans. We have started the process of filling these vacancies and 500 supervisors and 900 artisans are under training and remaining are under process in RRB."

3.24 When the Committee further desired to know reasons for such migration of Railways by Signal Engineers and the remedial measures taken by them, the Chairman, Railway Board, informed the Committee that due to economic growth the demand of signal engineers in other sector is very high; private companies are providing them attractive package but after Sixth Pay Commission the trend has changed.

BRIDGE WORKS

3.25 According to the Railways, a total of 1656 no. of Bridges in 2008-09 budget were targeted for rehabilitation/rebuilding/strengthening on various Zonal Railways and an outlay of Rs. 606 crore was provided in Budget 2008-09 for the same. However, in view of the trends of expenditure and physical progress reported by various Zonal Railways during the year, the outlay for Bridge Works during 2008-09 was subsequently revised to Rs. 492.75 crore at Revised Estimate stage. A total of 1388 no. of Bridges were rehabilitated/rebuilt/strengthened during 2008-09 and an expenditure of Rs. 412.38 crore (Net) was incurred on Bridge Works during the year 2008-09. There was a

shortfall of 268 no. of bridges and Rs. 80.37 cr. expenditure. As a strategy, targets are normally kept on the higher side.

3.26 The Ministry of Railways have stated that timely completion of Bridge works is given top most priority on Indian Railways. Progress of Bridge works on Indian Railways is monitored at various levels, including at the Railway Board level. At times, shortfalls in achievements of physical and financial targets are caused due to various complexities involved in the execution of Bridge works. Bridge works get delayed due to various reasons like non-availability of traffic blocks, bad weather conditions, floods, non-availability of construction specific steel, contractual problems and some times extraneous circumstances. With growing traffic, the window between trains is coming down, putting another handicap. However, all steps are taken to ensure achievement of projected Bridge works targets.

3.27 The Committee desired to know about the existing assessment system for identification of number of bridges which require urgent rehabilitation/strengthening. The Ministry, in their written reply, stated as under:

“There is no system of classification of bridges as requiring urgent rehabilitation/strengthening. However, we do classify some bridges as distressed. A distressed bridge is one which shows any physical sign of deterioration of its physical condition, indicating the need for rehabilitation through special repairs, strengthening or rebuilding. In fact rehabilitation/ rebuilding/ strengthening of Bridges is an ongoing work on Indian Railways. Rehabilitation/ rebuilding/ strengthening of Bridges is undertaken on the basis of their physical condition as ascertained during regular inspection carried out in the field. Bridges which may show signs of deterioration of physical condition indicating need for rehabilitation/ strengthening, etc. are classified as Distressed Bridges. These, however, are neither unsafe nor dilapidated Bridges. Priority is given to early rehabilitation/ rebuilding/ strengthening of distressed Bridges. If required, suitable speed restrictions are imposed on such Bridges till rehabilitation/ rebuilding/ strengthening is carried out. As on 01.04.2009, there were 48 distressed Bridges on Indian Railways system. Out of which, 43 No. of Bridges have been targeted for rehabilitation/ rebuilding/ strengthening during 2009-10. A total of 10 No. of distressed Bridges have been rehabilitated/ rebuilt/ strengthened during the current year upto Sept. 2009.”

3.28 On being asked about the number of bridges identified for re-strengthening during the 11th Five Year Plan and whether the target of 2009-10 is commensurate with

the total number of bridges that need to be strengthened, the Member Engineering (Railway Board), during evidence, stated as under:

"...As far as bridges are concerned, total number of balance bridges which do require rehabilitation, rebuilding and that have been sanctioned till 1.04.2009 are 3593, out of which, during the year 2009-10, we propose to construct 1394 bridges and an outlay of Rs.500 crore has already been allocated. So far up to the month of August, 451 bridges have already been completed. Insofar as the total number of bridges are concerned, on the Indian Railways we have got 1,30,776 bridges as of now. Of these, there are 670 important bridges. There are 10724 major bridges. There are 119382 minor bridges and out of this 28 per cent, *i.e.*, 36731 bridges are more than 100 years old."

ROBs / RUBs

3.29 The Committee desired to know of the review of the existing mechanism of cost sharing between the Railways and the State Govts. for construction/ execution of ROBs and RUBs . The Ministry, in their reply, informed as under:

"As per directive from Cabinet Secretary, following the meeting with Chief Secretaries in the month of January, February & March'09, the action assigned by Cabinet Secretariat to Ministry of Railways has been as follows:

A group under Chairman/Member, Railway Board will work out modalities for single agency execution of ROBs/RUBs & approach roads, especially in view of the fact that Central share is likely to be increased to 80%.

The issue to consider "Single Entity" for ROB/RUB construction on 5 States viz., Tamil Nadu, Karnataka, Uttar Pradesh, Gujarat and West Bengal has been agreed to in principle and final letter with Finance concurrence has been issued.

Further, for Karnataka, Principal Secretary (Infra.) has proposed to assign 5 ROBs to IRCON on MOU+Fee basis. In case of Gujarat, Secretary (PWD), Govt. of Gujarat had proposed to assign ROB Works on annuity basis to qualifying concessionaires but Railways have to give their share of the cost on completion of the work and closure of LC as per the pre-decided total cost. This proposal has also been agreed to in principle and under issue after Finance concurrence.

As regards the revision in cost sharing pattern of 80:20, Planning Commission has been advised by Railway Board that pattern of cost sharing @80:20 can be adopted after Railways allocation for ROB/RUB is enhanced suitably either from CRF or other source.

In addition State Govts. were also approached by the Railways vide letter No.2008/CEI/BRO/68 (PC) dt. 21.4.2009 requesting them to sponsor more and more proposals in lieu of busy level crossings with more than 1 lakh TVUs.

Planning Commission was also requested to compensate Railways for bearing higher share of cost in case the present pattern of 50:50 cost sharing is changed to 80:20 or so by allocating funds from CRF. It was also pointed out that State Govts. may be provided CRF under 2 different heads so that fund earmarked for ROB/RUBs may not get diverted to other areas (Board's letter No.2008/CEI/BRO./68/Plg. Comm. dt.31.8.2009)

For expeditious completion of ROB/RUBs even the proposal to get them executed through Public Private Partnership (PPP)/that is modified BOT concept was also circulated to the State Govts. wherein the work will be taken by concessionaires in clusters of 5-10 works at a stretch and the facility of providing viable gap fund (VGF) upto 40% can also be arranged by both Railways and State Govts."

3.30 The Committee pointed out that after construction of ROB/RUBs the level crossings are closed causing inconvenience to general public, cyclists and rickshaw-pullers. The Committee also pointed out that some level crossings are closed without consulting the local public/public representatives. In this regard, the Member Engineering (Railway Board) stated during evidence as under:

"The basic purpose of the level crossing closure is to reduce accidents. It also affects the running of trains. That is why we actually come up with ROB/RUBs such that level crossing gets eliminated and the safety of the public is there and safety of trains is also there and the running is also facilitated. But we have also decided that we will be going in for medium height road under bridges. The ROB/RUBs that are made as per the gradient which has been prescribed by the Government have 1 in 40 to 1 in 30, even if you have any other bridge. Otherwise, the ROB or RUB is convenient and probably the authorities have found that that is the convenient thing."

3.31 The witness further stated as under:

"As I said, the present provisions provide for a Government to Government interaction. The roads are under the State Government. So, we write to the State Government and through the State Government also to the district authorities. They are the administrators there who are supposed to get in touch with the local MPs, MLAs and MLCs. They are the ones actually. So we will tell them that in future they should consult the local representatives too."

CHAPTER – IV

MISCELLANEOUS

UPGRADATION OF TRAINS

Certain trains whose average speed on the entire run in both Up and Down directions is minimum 55 kmph on broad gauge and 45 kmph on metre gauge are designated as superfast trains. According to the Railways, they make constant endeavour to pass the benefits of improved running time to the travelling public and this is a continuous exercise. The improvements in running time through reduced journey time depends upon several factors such as speeds of locomotives and rolling stock, improvements in signaling equipment and track infrastructure, reduction in number and duration of stoppages, etc. and also varies on case to case basis.

4.2 During evidence, the Committee desired to know the view of the Railways regarding introduction of Bullet Trains. The Ministry of Railways informed the Committee that they are doing pre-feasibility studies to assess the possibility of introduction of Bullet Trains. The Committee further desired to know from the Ministry regarding the details of planning made by the Railways for development of infrastructure for running high tech trains in the country. The Chairman, Railway Board, informed the Committee that they have identified five routes for high speed trains and also undertaken pre-feasibility study of these routes. Pre-feasibility study of Mumbai-Pune-Ahmedabad is going on and one or two presentations have been completed. Tenders for Delhi-Chandigarh-Amritsar have been called and feasibility is going on to award the same. Similarly efforts are being made to examine the five routes as soon as are received and source of finance is decided reports and decide their financing.

4.3 When asked about burdening the common man by increasing the fare of existing passenger trains to express mail or super-fast trains, the Member Traffic (Railway Board) stated as follows:

"... We also share the concern of the Hon'ble MPs that we should not try to earn for Railways through Super Fast charges. I want to assure the Committee that our endeavour is to reduce the transit time of the trains which we run. Because we are introducing better type of locomotives and better type of coaches, there is possibility now to reduce time. In fact, there is an improvement in the track also on many sections. That is why our endeavour is to reduce the transit time as much as possible.

The august Committee is aware that we have started these Duronto trains, the non-stop trains. The basic idea behind the Duronto train was that we should be able to provide a fast service between two important cities in the least transit time. I am happy to inform the Committee that these Duronto expresses have been very much successful; particularly all the four Durontos which we have run between Delhi-Chennai, Delhi-Pune, Mumbai-Kolkata and Kolkata-Delhi. All have been success. In fact we are introducing new Durontos very shortly. The concern of maintaining the punctuality and also reducing the transit time will be our endeavour."

4.4 The Committee was assured that the intention of the Railways is to reduce the running time of trains and they will increase the earning by increasing the number of trains and not from getting upgradation charges from passengers.

KISAN VISION PROJECT

4.5 The Railway has announced the "Kisan Vision Project" to usher in the second Green Revolution by encouraging establishment of perishable cargo centers for fruits, vegetables, fish, etc. at identified production centers and to facilitate their transportation through public private partnership mode to consumer centers maintaining quality and freshness of the perishable produce. It was further announced that the Railways will associate professional agency to identify locations and designing proper services.

4.6 With a view to initiate action for implementation of the project a workshop was organized with prospective stake holders in the field of agro retail business and cold chain operators and the associated Ministries and PSUs like Ministry of Agriculture, National Horticulture Mission, CONCOR, CWC, etc. on 18.9.09 to brainstorm together for evolving a practicable and workable plan of action. It was decided that a task force will be constituted to facilitate launching of the Kisan Vision Project.

4.7 Accordingly, a task force comprising of representatives of Ministry of Railways, Agriculture, Food Processing Industry, CWC, CONCOR and Private Operators was constituted to identify potential Origin Destination (O-D) pairs, logistics facilities, land requirement, etc. to kick start the pilot project. The first meeting of the task force was held on 7.10.09. Two Origin Destination (O-D) pairs for pilot project are likely to be finalized by end of October/09.

4.8 Presently, Indian Railways are providing transportation facilities for large scale movement of food grains and seasonal fruits like mangoes, bananas, etc. in block trains of covered wagons and parcel vans and fish, poultry, etc. in SLRs and parcel vans attached to coaching trains. 10 nos. of refrigerated parcel vans have also been deployed for carrying dairy products. 55 nos. of insulated milk tankers have been deployed for moving milk from milk surplus regions like Gujarat and Andhra Pradesh. Refrigerated containers are also being used for carrying meat products from the inland container depots in North India to the Ports on the West Coast for export.

4.9 During evidence, the Committee desired to know the progress so far made in the implementation of the Kisan Vision project. The Member Traffic (Railway Board) informed the Committee as under:

"As you have rightly observed that this is a very important project in which the Indian Railways have taken an initiative. The hon. Minister for Railways has announced the Kisan-Vision project for the Indian Railways. So far, we are going to start two pilot projects. In fact, we are doing this project in association with the National Horticulture Mission, the Container Corporation, the Ministry of Agriculture, and the Ministry of Food Processing Industries. We have had a meeting with all these concerned Ministries, and the concerned stake-holders. We should know as to where the origin and destination point is because the transportation will be done from production centres to the consumption centres. We have identified as to what would be the point from where we can start it for the pilot projects in consultation with these Ministries and also with the other stake-holders.

You have rightly mentioned that one of the most important factors would be to establish cold storage at important stations in the consumption area as well as the production area. We will do it, and I can assure you that the Ministry of Railways will take immediate action to fulfill this project and complete the project as quickly as possible."

4.10 When asked about the shortage of rakes for movement of perishables, non perishables and milk in the Railways, the Member Traffic, Railway Board, clarified to the Committee that perishable items are moved in parcel vans and refrigerated containers. As far as milk is concerned, it is moved in milk tankers to areas wherever the demand is there. He further assured the Committee that if there is any demand in piecemeal manner it can be fulfilled by providing even one single parcel van or one rake.

SECURITY

4.11 An integrated security system has been approved to strengthen surveillance mechanism over important stations of the Indian Railways. The system consists of the following four broad areas-

- i) IP based CCTV surveillance system
- ii) Access control
- iii) Personal and baggage screening system
- iv) Bomb Detection and Disposal System

4.12 Areas to be covered under the Integrated Security System will be:

- Entry/Exit points (*i.e.* point from where passengers enter/exit ticketing area)
- Circulating area (including parking area, etc.)
- Concourse
- All platforms (including waiting room/cloak room)
- Parcel area
- PRS
- FOB
- Yard Pit Shed, Washing Line, Station Limit (Home Signal to Home Signal).
- Vehicle entry point (to record vehicle number plate, etc.) only.

4.13 Training will be an integral component of the project and RPF personnel will be provided adequate training for handling the above system.

4.14 In Works Programme 2009-10, approval has been accorded for implementation of this scheme at 195 sensitive stations of the country at an estimated cost of Rs. 344.31 crore.

- a.) Security equipment (30 categories) with detailed norms and scales have been identified for the use of RPF personnel. Rs. 67.09 crore have been

allocated for procurement of the above modern security related equipment.

- b.) An innovative measure in the form of 'RPF Mitra Yojana' has been launched to strengthen contact and information network between RPF and Railway passengers/public. The objective is to involve such persons in controlling criminal activities over Indian Railways, using them as "Anti-Terrorism Cooperator" wherein they will inform RPF about suspicious objects/persons.
- c.) The Railway Property (Unlawful Possession) Amendment Bill has been introduced in the Rajya Sabha on 18-12-2008. Proposed amendment widens the ambit of Penal Sections 3 & 4 by including theft, dishonest, abetment, conspiracy or connivance at offences, as defined in IPC, in these sections and empowers an RPF Officer to conduct enquiry on receipt of information as per amendment proposed in Section 8.

Presently, the Bill is under the examination of the Standing Committee on Railways.

- d.) Amendment in the Railways Act 1989 is under consideration of the Railway Board to empower RPF to deal with problems of theft of passenger belonging and drugging of passengers. It will also enable GRPs to concentrate on heinous crimes like dacoity, robbery and sabotage which are done by well organized gangs having roots in the hinter lands of Districts.

4.15 The Committee inquired to know the details of sensitive stations/routes and the criteria for their selection, shortage of security personnel and reimbursement of expenditure incurred by States for providing security to Indian Railways and their accountability. The Member Staff (Railway Board) replied as under:

The hon. Member's concern is really very noticeable and we all share the same concern. Madam, you have asked about four elements and which these stations are. These are mentioned in our reply also. This is a new structured Scheme to make the security of the passengers more effective by RPF. This Scheme has been announced in the recent Railway Budget, and the total allocation to this Scheme was Rs. 344 crore. So, we have told all the GMs to layout the specifications, procure the equipment and then install. It will take about eight to nine months to get this Scheme implemented at the stations which have been nominated.

The Members also stated that the list mentioned in the Budget has 140 stations but the list provided presently consists 195 stations. In fact, more stations which are in the suburban sections have been added. So, the number of stations in

this list has gone up to 195. The Members desired to have the list. I have the list with me. I will give that to them. One Member wanted to know whether Ayodhya is there in that list. Yes, Sir. It is there in the list of 195 stations in the Northern Railway.

Then, Madam, this amendment to RPUP Act was earlier tried and it was put up in the Rajya Sabha earlier. Again it is coming up in this Session. That amendment will be before the hon. Standing Committee and it will go to Parliament for sanction.

Then, the Members mentioned about drugging. Yes, Sir. This is a serious concern, and cases are happening every day. We have been discussing with GRP and the local police because this comes under the total jurisdiction of the local police and GRP. We only coordinate. The Director-General, RPF had personal meetings with the DGPs of the sensitive States where these instances are happening. Nearly 500 to 600 drugging instances are happening every year. So, we are really concerned about this, and we have improved our coordination also with GRP and the local police. There is a direct interaction with them and we also take the help of IB and other agencies also in this respect.

Another hon. Member mentioned about the instance of throwing a person from the coach. Yes, this is a very serious thing and we are also concerned about it. Whenever somebody is thrown and when our staff member is involved, then we hold a detailed inquiry and we punish such people. These people should not go scot-free.

Rajdhani Express security was mentioned in respect of that incident of detaining that train for five to six hours. Actually, during day time there is no arrangement of security for RPF or GRP. Most of the trains are escorted by GRP. But a few trains are escorted by RPF also. But these are only very important selected trains. If the trains have to be escorted, then it would require a very huge force. May be, 20,000 to 30,000 more force would be required. There was no RPF or GRP in that train because it was travelling during day time. After that incident, there was a very high level meeting, at the level of DGP of West Bengal, Chief Secretary, DGRPF and DM, Eastern Railways was conducted. Several steps were taken to enhance the escorting arrangements on trains.

The hon. Member also mentioned about security of New Delhi stations. New Delhi station it cannot be denied that it is one of the most important stations of our Capital, and therefore, whatever best measures are available today are being taken. These are getting enhanced through the Integrated Security System because this is the very effective scheme which has been thought of, which takes care of the passengers' security in the station area comprehensively.

Then, one hon. Member had raised the question of dual system of RPF and GRP. This is really a very burning question. It directly involves the efficiency of the RPF force and there are some shortcomings in the system. We know all that. There was a high level Committee, which was appointed by the Home Ministry.

The Home Ministry is tackling this subject as to how this control can be unified or there can be a single control. But so far, there has been no decision taken on that because there are very complex issues involved. The Railways are paying 50 per cent for GRP. There are many other aspects related to this, which are getting examined in detail. But no finality has been arrived as yet.

Then, one hon. Member mentioned about the Kakinada incident. We will investigate it. We will let you know the outcome. You also mentioned about the South Central Railway security scenario. In the South Central, there are about 3,000 strength of the RPF and the vacancy is low at 217. There was a very recent recruitment in which many of the vacancies had got filled up. In fact, the strength of the RPF was also enhanced by about 1,000 number against which the recruitment was also done. These posts were created after the agreement of the Ministry of Finance because as such the Railways cannot create such a large number of posts of its own.

One hon. Member asked about the shortage. Yes, Sir, there is a shortage because if we escort all the trains, if we deploy our RPF at all the important stations in important areas, may be, 40,000 to 50,000 people more would be required. That is why there is a dialogue between the Home Ministry and the Ministry of Railways as to what is the system which should be evolved because only increasing the strength of the force will not make striking capability good. So, there has to be a balance between the strength of the force, the equipment and the efficiency. So, this dialogue is currently going on with the Home Ministry, IB and CBI.

Then, one hon. Member asked as to how the list of stations has been selected. What is the criterion? We consult the IB in this regard and whatever is the important route, whatever is the sensitivity of that route, whatever is the sensitivity of that station plus the volume of the traffic at that station are the four to five factors, which are taken into account. This is only the first list because the stations are more than 7,000 in number. We cannot start with all the stations. Therefore, we have short-listed 195 stations. We will provide security through this ISS scheme at these stations. Then, we would go ahead with other stations.

Then, one of the hon. Members asked about the position of the Jaharkhurani in Lucknow to Katihar area. Yes, Sir, we are holding a weekly meeting of the security scenario at the level of the Board Member. All the cases are reviewed. We see whether the case has been registered or not, FIR has been lodged or not because this was also a problem that the cases were not getting registered, FIRs were not getting lodged. So, in this weekly meeting we are reviewing all such cases. We are ensuring that we coordinate with the GRP to the best possible extent because ultimately, they only have to take action. It is because RPF so far is not empowered to deal with such serious crimes. Though now, a proposal is under consideration that some of the crimes like theft of passenger luggage like in Jaharkhurani, riots, dacoity may come under the purview of the Railways Act so that the RPF gets empowered to deal with such day to day offences which

are troubling the passengers the most. So, this proposal is under consideration of the Ministry of Railways. Then, we will go to the Cabinet and then to the Parliament to change the Railways Act so that all these small offences, which are troubling the passengers come under the purview of the RPF. At present, even the theft of luggage and drugging are not under RPF. These are under the purview of GRP. So, we have only to hand over the case, if we get it, to the GRP. The rest of the investigation is to be done by them.

Then, one hon. Member raised the issue of selection of sensitive routes. Yes, Sir, this is a good suggestion and we will take into consideration not only these stations but we would make the analyses of sensitive routes. One hon. Member enquired about that only if RPF is there, then there would be a better security. There is one thought. Yes, it is true. It is because there is a combination of many other wings like RPF, GRP and many other forces. It is because metro is also there. So, the system has to be different in the two systems. This aspect is going into in details by the Home Ministry and the Railways.

Then, one hon. Member asked about the payment being made, but there is no answerability. Exactly, this is one of the deficiencies, which I mentioned that there is a deficiency in the system that we are making 50 per cent payment to the State Governments for the GRP. But actually, GRP is not under the control of the Railways. GRP, SPGRP, all of them report to the DGP of the State and not to the DRM or the GM."

4.16 He further clarified and stated as under:

"...there have been meetings between the Ministry of Home Affairs and the Railways. That is why, in one of these meetings it was decided to have a high level committee and to go into this aspect specifically. So, this aspect is under deliberation of the Committee. Once the recommendations come, they will be examined by both the Ministries and then finality will come out."

PART - II

RECOMMENDATIONS

Annual Plan 2009-10

The Committee have been informed that the main objectives of the Annual Plan 2009-10 are the enhancement of Rail capacity, throughput enhancement on high density network routes, traffic facility works, electrification projects, passenger amenities, road safety works, improvement in conditions of workshops, acquisition of rolling stocks, etc. The total outlay for Acquisition, Construction and Replacement for 2009 – 10 has been fixed at Rs. 40,745 crore out of which Rs. 15,675 crore (38.5%) is to be met from internal resources, Rs. 9,270 crore (22.8%) from extra budgetary resources, and Rs. 15,830 crore (38.8%) from gross budgetary support. The Committee have been further informed that the Railways' internal resource generation has come under strain due to the payment of arrears to the employees in 2008-09 and 2009-10 following the implementation of the VIth Central Pay Commission recommendations. The Committee hope that appropriate and strenuous efforts will be made by the Railways to generate adequate internal resources to meet the objectives set under the Annual Plan 2009-10 to ensure the smooth inflow of funds to finance these projects so that their progress does not suffer for want of funds and there is no hindrance in their timely completion.

XIth Five Year Plan

2. The Committee observed that against the XIth Plan targets of 2000 kms. of new lines, 10000 kms. of gauge conversion, 6000 kms. of doubling and 3500 kms. of electrification, the Railways could achieve only 513 kms. in respect of new lines, 2612 kms. for gauge conversion, 789 kms. of doubling and 1299 kms. of electrification during the first two years of the Plan period. The Committee have been informed that a mid-term appraisal exercise is currently being undertaken along with the Planning Commission to review the progress made till now against the targets and priorities set in the beginning of the XIth Plan period which will help identify areas of shortfall and take mid-term corrective measures. This exercise and revised targets are expected to be finalized by the end of this year. According to the Railways, some of the shortfalls in network augmentation works are due to the abnormal fluctuations in steel prices, delay in land acquisition and forestry clearances, adverse law and order condition in the North Eastern Region and contractual failures. The Committee are not convinced with these reasons as the same are repeated time and again by the Railways in each and every case of shortfall. They, therefore, desire that as assured before the Committee, the Railways should make sincere and conscious efforts to address these problems and achieve the targets in the remaining period of the XIth Plan.

3. With regard to the Rolling Stock front, capacity augmentation for locomotives and coaches is stated to be mainly achieved by the setting up of

new production units. The Railways have informed the Committee that the Electric Locomotive Factory at Madhepura, the Diesel Locomotive Factory at Marhowra, the Wheel Factory at Chhapra, the EMU and Metro Coaches Factory at Kanchrapara, the Rail Coach Factory at Rae Bareilly and Palghat and the Electric and Diesel component factories at Dankuni are at different stages of approval/progress. The Committee hope that with the commissioning of these projects, the Railways will have sufficient capacity to meet their requirements and in that context desire that the Railways should take adequate and expeditious steps to ensure their timely completion.

Gross Traffic Receipts

4. The Gross Traffic Receipts during the year 2006-07, 2007-08 and 2008-09 were Rs. 72,755 crore, Rs. 71,720.06 crore and Rs.79,862 crore, respectively. The Committee observe that against the revised gross traffic receipts of Rs. 82,393 crore during 2008-09, the actuals were Rs. 79,862 crore, thereby causing a shortfall of Rs. 2,531 crore. The main reasons for the shortfall are stated to be the economic slowdown and the slump in the commercial and real estate sector. The Committee hope that with prudent commercial exploitation of Railway land, the Railways will be able to achieve the targets in respect of Gross Traffic Receipts during 2009-10.

Surpluses

5. The Committee observe that the surpluses with the Railways which were as high as Rs. 13,431.09 crore during 2007-08 decreased to Rs. 4,456.76 crore during the year 2008-09. Though the Gross Traffic

Receipts have increased during the period, the reason for the decline is stated to be the increase in the working expenses, mainly due to the impact of the VIth Central Pay Commission. The Committee feel that since the impact of the VIth Central Pay Commission is now over as far as payment of arrears is concerned, the Ministry should initiate required steps to increase the Gross Traffic Receipts and control the working expenses. The Committee will like to be apprised of the action taken in this regard.

New Lines

6. The Committee have been informed that during 2008-09 a target of completion of 350 kms. of new lines was fixed at the Budget stage and there were certain other spill-over sections of the previous year which, combined with the new targets, made the total of 543 kms. As against this, 357 kms. of new lines were completed during 2008-09. However, the Committee find that out of this 357 kms. of new lines, 242 kms. were spill-over new line sections of the previous years which were completed during 2008-09. Thus, in effect, the Railways could complete only 115 kms. of new lines during the year 2008-09. As such, the Committee feel that the claim of the Railways to have completed 357 kms. during the year 2008-09 is not convincing. They, therefore, recommend that in order to avoid such ambiguity, the spill-over projects of the previous years and the targets for new projects should be reflected separately in the Budget documents. During evidence before the Committee, the Railways have informed that on the new lines, they plan targets at the beginning of the year taking into account several factors, including land acquisition, forest clearances and contractual obligations and

certain other factors like the price of steel and cement, not getting land/forest clearances, etc. However, the Committee find that every year, the Railways quote the very same reasons to justify the shortfall in the targets. The Committee have dealt with this issue in their earlier reports also and feel that there are some inherent problems in the planning part of the Railways and desire that the Railways should take appropriate steps to sort out and remove these problems. The Committee have been further informed that there is no system in the Railways to find out as to how the cost-benefit ratio will be affected in case of delays. The Committee recommend that all such factors should be taken into account while preparing the Detailed Project Report for a particular project.

Doubling

7. Against the target of doubling of 1000 kms. for 2008-09, the achievement was merely 363 kms. as compared to the achievement of about 386 kms. in 2006-07 and 426 kms. in 2007-08. The Committee have been informed that this optimistic target of 1000 kms. of doubling was fixed keeping in view the traffic requirements. Various reasons such as steep rise in the price of steel, tree cutting on doublings in the Uttar Pradesh area and other unforeseen factors have been cited for the non-achievement of targets. The Committee have been further informed that the Railways have commissioned the Indian School of Business, Hyderabad, to study the factors leading to such delays. The Committee desire that the Study Report and Action Taken by Railways thereon be placed before them. The Committee hope that the Railways will take necessary steps and will be able to complete

the doubling project within the stipulated timeframe of four years as assured by the Railways.

Gauge Conversion

8. As against the target of 2150 kms. for gauge conversion during 2008-09, the Railways could achieve only 563 kms. The main reason for the shortfall in achievement has been stated to be the slow progress of contractors. Further, it has been stated that the progress of works has been affected due to the impact of the abnormal increase in the price of steel witnessed between December 2007 and April-May 2008. The Committee observe that these very same reasons have been put forth by the Railways in the case of shortfalls in respect of new lines and doublings as well. The Committee have been informed by the Railways that they will be able to achieve the target of 1300 kms. in the current year. The Committee desire that the achievements made so far in this regard be intimated to them. The Committee also find inadequacies in respect of the geological, meteorological and other related studies in respect of the projects of the Railways. They recommend that the Railways should have adequate mechanisms in respect of such studies, preferably from their own Public Sector Undertakings.

Track Renewals

9. The Committee are happy to note that against the projected target of 3750 kms. of track renewals during 2008-09, the Railways have achieved 3841 kms. However, the Committee note that despite this higher achievement, a lower target of 3500 kms. of track renewals has been fixed for the year 2009-10. The reason advanced by the Railways that the track

renewal works are carried out as per requirement based on age and condition of assets, is not tenable as, as the throw-forward of track renewals is admittedly 6864 kms. They, therefore, recommend that the Railways should work out the targets in a realistic manner.

Signalling & Telecom Works

10. Signalling and Telecom works is one of the most important areas in the field of Railway operations. The Committee find that though a provision of Rs. 1,520 crore was made in the Budget Estimates for Signalling & Telcom works during 2008-09, the same was reduced to Rs. 1,424.18 crore at the Revised Estimates stage. Accordingly, targets fixed for replacement work were reduced from 439 nos. of stations to 416, and automatic block signalling from 455 RKM to 349 RKM. Various reasons such as the sharp increase in the price of metal, inadequate number of works contractors, non-availability of permanent way materials, non-availability of adequate number of signal engineers and staff, etc. have been cited by the Railways for lowering of these targets. The Committee have been further informed that the Railways have 1819 vacancies of supervisors and 3821 vacancies of artisans in the Signalling and Telecom Works Division. The Committee feel that the Railways should not compromise with the safety aspect and that the Signalling and Telecom works should be given the utmost importance which it deserves. They, therefore, recommend that besides making provisions for adequate budget, the Railways should take immediate and expeditious steps to fill up all the vacancies in the Signalling & Telcom Works Division. They

also recommend that the Signalling Engineers should be given the best pay packets in order to avoid their exodus to the private sector.

Bridge Works

11. The Committee have been informed that a total of 1656 no. of bridges were targeted for rehabilitation/rebuilding/strengthening on various Zonal Railways during 2008-09 with an outlay of Rs. 606 crore. A total of 1388 no. of bridges were rehabilitated/rebuilt/strengthened with an expenditure of Rs. 412.38 crore during the period, thereby leaving a shortfall of 268 no. of bridges. The reasons for the shortfall in achievements are stated to be the non-availability of traffic blocks, bad weather conditions, floods, the non-availability of construction specific steel, contractual problems and sometimes extraneous circumstances. The Committee are surprised to find that there is no system of classification of bridges as requiring urgent rehabilitation/strengthening. However, the Railways classifies some bridges as distressed and as on 01.04.2009, there were 48 distressed bridges on the Indian Railways system, out of which 43 nos. of bridges have been targeted for rehabilitation/rebuilding/strengthening during 2009-10. The Committee have been further informed that the total no. of balance bridges which do require rehabilitation/rebuilding till 01.04.2009 was 3593, out of which for 1394 bridges, an outlay of Rs. 500 crore have been allocated. Out of the total 1,30,776 bridges, there are 1,19,382 minor bridges and out of this 28 per cent, *i.e.*, 36,731 bridges are more than 100 years old. The Committee feel that bridges are one of the most important safety components of the Indian Railways. The Committee desire that the Railways should undertake

a comprehensive survey of the present status of all the bridges which are more than 100 years old and also undertake an early and thorough exercise for rehabilitation/rebuilding/strengthening of these bridges.

ROBs/RUBs

12. The Committee have been informed that a review of the existing mechanism of cost sharing between the Railways and the State Governments for construction/execution of ROBs/RUBs is under consideration of the Ministry of Railways. The Ministry of Railways is understood to have approached the Planning Commission to compensate the Railways for bearing a higher share of cost in case the present pattern of 50:50 of sharing is changed to 80:20 or so by allocating funds from the Central Road Fund (CRF). The Ministry of Railways have also noted the proposal of Public-Private Partnership for expeditious completion of ROBs/RUBs. The Committee recommend that the Ministry of Railways pursue the matter with the Planning Commission/State Governments to take an expeditious decision on the matter. The Committee observe that level crossings are sometimes closed abruptly causing much inconvenience to the general public. They, therefore, desire that before closing any level crossing, the local public representatives should invariably be consulted.

Upgradation of Trains

13. The Committee note that certain trains whose average speed on the entire run in both up and down directions is minimum 55 KMPH on broad gauge and 45 KMPH on metre gauge are designated as superfast trains. However, there have been instances when the Railways start charging

superfast charges from passengers without any reduction in the travel time of a particular train. While appreciating the concept of superfast trains, the Committee feel that the existing stoppages of such trains should not be abolished and the travelling public should not be charged extra in case there is no corresponding reduction in the travel time. The Committee have been informed that the Railways have started pre-feasibility studies to assess the possibility of introduction of bullet trains in the country. Pre-feasibility studies for hi-tech trains are also stated to have been started by the Ministry of Railways. The Committee desire that the Railways should expedite these studies and the Committee be informed of their outcome.

Kisan Vision Project

14. The Committee are happy to note that the Railways have announced the Kisan Vision Project to usher in the second Green Revolution by encouraging the establishment of perishable cargo centers for fruits, vegetables, fish, etc. at identified production centers and to facilitate their transportation through Public-Private Partnership mode of consumer centers, by maintaining quality and freshness of the perishable produce. The Committee have been informed during the evidence that the Railways are working on this project in association with the National Horticulture Mission, the Container Corporation, the Ministry of Agriculture and the Ministry of Food Processing Industries. The Committee hope that the required infrastructure facilities will be made available by the Railways in a time-bound manner to realize the objectives of this project and complete the same

as quickly as possible. They would also like to be apprised about the action taken in this regard from time to time.

Security

15. The Committee are concerned to note the increasing security threats to the Indian Railways. Though a number of steps are stated to have been taken by the Railways, the Committee feel that these measures are grossly inadequate in view of the increased terrorist activities in the country. The Committee recommend that the Railways should undertake a comprehensive study on the security requirements in the Indian Railways, including identification of sensitive routes, and initiate action in this regard on a priority basis and the Committee be apprised of the action thereon.

NEW DELHI;
8 December, 2009
17 Agrahayana, 1931 Saka

T.R. BAALU
Chairman,
Standing Committee on Railways

**MINUTES OF THE FIRST SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Tuesday, the 22nd September 2009, from 1600 Hrs. to 1800 Hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Smt. Maneka Gandhi
6. Smt. Botcha Jhansi Lakshmi
7. Shri Pralhad Joshi
8. Shri Somabhai G. Koli Patel
9. Shri Rudramadhab Ray
10. Smt. Sushila Saroj
11. Smt. Yashodhara Raje Scindia
12. Shri Gopal Singh Shekhawat
13. Shri Umashankar Singh
14. Shri Lalji Tandon
15. Dr. Girija Vyas

RAJYA SABHA

16. Ms. Sushila Tiriya
17. Shri Ishwar Singh
18. Shri Lalit Kishore Chaturvedi
19. Shri Tarini Kanta Roy
20. Shri Ambeth Rajan
21. Shri N. Balaganga
22. Shri K.E. Ismail
23. Shri Abani Roy

SECRETARIAT

- | | | |
|--------------------------|---|------------------|
| 1. Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |
| 4. Smt. Sunita | - | Deputy Secretary |

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)*

1. Shri S.S. Khurana Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India
2. Mrs. Sowmya Raghavan Financial Commissioner, Railways & Ex-officio Secretary to the Government of India
3. Shri Rakesh Chopra Member-Engineering, Railways & Ex-officio Secretary to the Government of India
4. Shri Praveen Kumar Member-Mechanical, Railways & Ex-officio Secretary to the Government of India
5. Shri A.K. Goyal Member-Staff, Railways & Ex-officio Secretary to the Government of India
6. Shri Shri Prakash Member-Traffic, Railways & Ex-officio Secretary to the Government of India

*XXXX XXXX XXXX XXXX XXXX XXXX

2. XXXX XXXX XXXX XXXX XXXX

I. XXXX XXXX XXXX XXXX XXXX

3. XXXX XXXX XXXX XXXX XXXX

4. XXXX XXXX XXXX XXXX XXXX

5. XXXX XXXX XXXX XXXX XXXX

II. BRIEFING BY THE REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD) AND ORAL EVIDENCE IN CONNECTION WITH EXAMINATION OF 'DEMANDS FOR GRANTS-2009-10 OF THE MINISTRY OF RAILWAYS'

6. The Chairman welcomed the representatives of the Ministry of Railways (Railway Board). After the introduction, the representatives of the Ministry of Railways (Railway Board) briefed the Committee about the salient features of the 'Demands for Grants-

2009-10 of the Ministry of Railways'. Thereafter, the Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence was inconclusive.

7. A verbatim record of the proceedings relating to briefing and oral evidence of the representatives of the Ministry of Railways (Railway Board) has been kept.

The Committee then adjourned.

**MINUTES OF THE SECOND SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Tuesday, the 23rd September 2009, from 1100 Hrs. to 1245 Hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Smt. Botcha Jhansi Lakshmi
5. Shri Pralhad Joshi
6. Dr. Nirmal Khatri
7. Shri Somabhai G. Koli Patel
8. Shri Rudramadhab Ray
9. Smt. Sushila Saroj
10. Smt. Yashodhara Raje Scindia
11. Shri Gopal Singh Shekhawat
12. Shri Umashankar Singh
13. Shri Lalji Tandon
14. Dr. Girija Vyas

RAJYA SABHA

15. Ms. Sushila Tiriya
16. Shri Nandi Yellaiah
17. Shri Ishwar Singh
18. Shri Lalit Kishore Chaturvedi
19. Shri Tarini Kanta Roy
20. Shri Ambeth Rajan
21. Shri N. Balaganga
22. Shri K.E. Ismail
23. Shri Abani Roy

SECRETARIAT

- | | | |
|--------------------------|---|------------------|
| 1. Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |
| 4. Smt. Sunita | - | Deputy Secretary |

Representatives of the Ministry of Railways (Railway Board)

1. Shri S.S. Khurana Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India
2. Mrs. Sowmya Raghavan Financial-Commissioner, Railways & Ex-officio Secretary to the Government of India
3. Shri Rakesh Chopra Member-Engineering, Railways & Ex-officio Secretary to the Government of India
4. Shri Praveen Kumar Member-Mechanical, Railways & Ex-officio Secretary to the Government of India
5. Shri A.K. Goyal Member-Staff, Railways & Ex-officio Secretary to the Government of India
6. Shri Shri Prakash Member-Traffic, Railways & Ex-officio Secretary to the Government of India

2. At the outset, the Chairman welcomed the Members and the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants-2009-10 of the Ministry of Railways'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE THIRD SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Thursday, the 1st October 2009, from 1600 Hrs. to 1720 Hrs. in Committee Room No. '53', Parliament House, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri K. Bapiraju
3. Smt. Maneka Gandhi
4. Shri Somabhai G. Koli Patel
5. Smt. Yashodhara Raje Scindia
6. Shri Umashankar Singh
7. Dr. Girija Vyas

RAJYA SABHA

8. Shri Ishwar Singh
9. Shri Lalit Kishore Chaturvedi
10. Shri Om Prakash Mathur
11. Shri Tarini Kanta Roy
12. Shri Ambeth Rajan
13. Shri Abani Roy

SECRETARIAT

- | | | |
|---------------------------|---|------------------|
| 1. Shri K. Vijayakrishnan | - | Joint Secretary |
| 2. Shri Arun K. Kaushik | - | Deputy Secretary |

Representatives of the Ministry of Railways (Railway Board)

- | | | |
|----|----------------------|-------------------------------------------------------------------------------------|
| 1. | Shri S.S. Khurana | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India |
| 2. | Smt. Sowmya Raghavan | Financial-Commissioner, Railways & Ex-officio Secretary to the Government of India |
| 3. | Shri Rakesh Chopra | Member-Engineering, Railways & Ex-officio Secretary to the Government of India |
| 4. | Shri Praveen Kumar | Member-Mechanical, Railways & Ex-officio Secretary to the Government of India |
| 5. | Shri A.K. Goyal | Member-Staff, Railways & Ex-officio Secretary to the Government of India |
| 6. | Shri Shri Prakash | Member-Traffic, Railways & Ex-officio Secretary to the Government of India |

2. At the outset, the Chairman welcomed the Members and the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants-2009-10 of the Ministry of Railways'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE FIFTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Wednesday, the 11th November 2009, from 1100 Hrs. to 1250 Hrs. in Committee Room No. '139', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Smt. Maneka Gandhi
6. Smt. Botcha Jhansi Lakshmi
7. Dr. Nirmal Khatri
8. Shri Somabhai G. Koli Patel
9. Shri Rudramadhab Ray
10. Smt. Yashodhara Raje Scindia
11. Chaudhary Lal Singh
12. Shri Lalji Tandon
13. Dr. Girija Vyas

RAJYA SABHA

14. Shri Ishwar Singh
15. Shri Lalit Kishore Chaturvedi
16. Shri Om Prakash Mathur
17. Shri Tarini Kanta Roy
18. Shri N. Balaganga
19. Shri Abani Roy

SECRETARIAT

1. Shri Abhijit Kumar - Director
2. Shri Arun K. Kaushik - Deputy Secretary

Representatives of the Ministry of Railways (Railway Board)

1. Shri S.S. Khurana Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India
2. Smt. Sowmya Raghavan Financial-Commissioner, Railways & Ex-officio Secretary to the Government of India
3. Shri Rakesh Chopra Member-Engineering, Railways & Ex-officio Secretary to the Government of India
4. Shri Praveen Kumar Member-Mechanical, Railways & Ex-officio Secretary to the Government of India
5. Shri A.K. Goyal Member-Staff, Railways & Ex-officio Secretary to the Government of India
6. Shri Shri Prakash Member-Traffic, Railways & Ex-officio Secretary to the Government of India

2. XXXX XXXX XXXX XXXX XXXX

3. Thereafter, the Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants-2009-10 of the Ministry of Railways'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.

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

The Committee then adjourned.

MINUTES OF THE SIXTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2009-10)

The Committee sat on Wednesday, the 12th November 2009, from 1100 Hrs. to 1215 Hrs. in Main Committee Room, Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Dr. Nirmal Khatri
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Shatabdi Roy
9. Shri Umashankar Singh
10. Shri Lalji Tandon
11. Dr. Girija Vyas

RAJYA SABHA

12. Ms. Sushila Tiriya
13. Shri Nandi Yellaiah
14. Shri Ishwar Singh
15. Shri Lalit Kishore Chaturvedi
16. Shri Om Prakash Mathur
17. Shri Tarini Kanta Roy
18. Shri N. Balaganga
19. Shri Abani Roy

SECRETARIAT

1. Shri Abhijit Kumar - Director
2. Shri Arun K. Kaushik - Deputy Secretary

Representatives of the Ministry of Railways (Railway Board)

1. Shri S.S. Khurana Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India
2. Smt. Sowmya Raghavan Financial-Commissioner, Railways & Ex-officio Secretary to the Government of India
3. Shri Rakesh Chopra Member-Engineering, Railways & Ex-officio Secretary to the Government of India
4. Shri Praveen Kumar Member-Mechanical, Railways & Ex-officio Secretary to the Government of India
5. Shri A.K. Goyal Member-Staff, Railways & Ex-officio Secretary to the Government of India
6. Shri Shri Prakash Member-Traffic, Railways & Ex-officio Secretary to the Government of India

2. At the outset, the Chairman welcomed the Members and the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants-2009-10 of the Ministry of Railways'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE SEVENTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Thursday, the 19th November 2009, from 1500 Hrs. to 1610 Hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Shri Pralhad Joshi
5. Dr. Nirmal Khatri
6. Shri Somabhai G. Koli Patel
7. Shri Rudramadhab Ray
8. Smt. Shatabdi Roy
9. Smt. Yashodhara Raje Scindia
10. Shri Gopal Singh Shekhawat
11. Chaudhary Lal Singh
12. Shri Umashankar Singh

RAJYA SABHA

13. Shri Om Prakash Mathur
14. Shri Tarini Kanta Roy
15. Shri N. Balaganga

SECRETARIAT

- | | | |
|--------------------------|---|------------------|
| 1. Shri K. Vijaykrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |

Representatives of the Ministry of Railways (Railway Board)*

1. Smt. Sowmya Raghavan Financial-Commissioner, Railways & Ex-officio Secretary to the Government of India
2. Shri Rakesh Chopra Member-Engineering, Railways & Ex-officio Secretary to the Government of India
3. Shri Sudesh Kumar Member-Electrical, Railways & Ex-officio Secretary to the Government of India
4. Shri Praveen Kumar Member-Mechanical, Railways & Ex-officio Secretary to the Government of India
5. Shri A.K. Goyal Member-Staff, Railways & Ex-officio Secretary to the Government of India
6. Shri Shri Prakash Member-Traffic, Railways & Ex-officio Secretary to the Government of India

2. XXXX XXXX XXXX XXXX XXXX

3. XXXX XXXX XXXX XXXX XXXX

4. XXXX XXXX XXXX XXXX XXXX

5. Thereafter, the Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Demands for Grants - 2009-10 of the Ministry of Railways'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence was concluded.

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

The Committee then adjourned.

*XXXX XXXX XXXX -----
XXXX XXXX

**MINUTES OF THE NINTH SITTING OF THE STANDING COMMITTEE ON
RAILWAYS (2009-10)**

The Committee sat on Thursday, the 3rd December 2009, from 1500 Hrs. to 1530 Hrs. in Committee Room No. '139', First Floor, Parliament House Annexe, New Delhi.

PRESENT

SHRI T.R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Smt. Maneka Gandhi
6. Smt. Botcha Jhansi Lakshmi
7. Dr. Nirmal Khatri
8. Shri Somabhai G. Koli Patel
9. Shri Rudramadhab Ray
10. Smt. Yashodhara Raje Scindia
11. Shri Gopal Singh Shekhawat
12. Chaudhary Lal Singh

RAJYA SABHA

13. Ms. Sushila Tiriya
14. Shri Ishwar Singh

SECRETARIAT

- | | | |
|---------------------------|---|------------------|
| 1. Shri K. Vijayakrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |

2. At the outset, the Chairman welcomed the members and the officers who had come to attend the sitting of the Committee.

3. Thereafter, the Committee considered the draft Report on 'Demands for Grants – 2009-10 of the Ministry of Railways' and adopted the same with the following modification:

"At page No. 73, para No. 13, bottom line, before the words the travelling public", the words, "the existing stoppages of such trains should not be abolished and" may be added.

(e) The Committee authorized the Chairman to finalize the Report and present the same to the House.

5. XXXX XXXX XXXX XXXX XXXX

6. XXXX XXXX XXXX XXXX XXXX

The Committee then adjourned.
