

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

**FIFTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/  
observations contained in the 4<sup>th</sup> Report of the Standing  
Committee on Railways (Fifteenth Lok Sabha)  
on 'Demands for Grants - 2009-10 of the Ministry of  
Railways']**

**SIXTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

April, 2010/ Chaitra, 1932 (Saka)

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Committee on Railways (Fifteenth Lok Sabha)  
on 'Demands for Grants 2009-10 of the Ministry of Railways']**

Presented to Lok Sabha on 15.04.2010  
Laid in Rajya Sabha on 15.04.2010



**LOK SABHA SECRETARIAT  
NEW DELHI**

April, 2010/ Chaitra, 1932 (Saka)

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## **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. Vijayakrishnan | - | Joint Secretary     |
| 2. | Shri Abhijeet Kumar    | - | Director            |
| 3. | Shri Arun K. Kaushik   | - | Deputy Secretary    |
| 4. | Shri Vivek Saini       | - | Executive Assistant |

## **INTRODUCTION**

I, the Chairman of the Standing Committee on Railways (2009-10), having been authorized by the Committee to present the Report on their behalf, present this Sixth Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Fourth Report of the Standing Committee on Railways on 'Demands for Grants - 2009-10 of the Ministry of Railways'.

2. The Fourth Report was presented to the Lok Sabha on 09.12.2009 and it contained 15 recommendations/observations. The Ministry of Railways have furnished their Action Taken Replies on all the recommendations/observations.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 13.04.2010.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Fourth Report of the Standing Committee on Railways (Fifteenth Lok Sabha) is given in Appendix-II.

NEW DELHI;  
13 April, 2010  
23 Chaitra, 1932 (Saka)

**T.R. BAALU**  
**Chairman,**  
**Standing Committee on Railways**

## **CHAPTER I**

### **REPORT**

This Report of the Standing Committee on Railways (2009-10) deals with the Action Taken by the Government on the recommendations and observations contained in the Fourth Report of the Committee on 'Demands for Grants (2009-10)' of the Ministry of Railways.

1.2 The Fourth Report was presented to the Lok Sabha on 09.12.2009 and laid on the Table of the Rajya Sabha on the same day. It contained 15 recommendations/observations.

1.3 Action Taken Notes in respect of all the recommendations/observations contained in the Report have been received and categorized as under:

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

Para Nos. 1, 3, 4, 5, 6, 8, 9, 10, 11, 13

Total : 10  
Chapter-II

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

Para No. NIL.

Total : NIL  
Chapter-III

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

Para No. 2.

Total : 1  
Chapter-IV

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

Para Nos. 7, 12, 14 and 15

Total : 4  
Chapter-V

**1.4 The Committee trust that utmost importance would be given to implementation of the recommendations/observations accepted by the Government. In cases where it is not possible for the Department to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee with reasons thereof. The Committee further desire that Action Taken Notes on the recommendations/observations contained in Chapter-I and final action taken replies to the recommendations contained in Chapter-V of this Report should be furnished to them at the earliest.**

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

**A. Annual Plan 2009-10**

**(Recommendation Para No. 1)**

1.6 The Committee had 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 had 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 VI<sup>th</sup> Central Pay Commission recommendations. The Committee hoped 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.

1.7 In their action taken reply, the Ministry of Railways have stated as under:

“The directives of the Committee are noted.

However, due to implementation of the recommendations of the 6<sup>th</sup> Central Pay Commission, the Ordinary Working Expenses (OWE), budgeted at Rs 62,900 cr, had to be increased by Rs 2,600 cr in the Revised Estimates for 2009-10. The pension outgo in 2009-10 is also likely to increase by more than Rs 1,000 cr over the budgeted provision of Rs 14,000 cr. This has adversely impacted the internal resource generation and the Ministry of Railways have had to scale down the plan investment from internal resources in the Revised Estimates 2009-10 from the budgeted Rs 15,675 cr to Rs 12,785 cr.

The Railways have been making all out efforts to augment earnings from all sources by better utilization of assets, superior maintenance practices, running of heavier and larger trains and augmenting earnings from non-traditional sources. Zonal Railways have been instructed to observe austerity and control expenditure."

**1.8 The Committee are not satisfied with the reply of the Railways. They would like to be apprised of the impact of the measures taken by the Railways to augment earnings from all sources on the internal resource generation during the year 2009-10. The Committee have been informed that the Plan investment from internal resources generation had to be scaled down by as much as Rs.2,890 crore. They would like to be apprised of the projects that would have suffered on account of such scaling**



**down. The Committee desire that the Government should take appropriate measures to generate requisite internal resources.**

**B. Shortfall in network augmentation works during 11<sup>th</sup> Plan**

**Recommendation (Para No. 2)**

1.9 The Committee observed that against the 11<sup>th</sup> 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 11<sup>th</sup> 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 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 11<sup>th</sup> Plan.

1.10 In their action taken reply, the Ministry of Railways have stated as under:

“The revised targets for the 11<sup>th</sup> Five Year Plan are yet to be finalized. Efforts have been made to expedite completion of targeted projects and endeavour is to achieve the target fixed to the

extent possible. As mentioned earlier, some of the reasons for shortfall are due to extraneous factors beyond Railways control such as delays in land acquisition and forestry clearance, unprecedented increase in price of steel, adverse law and order condition, etc. Railways are making all efforts to improve contract management so as to expedite completion of project. To compensate for the shortfall in achieving proportionate target of electrification in the first two years of the 11<sup>th</sup> Plan, target has been reset at 1000 RKM for electrification during third year of 11<sup>th</sup> Plan i.e., 2009-10 and to achieve 3500 RKM during the plan period.”

**1.11 The Committee are not satisfied with the reply of the Government. The very same reasons for the shortfall in targets have been furnished by the Railways repeatedly. The Committee note with concern that the efforts being made by the Railways to address the problems have not been elaborated in the reply. The Committee would like to be apprised of the revised targets of the 11<sup>th</sup> Five Year Plan set after the mid-term appraisal exercise. This, the Committee feel, will give a clearer picture of the targets fixed vis-à-vis the actual achievement related to doubling and electrification.**

#### **C. Commissioning of New Production Units**

##### **(Recommendation Para No. 3)**

1.12 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.

1.13 In their action taken reply, the Ministry of Railways have stated as under:

“The works of setting up of these factories are in progress. The current status of these factories is as under:-

**Setting up new electric locomotive manufacturing unit at Madhepura.**

For augmenting the manufacturing capacity of rolling stock, a Green field electric loco factory at Madhepura has been sanctioned in 2007-08 at an anticipated cost of Rs.1293 crore. MOR is engaged in the process of setting up the factory in Joint Venture with the selected technology partner. The Cabinet had approved setting up this factory under JV mode on 5<sup>th</sup> Feb 2009 and bids were invited on 16<sup>th</sup> Feb 2009. However, no compliant bid was received. In the mean time MOR recommended setting up of this factory as departmental unit which was approved by the Cabinet on 23.02.2009. Keeping in view the budgetary requirement for various ongoing projects of railway, it has been decided to approach the Cabinet again for setting up this factory under JV mode. The process of approval is expected to be completed by 31<sup>st</sup> March 2010 and the factory may become operational by early 2013.

**Electric component factories at Dankuni**

The capacity of railways production unit at Chittaranjan (CLW) is 200 electric locos per annum. In order to enhance the production of 6000 HP new generation locomotives, an ancillary unit has been sanctioned at a cost of Rs.123 crore, which will be set up at Dankuni in West Bengal. This unit is being set up with private sector investment where land is proposed to be provided on lease. The ancillary unit would produce 100 sets of propulsion

equipment and locomotive shells for CLW. This may become operational by end of 2011. Request for Qualification (RFQ) for selection of bidder opened on 28.01.2010 and bids are expected to be received by July/August 2010.

For the intervening period CLW has been geared up to produce upto 230 locomotives during 2009-10.

The target for the 11<sup>th</sup> plan has been reviewed keeping in view the present trend of production and the possible augmentation in capacity as indicated below:

Item	10 <sup>th</sup> plan actual	11 <sup>th</sup> plan targets	Expected at the end of first 3 yrs. of 11 <sup>th</sup> plan	Revised targets for 11 <sup>th</sup> plan	Revised target for 11 <sup>th</sup> plan as % of 10 <sup>th</sup> plan actual
Electric Loco	524 (CLW: 524 BHEL: NIL)	1800 (CLW: 1090, Madhepura:460 BHEL: 250)	670 (CLW:650 BHEL:20)	1220 (CLW:1110 BHEL:110)	233%

Perspective Plan covering period upto 2021-2022 for acquisition of rolling stock is estimated as under:

Term	Year	CLW	BHEL	Trade	DFC(W) (9000HP)	Madhepura Factory (12000 HP)	Total
Short	2010-11	230	40	-	-	-	270
	2011-12	230	50	5	-	-	285
	<b>Total</b>	<b>460</b>	<b>90</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>555</b>
Medium	2012-13	250	50	10	-	50	350
	2013-14	250	51	10	-	50	361
	2014-15	250	80	10	40	100	480
	2015-16	250	100	20	60	100	530
	<b>Total</b>	<b>1000</b>	<b>281</b>	<b>50</b>	<b>100</b>	<b>300</b>	<b>1731</b>
Long	2016-17	250	100	20	15	100	485
	2017-18	250	100	25	25	100	500
	2018-19	250	100	25	30	100	505
	2019-20	250	100	25	30	100	505
	<b>Total</b>	<b>1000</b>	<b>400</b>	<b>95</b>	<b>100</b>	<b>400</b>	<b>1995</b>
<b>Grand total</b>		<b>2460</b>	<b>771</b>	<b>150</b>	<b>200</b>	<b>700</b>	<b>4281</b>

### **Setting up of Diesel Locomotive Manufacturing Unit at Marhaura.**

It is again proposed to set up the factory as Joint Venture (JV). The draft Cabinet Note proposes to restart the bidding process. The draft Cabinet Note, duly approved by Hon'ble Minister of Railways, has been circulated to concerned ministries for their

comments before submission to Cabinet for approval. After receipt of comments from other ministries the cabinet note is under finalization.

A Part Detailed Estimate amounting Rs.153.06 crores has been sanctioned on 1-06-2007.

Acquisition of 220 acres of land has been done by Competent Authority under Railway (Amendment) Act 2008. The compensation payments started on 22.10.08 and till date compensation to 137 landowners (69.84 acres) have been made.

### **Setting up of Wheel Manufacturing Plant at Chhapra.**

137.77 acres of land for the project has been acquired in March, 2006. Possession of 35 acres of land for rail siding, 51.76 acres of land for staff colony has been taken. For 102 acres of land for colony, Section 4 and 6 issued and published. Section 7 and 17 are under preparation at DM/Saran office. Though the acquisition of land is in progress the villagers are strongly resisting to part with their land. Approx. 65 acres land has been dropped due to resistance of villagers. Permanent acquisition of additional 65 acres of land is in process.

Earth filling is in progress. The composite open tender for Civil, M&P and Electrical works was awarded to M/s L&T Ltd. on 7<sup>th</sup> July'08 with completion period of 24 months. Work has started in main plant. Work is in progress in Main Plant(Part'A','B','C', and 'D') Plant Care Shop, Administrative Building, Scrap Preconditioning Bay, Store Shed, Oil barrel shed, Gas shed, Transformer Repairs shed, Parking shed, Training School, ESS (Admin.) Main Store-1, Security and Time office, Metallurgical lab, Sand Plant, Canteen, Engineering office and Road Transport Shop, RCC overhead tank and diesel generator house and pump house.

Revised estimate of work amounting to Rs.1417.23 crores sanctioned by Railway Board on 1-07-2008.

### **EMU and Metro Coaches Factory at Kanchrapara**

The process of obtaining necessary approvals for the project is in progress. Planning commission has given in principle approval for the project. Expanded Board for Railways has also endorsed the project. Approval of Cabinet is now being sought.

### **Setting up of Rail Coach Manufacturing Unit at Rae Bareilly.**

Cabinet has approved setting up of Rail Coach Factory at Rae Bareilly as a wholly owned departmental unit of Ministry of Railways.

Notice inviting tender for consultancy contract with RFP document for fixing EPC, BOT and TOT contract agreement was opened on 23.11.2009. Only one offer has been received, (from M/s RITES). The Tender is on a “two packet system” basis. Financial bid has been opened and is under evaluation.

Two Part Estimates amounting to (i) Rs. 106.01 crores for rail road connection, initial water & power supply, road under-bridge connection between proposed factory and colony, temporary residential and office accommodation at Rae-Bareilly, Delhi & Lucknow, material handling systems, working sheds, M&P, etc. and (ii) Rs.19.10 crores for Siding between Lalganj Station and Factory, Two lines at Lalganj, One high level Platform, FOB connecting the high level platform have been sanctioned.

The total land required for rail connectivity from Lalganj Railway Station to Factory site, Coach Factory and Town ship, etc. is 1340.46 acres (542.59 hectares). The total land required comprises of 189.25 hectares of government land, 72 hectares of gram sabha land and 281.34 hectares of private land.

**Govt. Land:** Full possession of Govt. land is with RCF/RBL. However, the matter is subjudice vide Writ Petition No.1936 of 2008 before the Hon’ble High Court of Allahabad at bench Lucknow. Court case was last listed on 04.12.09, where in adjournment has been sought and next date is yet to be fixed.

As per interim order of the Court lease deed executed on 16/17.01.09 and registered on 24.01.09, subject to further decision in writ petition. As per Court’s order dated 14.07.09 Railway has moved an application for execution of Conveyance/Transfer deed by the State Govt. for their consideration. The same is being pursued with Principal Secretary (Revenue), followed by meetings held on 17.09.09, 7.10.09 & 10.11.09 and frequent interactions with State Govt. officials.

**Gram Sabha Land:** The resumption by State Govt. and transfer of Gram Sabha Land by State Govt. in favour of RCF/RBL is yet to be done. As per direction of Principal Secretary (Revenue), joint meeting & site verification report by Dy. CE/RCF/RBL/LKO & DM/Rae Bareilly have been submitted on 20.10.09. All queries and formalities stands clarified on 11.11.09. Further action by Principal Secretary (Revenue) UP Govt., for deposit of market value of land including cost of structures, trees, etc. by Railways for resumption and transfer to RCF/RBL and execution of

conveyance/transfer deed similar to Govt. land is in progress. In fact, DM/Rae Bareilly has also been requested for evaluation of land and assets in association with Railways in advance so that as soon as cabinet approval is conveyed the same is deposited by Railway and possession of Gram Sabha land are taken over.

**Private Land:** Full land is under possession of RCF/RBL. However, the disbursement of compensation has been made to the extent of Rs.30.25 crores out of 31.95 crores leaving a balance of 1.70 crores. 119 owners not turning up for collecting the cheques and 31 are disputed cases. DM/RBL has also been apprised for further necessary action by Railways in these cases.

Pr. Secy.(Revenue), Govt. of UP informed on 2.12.2009 that Member Mechanical, Railway Board should talk to Chief Secretary, Govt. of Uttar Pradesh, Lucknow regarding cabinet approval of

- Execution of conveyance/transfer deed for already leased Govt. Land.
- Resumption & transfer of Gram Sabha land to RCF/RBL.
- Execution of conveyance/transfer deed for Gram Sabha Land as well simultaneously.

Chief Secy., Govt. of UP has been apprised & informed to expedite the Cabinet approval for resumption by State Govt. & transfer of Gram Sabha Land to Railways and convey the consent of State Govt. to execute the Conveyance/Transfer deed for both Govt. & Gram Sabha Land.

### **Setting up of coach factory in Kerala**

Planning Commission has accorded 'In principle' approval and have also appraised the project, which requires clearance from the Cabinet and Parliamentary approval. In the meantime, Government of Kerala had requested for review of land requirement for the coach factory. The request was agreed to and a reduced land requirement of 426 acres was conveyed to the Government of Kerala. Further action for approval of the project shall be taken.

### **Diesel component factories at Dankuni**

Part detailed estimate amounting to Rs.22.65 cr. sanctioned on 19.11.09 for construction of road for development of land. It has now been decided to undertake the project in departmental mode. ER & DLW have been advised to frame detailed estimates quickly. Detailed estimate for the project is under preparation."

**1.14 The Committee note that the production units proposed to be set up at Madhepura, Marhowra, Chhapra, Kanchrapara, Rai Bareilly, Palghat and Dankuni are at various stages of commissioning, even though there are several impediments, including land acquisition. The Committee desire that concerted efforts should be made for the timely execution of these important projects. They would also like to be apprised of the time-frame for the commissioning of these projects.**

**D. New lines**

**(Recommendation Para No. 6)**

1.15 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.

1.16 In their action taken reply, the Ministry of Railways have stated as under:

“The concern expressed by the Committee has been noted. It is mentioned that the target of 350 Km of new line in 2008-09 was fixed taking into account the spillover sections of 2007-08. The spillover sections of a particular year gets reflected in the lesser performance of that year. The revised targets for the previous year are also indicated in the budget documents of the next year. The target for the year includes the total length of new lines to be completed during the year which includes all the sections to be completed during the year. It may be appropriate to continue with the existing practice.

As mentioned earlier, necessary steps have been taken to bring in efficiency in contract management by amending the contract conditions and delegating more powers to field units. Also, there are some extraneous factors beyond railways control which affect the progress of projects and the same are addressed through interaction with concerned authorities.

The Committees recommendations for working out cost benefit ratio in case of delays is being examined.”

**1.17 The Committee are dissatisfied with the present practice of showing a specific target fixed for completion of new lines in a particular year by combining the spillover sections of the previous**

**year. The Committee are of the considered view that this practice fails to portray the correct picture. By specifying the no. of kms. spill-over new line sections and actual new lines completed in a particular year, the Ministry of Railways will be able to convey without any ambiguity the actual achievement made in comparison to the previous year. The Committee reiterate that in order to avoid any ambiguity in this regard, the spill-over projects and targets for new projects should be reflected separately in the Budget documents. The Committee would also like to be apprised of the cost benefit ratio in case of delays of the projects after the Railways have examined the issue.**

**E. Kisan Vision Project**

**Recommendation (Para No. 14)**

1.18 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.

1.19 In their action taken reply, the Ministry of Railways have stated as under:

“As announced in the Railway Budget 2009-10, in order to encourage creation of facilities of setting up of cold storage and temperature controlled perishable cargo centres and its transportation through Public Private Partnership mode, a “Task Force” has been constituted comprising of representatives from Ministry of Railways, Agriculture, Food Processing Industry, Container Corporation of India Ltd. (CONCOR), Central Warehousing Corporation Ltd. (CWC) and private cold chain operators to draw a road map for implementation of the project and identification of few Origin-Destination pair for a pilot project. It was decided by the Task Force that the identified locations will be developed by logistics based PSUs like CWC, CONCOR. A policy for the pilot project has since been formulated and issued. Six potential locations namely Dankuni, Mechheda, Nasik, New Jalpaiguri, New Azadpur and Singur have been identified for the pilot project. First such pilot project has been inaugurated at Singur by Hon’ble Minister for Railways on 29.11.2009 to be developed by CONCOR. Railway land for development of perishable cargo centre at the identified locations will be given, where the developer will have to set up cold storage and temperature controlled perishable cargo centres besides agri-retail outlets and carry out collection, aggregation, storage and distribution of the perishable cargo.

As announced in the Railway Budget 2009-10, a professional agency will be engaged to identify potential locations and workout modality of operation of the project on a Pan-India basis. Based on the study and lesson learn from the pilot project, a policy will be formulated for Kisan Vision Project.

Expression of Interest will be sought from prospective stake holders for development of perishable cargo centres at the identified locations based on the policy.”

**1.20 The Committee welcome the constitution of the 'Task Force' comprising of representatives from the Ministries of Railways, Agriculture and Food Processing Industry and of the Container**

**Corporation of India Ltd. (CONCOR) and private cold chain operators to draw a road map for implementation of the project and identification of a few origin-destination pair for a pilot project. The Committee reiterate that expeditious action may be taken to implement the project in a time-bound manner on a pan-India basis to realize its objectives.**

NEW DELHI;  
13 April, 2010  
23 Chaitra, 1932 Saka

**T.R. BAALU**  
**Chairman,**  
**Standing Committee on Railways**

## **CHAPTER – II**

### **RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT**

#### **Recommendation (Para No. 1)**

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 VI<sup>th</sup> 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.

#### **Reply of the Government**

The directives of the Committee are noted.

However, due to implementation of the recommendations of the 6<sup>th</sup> Central Pay Commission, the Ordinary Working Expenses (OWE), budgeted at Rs 62,900 cr, had to be increased by Rs 2,600 cr in the Revised Estimates for 2009-10. The pension outgo in 2009-10 is also likely to increase by more than Rs 1,000 cr over the budgeted provision of Rs 14,000 cr. This has adversely impacted the internal resource generation and the Ministry of Railways have had to scale down the plan investment from internal resources in the Revised Estimates 2009-10 from the budgeted Rs 15,675 cr to Rs 12,785 cr.

The Railways have been making all out efforts to augment earnings from all sources by better utilization of assets, superior maintenance practices, running of heavier and larger trains and augmenting earnings

from non-traditional sources. Zonal Railways have been instructed to observe austerity and control expenditure.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

**(For comments of the Committee, please see para 1.8 of Chapter I of the Report)**

### **Recommendation (Para No. 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.

### **Reply of the Government**

The works of setting up of these factories are in progress. The current status of these factories is as under:-

#### **Setting up new electric locomotive manufacturing unit at Madhepura**

For augmenting the manufacturing capacity of rolling stock, a Green field electric loco factory at Madhepura has been sanctioned in 2007-08 at an anticipated cost of Rs.1293 crore. MOR is engaged in the process of setting up the factory in Joint Venture with the selected technology partner. The Cabinet had approved setting up this factory under JV mode on 5<sup>th</sup> Feb 2009 and bids were invited on 16<sup>th</sup> Feb 2009. However, no compliant bid was received. In the mean time MOR

recommended setting up of this factory as departmental unit which was approved by the Cabinet on 23.02.2009. Keeping in view the budgetary requirement for various ongoing projects of railway, it has been decided to approach the Cabinet again for setting up this factory under JV mode. The process of approval is expected to be completed by 31<sup>st</sup> March 2010 and the factory may become operational by early 2013.

### **Electric component factories at Dankuni**

The capacity of railways production unit at Chittaranjan (CLW) is 200 electric locos per annum. In order to enhance the production of 6000 HP new generation locomotives, an ancillary unit has been sanctioned at a cost of Rs.123 crore, which will be set up at Dankuni in West Bengal. This unit is being set up with private sector investment where land is proposed to be provided on lease. The ancillary unit would produce 100 sets of propulsion equipment and locomotive shells for CLW. This may become operational by end of 2011. Request for Qualification (RFQ) for selection of bidder opened on 28.01.2010 and bids are expected to be received by July/August 2010.

For the intervening period CLW has been geared up to produce upto 230 locomotives during 2009-10.

The target for the 11<sup>th</sup> plan has been reviewed keeping in view the present trend of production and the possible augmentation in capacity as indicated below:

Item	10 <sup>th</sup> plan actual	11 <sup>th</sup> plan targets	Expected at the end of first 3 yrs. of 11 <sup>th</sup> plan	Revised targets for 11 <sup>th</sup> plan	Revised target for 11 <sup>th</sup> plan as % of 10 <sup>th</sup> plan actual
Electric Loco	524 (CLW: 524 BHEL: NIL)	1800 (CLW: 1090, Madhepura:460)	670 (CLW:650 BHEL:20)	1220 (CLW:1110 BHEL:110)	233%

		BHEL: 250)			
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Perspective Plan covering period upto 2021-2022 for acquisition of rolling stock is estimated as under:

Term	Year	CLW	BHEL	Trade	DFC(W) (9000HP)	Madhepura Factory (12000 HP)	Total
Short	2010-11	230	40	-	-	-	270
	2011-12	230	50	5	-	-	285
	<b>Total</b>	<b>460</b>	<b>90</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>555</b>
Medium	2012-13	250	50	10	-	50	350
	2013-14	250	51	10	-	50	361
	2014-15	250	80	10	40	100	480
	2015-16	250	100	20	60	100	530
	<b>Total</b>	<b>1000</b>	<b>281</b>	<b>50</b>	<b>100</b>	<b>300</b>	<b>1731</b>
Long	2016-17	250	100	20	15	100	485
	2017-18	250	100	25	25	100	500
	2018-19	250	100	25	30	100	505
	2019-20	250	100	25	30	100	505
	<b>Total</b>	<b>1000</b>	<b>400</b>	<b>95</b>	<b>100</b>	<b>400</b>	<b>1995</b>
<b>Grand total</b>		<b>2460</b>	<b>771</b>	<b>150</b>	<b>200</b>	<b>700</b>	<b>4281</b>

### **Setting up of Diesel Locomotive Manufacturing Unit at Marhaura.**

It is again proposed to set up the factory as Joint Venture (JV). The draft Cabinet Note proposes to restart the bidding process. The draft Cabinet Note, duly approved by Hon'ble Minister of Railways, has been circulated to concerned ministries for their comments before submission to Cabinet for approval. After receipt of comments from other ministries the cabinet note is under finalization.



A Part Detailed Estimate amounting Rs.153.06 crores has been sanctioned on 1-06-2007.

Acquisition of 220 acres of land has been done by Competent Authority under Railway (Amendment) Act 2008. The compensation payments started on 22.10.08 and till date compensation to 137 landowners (69.84 acres) have been made.

### **Setting up of Wheel Manufacturing Plant at Chhapra.**

137.77 acres of land for the project has been acquired in March, 2006. Possession of 35 acres of land for rail siding, 51.76 acres of land for staff colony has been taken. For 102 acres of land for colony, Section 4 and 6 issued and published. Section 7 and 17 are under preparation at DM/Saran office. Though the acquisition of land is in progress the villagers are strongly resisting to part with their land. Approx. 65 acres land has been dropped due to resistance of villagers. Permanent acquisition of additional 65 acres of land is in process.

Earth filling is in progress. The composite open tender for Civil, M&P and Electrical works was awarded to M/s L&T Ltd. on 7<sup>th</sup> July'08 with completion period of 24 months. Work has started in main plant. Work is in progress in Main Plant(Part'A','B','C', and 'D') Plant Care Shop, Administrative Building, Scrap Preconditioning Bay, Store Shed, Oil barrel shed, Gas shed, Transformer Repairs shed, Parking shed, Training School, ESS (Admin.) Main Store-1, Security and Time office, Metallurgical lab, Sand Plant, Canteen, Engineering office and Road Transport Shop, RCC overhead tank and diesel generator house and pump house.

Revised estimate of work amounting to Rs.1417.23 crores sanctioned by Railway Board on 1-07-2008.

### **EMU and Metro Coaches Factory at Kanchrapara**

The process of obtaining necessary approvals for the project is in progress. Planning commission has given in principle approval for the project. Expanded Board for Railways has also endorsed the project. Approval of Cabinet is now being sought.

### **Setting up of Rail Coach Manufacturing Unit at Rae Bareilly.**

Cabinet has approved setting up of Rail Coach Factory at Rae Bareilly as a wholly owned departmental unit of Ministry of Railways.

Notice inviting tender for consultancy contract with RFP document for fixing EPC, BOT and TOT contract agreement was opened on 23.11.2009. Only one offer has been received, (from M/s RITES). The Tender is on a “two packet system” basis. Financial bid has been opened and is under evaluation.

Two Part Estimates amounting to (i) Rs. 106.01 crores for rail road connection, initial water & power supply, road under-bridge connection between proposed factory and colony, temporary residential and office accommodation at Rae-Bareilly, Delhi & Lucknow, material handling systems, working sheds, M&P, etc. and (ii) Rs.19.10 crores for Siding between Lalganj Station and Factory, Two lines at Lalganj, One high level Platform, FOB connecting the high level platform have been sanctioned.

The total land required for rail connectivity from Lalganj Railway Station to Factory site, Coach Factory and Town ship, etc. is 1340.46 acres (542.59 hectares). The total land required comprises of 189.25 hectares of government land, 72 hectares of gram sabha land and 281.34 hectares of private land.

**Govt. Land:** Full possession of Govt. land is with RCF/RBL. However, the matter is subjudice vide Writ Petition No.1936 of 2008 before the Hon'ble High Court of Allahabad at bench Lucknow. Court case was last listed on 04.12.09, where in adjournment has been sought and next date is yet to be fixed.

As per interim order of the Court lease deed executed on 16/17.01.09 and registered on 24.01.09, subject to further decision in writ petition. As per Court's order dated 14.07.09 Railway has moved an application for execution of Conveyance/Transfer deed by the State Govt. for their consideration. The same is being pursued with Principal Secretary (Revenue), followed by meetings held on 17.09.09, 7.10.09 & 10.11.09 and frequent interactions with State Govt. officials.

**Gram Sabha Land :** The resumption by State Govt. and transfer of Gram Sabha Land by State Govt. in favour of RCF/RBL is yet to be done. As per direction of Principal Secretary (Revenue), joint meeting & site verification report by Dy. CE/RCF/RBL/LKO & DM/Rae Bareilly have been submitted on 20.10.09. All queries and formalities stands clarified on 11.11.09. Further action by Principal Secretary (Revenue) UP Govt., for deposit of market value of land including cost of structures, trees, etc. by Railways for resumption and transfer to RCF/RBL and execution of conveyance/transfer deed similar to Govt. land is in progress. In fact, DM/Rae Bareilly has also been requested for evaluation of land and assets in association with Railways in advance so that as soon as cabinet approval is conveyed the same is deposited by Railway and possession of Gram Sabha land are taken over.

**Private Land:** Full land is under possession of RCF/RBL. However, the disbursement of compensation has been made to the extent of Rs.30.25 crores out of 31.95 crores leaving a balance of 1.70 crores. 119 owners not turning up for collecting the cheques and 31 are disputed cases. DM/RBL has also been apprised for further necessary action by Railways in these cases.

Pr. Secy.(Revenue), Govt. of UP informed on 2.12.2009 that Member Mechanical, Railway Board should talk to Chief Secretary, Govt. of Uttar Pradesh, Lucknow regarding cabinet approval of

- Execution of conveyance/transfer deed for already leased Govt. Land.
- Resumption & transfer of Gram Sabha land to RCF/RBL.
- Execution of conveyance/transfer deed for Gram Sabha Land as well simultaneously.

Chief Secy., Govt. of UP has been apprised & informed to expedite the Cabinet approval for resumption by State Govt. & transfer of Gram Sabha Land to Railways and convey the consent of State Govt. to execute the Conveyance/Transfer deed for both Govt. & Gram Sabha Land.

#### **Setting up of coach factory in Kerala**

Planning Commission has accorded 'In principle' approval and have also appraised the project, which requires clearance from the Cabinet and Parliamentary approval. In the meantime, Government of Kerala had requested for review of land requirement for the coach factory. The request was agreed to and a reduced land requirement of 426 acres was conveyed to the Government of Kerala. Further action for approval of the project shall be taken.

#### **Diesel component factories at Dankuni**

Part detailed estimate amounting to Rs.22.65 cr. sanctioned on 19.11.09 for construction of road for development of land. It has now been decided to undertake the project in departmental mode. ER & DLW have been advised to frame detailed estimates quickly. Detailed estimate for the project is under preparation.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7

dated 25.02.2010)

**(For comments of the Committee, please see para 1.14 of Chapter I of the Report)**

**Recommendation (Para No. 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.

**Reply of the Government**

The expectation of the Hon'ble Committee has been noted. It may, however, be stated that target of Gross Traffic Receipts has been set in Budget Estimates, 2009-10 keeping in view the earnings from all the segments based on anticipated volume of passenger and freight traffic, movement of parcel and military traffic, sundry other earnings which *inter-alia* includes earnings from commercial exploitation of railway land and clearance from traffic outstandings. While efforts are afoot to achieve the targets of earnings in all the segments including commercial exploitation of land, the Revised targets for 2009-10 will be fixed considering the overall progress in that direction.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

**Recommendation (Para No. 5)**

The Committee observe that the surpluses with the Railways which were as high as Rs 13431.09 crore during 2007-08 decreased to Rs 4456.76 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.

### **Reply of the Government**

The action taken by Ministry of Railways to generate more Gross Traffic Receipts and control the working expenses are explained below:

#### **(i) Gross Traffic Receipts:**

As regard passenger earnings, Railways are striving to capture more traffic by developing additional seating capacity by attaching additional coaches in existing trains, introducing additional trains, enhancing the load of more patronized trains and improving utilization of existing coaching stock, etc.

Initiatives under freight business segment include improvement in throughput by increased productivity and efficiency, reduction in wagon turn round time, engine-on-load scheme, terminal incentive scheme, simplification and rationalization of freight structure and goods tariff, discount on incremental traffic in empty flow direction and lean season, wagon investment scheme, etc. Apart from above, various new schemes, viz. Private Freight Terminals, Automobile Hubs, Perishable cargo centers under Kisan Vison Project, Special Freight Train Operations, etc. are also contemplated to increase market share.

Efforts are also being made for leasing of parcel space in more trains and leasing of vacant compartment of guard in front of SLR coach. Railways are also mobilizing additional financial revenues through non-tariff measures by commercial exploitation of railway land/ air-space, etc.

#### **(ii) Working Expenses:**

Measures like tight control over expenditure in areas such as fuel/power consumption, contractual payments, purchase of materials, etc., productive use of manpower and efforts at staff reduction, better

utilization of assets, improvement in inventory management, etc. are being taken to reduce working expenses.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

The concern expressed by the Committee has been noted. It is mentioned that the target of 350 Km of new line in 2008-09 was fixed taking into account the spillover sections of 2007-08. The spillover sections of a particular year gets reflected in the lesser performance of that year. The revised targets for the previous year are also indicated in the budget documents of the next year. The target for the year includes

the total length of new lines to be completed during the year which includes all the sections to be completed during the year. It may be appropriate to continue with the existing practice.

As mentioned earlier, necessary steps have been taken to bring in efficiency in contract management by amending the contract conditions and delegating more powers to field units. Also, there are some extraneous factors beyond railways control which affect the progress of projects and the same are addressed through interaction with concerned authorities.

The Committee's recommendations for working out cost benefit ratio in case of delays is being examined.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

**(For comments of the Committee, please see para 1.17 of Chapter I of the Report)**

### **Recommendation (Para No. 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.

### **Reply of the Government**



Gauge conversion of 1100 Km is nearing completion and broad gauge track has already been laid on these sections during 2009-10. Some of these sections have already been opened for goods traffic. The sections will be commissioned in next 2-3 months time after completion of residual works.

The concern expressed by the Committee regarding inadequacies in respect of geological and other studies has been noted. It is mentioned that Railways have already been advised to carry out detailed geological and other studies at the time of final location survey. This is now being followed. However, there may be some variation in actual ground conditions during execution which may warrant further investigations.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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 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.

### **Reply of the Government**

Arrears of track renewals to the tune of 16538 km have been wiped out under SRSF (2001-2008). Now track renewals are being sanctioned as per accrual basis under DRF. Annual target is being fixed keeping in view the fresh accruals and normal time of 2 to 3 years required for

execution of these works. Since fresh accrual during 2009-10 was only 2593 km, a target of 3500 km has been fixed for 2009-10.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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 & Telecom 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 signaling 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 & Telecom 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.

### **Reply of the Government**

The Budget allocation for S&T works for the last three years are as under:

Year	Allocation (in Crores)
2007-08	1557
2008-09	1433
2009-10	1061

Efforts have been made to fill up the vacancies of Signal engineers and artisan staff by expediting selections. RRBs asked to keep shadow panels against candidates who do not join .

The vacancy position of the Signal Engineers/Artisans in nos. is as under:

	As on 31.3.8 (In %)	As on 01.1.09 (In %)	As on 01.1.10 (In %)
Officers	367 (22)	174 (11)	117 (7)
Supervisors	646 (20%)	627 (19)	534 (14)
Artisan	1992 (13)	2190 (14)	1845 (11)

The exit of signal Engineers and supervisors is expected to reduce after implementation of 6th pay commission.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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 1.4.09, 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 1.4.09 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.

### **Reply of the Government**

Railway bridges have been classified as important bridge, major bridge and minor bridge based on their waterway. Although there is no system of classification of bridges as requiring urgent rehabilitation/ strengthening, yet railway do classify some bridges as distressed. A distress bridge is one which shows any physical sign of deterioration of its physical condition indicating the need for rehabilitation through special repairs. 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.

Regarding comprehensive survey of the present status of all the bridges which are more than 100 years, it is to be submitted that an elaborate system of inspection and maintenance of Bridges has already been provided on Indian Railways. These inspections are (a) routine inspections (b) special inspections carried out at various levels. Each and every bridge is thoroughly inspected by Assistant Engineers after the monsoon every year and detailed observations are recorded in Bridge Inspection registers. Instructions are given for carrying out repairs of defects noticed during these inspections. Bridge Registers are sent for scrutiny and directions of divisional Engineers and further to Chief

engineers. Based on observations in the registers, Bridges requiring inspection at higher level are again inspected by Divisional Engineers and the Chief Engineers and the remedial actions are taken where required.

For major Bridges, the steel work and bearings of each bridge are inspected by the Bridge Inspectors and Assistant Engineer/Divisional Engineer(Bridge). These inspections are recorded in the registers for inspection for steel works, Rivet Testing Register, etc. These registers are then forwarded to the Deputy Chief Engineer (Bridges) and the Chief Engineers for their scrutiny and directions. Urgent repairs are immediately carried out and planning done for major works of strengthening/rehabilitation & reconstruction, duly imposing suitable restrictions, as required.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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 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.

### **Reply of the Government**

The levy of superfast surcharge is not directly related to reduction in transit time of trains. Superfast surcharge is levied only on those trains which fulfill the superfast criteria, i.e. speed of a train on the

entire run in both directions should be minimum 55 kmph for BG trains and 45 kmph for MG trains.

Regarding possibility of introduction of Bullet trains, Ministry of Railways have decided to conduct pre-feasibility studies for construction of high speed passenger corridors, equipped with state of the art signaling and train control systems, for running high speed trains at a speeds of 300 to 350 km per hour. These trains will cover distances up to 600 km in two to three hours. All alternatives including Private Public Partnership will be considered for implementation of these corridors.

Ministry of Railways considered the various corridors suggested by State Governments and selected following six corridors for conducting pre-feasibility studies:

1. Delhi-Chandigarh-Amritsar (450 km approx.)
2. Pune-Mumbai-Ahmedabad (650 km approx.)
3. Hyderabad-Dornakal-Vijaywada-Chennai (664 km approx.)
4. Chennai-Bangalore-Coimbatore-Ernakulam (649 km approx.)
5. Howrah-Haldia (135 km approx.)
6. Delhi-Agra-Lucknow-Varanasi-Patna (991 km approx.)

Tenders for appointing consultants for conducting pre-feasibility studies for Delhi-Chandigarh-Amritsar and Pune-Mumbai-Ahmedabad corridors were floated. The study for Pune-Mumbai-Ahmedabad is at an advance stage whereas tender for consultancy of Delhi-Chandigarh-Amritsar corridor are under finalization.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **CHAPTER – III**

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

-NIL-

## **CHAPTER – IV**

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

#### **Recommendation (Para No. 2)**

The Committee observed that against the 11<sup>th</sup> 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 11<sup>th</sup> 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 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 11<sup>th</sup> Plan.

#### **Reply of the Government**

The revised targets for the 11<sup>th</sup> Five Year Plan are yet to be finalized. Efforts have been made to expedite completion of targeted projects and endeavour is to achieve the target fixed to the extent possible. As mentioned earlier, some of the reasons for shortfall are due to extraneous factors beyond Railways control such as delays in land acquisition and forestry clearance, unprecedented increase in price of steel, adverse law and order condition, etc. Railways are making all efforts to improve contract management so as to expedite completion of



project. To compensate for the shortfall in achieving proportionate target of electrification in the first two years of the 11<sup>th</sup> Plan, target has been reset at 1000 RKM for electrification during third year of 11<sup>th</sup> Plan i.e., 2009-10 and to achieve 3500 RKM during the plan period.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

**(For recommendation of the Committee, please see para 1.11 of the Chapter I).**

## **CHAPTER – V**

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

#### **Recommendation (Para No. 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.

#### **Reply of the Government**

The suggestion of the Committee has been noted for compliance.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7 dated 25.02.2010)

#### **Recommendation (Para No. 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.

### **Reply of the Government**

Planning Commission has been informed about railways agreement to change the cost sharing from 50:50 to 80:20 subject to proportionate higher allocation for ROB/RUB from CRF or other source. Letter issued to Plg. Commission. Confirmation awaited. This matter is being pursued further. Also, the policy of “Single Entity” for ROB/RUB construction on six states viz., Tamil Nadu, Karnataka, Uttar Pradesh, Gujarat, West Bengal and Punjab, PPP/Annuity based ROB construction in case of Gujarat and BOT/PPP based ROB construction policy have been finalized and issued to all states.

The present provisions provide for a Government to Government interaction on this subject. The roads are under the State Government. So, intimation is given to the District Magistrate on the above subject matter. They are the administrators, who are supposed to get in touch with the local MPs, MLA and MLC. However, henceforth, concerned railway officials will advise District Authorities to consult the local public representatives too in this matter.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

As announced in the Railway Budget 2009-10, in order to encourage creation of facilities of setting up of cold storage and temperature controlled perishable cargo centres and its transportation through Public Private Partnership mode, a “Task Force” has been constituted comprising of representatives from Ministry of Railways, Agriculture, Food Processing Industry, Container Corporation of India Ltd. (CONCOR), Central Warehousing Corporation Ltd. (CWC) and private cold chain operators to draw a road map for implementation the project and identification of few Origin-Destination pair for a pilot project. It was decided by the Task Force that the identified locations will be developed by logistics based PSUs like CWC, CONCOR. A policy for the pilot project has since been formulated and issued. Six potential locations namely Dankuni, Mechheda, Nasik, New Jalpaiguri, New Azadpur and Singur have been identified for the pilot project. First such pilot project has been inaugurated at Singur by Hon’ble Minister for Railways on 29.11.2009 to be developed by CONCOR. Railway land for development of perishable cargo centre at the identified locations will be given, where the developer will have to set up cold storage and temperature controlled perishable cargo centres besides agri-retail outlets and carry out collection, aggregation, storage and distribution of the perishable cargo.

As announced in the Railway Budget 2009-10, a professional agency will be engaged to identify potential locations and workout modality of operation of the project on a Pan-India basis. Based on the study and lesson learn from the pilot project, a policy will be formulated for Kisan Vision Project.

Expression of Interest will be sought from prospective stake holders for development of perishable cargo centres at the identified locations based on the policy.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

At present security over Indian Railways is taken care of by following agencies:

#### **(1.) District Police:**

##### **Role and Responsibilities-**

- (i) Security of tracks and bridges over Indian Railways
- (ii) Law and order problems beyond outer signals of railway stations.

#### **(2.) Government Railway Police (GRP):** GRPs have been maintained by the respective State Governments as a wing of the State Police exclusively for prevention and detection of crime and maintenance of law and order in station premises/circulating areas and trains.

##### **Role and Responsibilities-**

- I. Law and order problems between outer signals of the stations.
- II. Prevention and detection of crime [not covered by the Railway Property (Unlawful Possession) Act and the Railways Act] in the station premises and in trains.

**(50% of the cost of Government Railway Police is borne by the Railways and the balance is paid by the State Government concerned.)**

- (3.) Railway Protection Force (RPF):** RPF is an Armed Force under Ministry of Railways which primarily deals with the protection of railway property.

**Role and Responsibilities-**

- I. Security of Railway Property, passengers, passenger area and matters connected therewith;
- II. Security of vital installations of the railways.
- III. Enquiry and prosecution of offences under the RP(UP) Act and the Railways Act.

**Security has been identified as one of the priority areas for improvement and upgradation-**

- In addition to Rs. 344.31 crore sanctioned under Works Programme 2009-2010 for Integrated Security System, Rs.. 9.09 crore have been further allocated for installation of Integrated Security System over 7 railway stations of Chennai Area under Southern Railway. General Managers of the zonal railways have been directed for implementation of the scheme by the end of 2010.
  - Rupees 67.09 crore have been allocated for procurement of modern security related equipment. Besides above, RPF personnel are being equipped with modern fire arms like AK 47 Rifles.
  - Process has been initiated for further legal empowerment of RPF under the Railways Act and the RP (UP) Act.
- a.) Railway Property (Unlawful Possession) Amendment Bill has been introduced in the Rajya Sabha on 18-12-2008 to widen the ambit of Penal Sections 3 & 4 and to enable RPF Officer to conduct enquiry on receipt of information as per amendment proposed in Section 8.

b.) Amendment in the Railways Act 1989 is under consideration of the Board to empower RPF to deal with problems of theft of passenger belongings and drugging of passengers.

- To further augment strength of RPF, a proposal for creation of 5134 posts in RPF has been approved. Proposal for raising of more RPSF Battalions is also under consideration.
- To constantly upgrade professional skills of RPF personnel, training programmes are being conducted at the prestigious training institutes of the country. Emphasis has also been accorded for improving the training facilities for RPF personnel.
- 12 Commando companies are being raised by giving Commando training to RPSF personnel in institutes of repute.
- A National Dog Training Centre for RPF has been approved at Podanur, Southern Railway, with a capacity of training of 50 dogs at a time.
- Special emphasis is being given for security of women passengers. 10% of the vacancies in the direct recruitment from the rank of Constables to Sub-Inspectors in RPF/RPSF has been earmarked for women. A proposal for raising of a Women Battalion of RPSF is also under consideration.

### **Review of Railway Security**

Meetings with Ministry of Home Affairs are being held at regular interval of time to review railway security. Vulnerable railway track/ sections have been identified and coordination/liaison has been maintained with State/ Central Agencies. Details of the vulnerable track/section is enclosed as annexure.

A 'Study group' has also been constituted by Ministry of Home Affairs comprising of officers from the railways, RPF, GRP and Ministry of Home Affairs to study the issues regarding the role and responsibilities of

the RPF and coordination with and demarcation of responsibility vis-a-vis the GRP. The recommendations of the Group are under examination of the Railway Board.

(Ministry of Railways O.M. No. 2009/BC-II/XV/300/7  
dated 25.02.2010)

NEW DELHI;  
13 April, 2010  
23 Chaitra, 1932 Saka

**T.R. BAALU**  
**Chairman,**  
**Standing Committee on Railways**



### DETAILS OF VULNERABLE TRACK/ SECTION

Sl. No	Rly	Vulnerable Track / Section		
		Hyper Sensitive	Sensitive	Normal
1.	CR	Ballarshah - Warora, Wani - Whichare	00	00
2.	ER	Bhagalpur-Kiul, Bhagalpur-Mandarhil, Barahat-Banka, Jamalpur-Munghyr, Jhajha-Narganjoo, Narganjoo-Ghorparan, Ghorparan-Simultala	Katwa-Azimganj, Rrajagram-Gumani, Bakudi – Sabour, Barrharwa – Sahibganj – Bhagalpur Main Line Tinpahar – Rajmahal, Bhimgara – Panchra, Plassey – Sirajnagar	Panchra-Dubrajpur, Malda Town-Barharwa, Barharwa-Azimganj,
3.	ECR	Jhajha-Mananpur, Manpur-Tilaiya, Chakand-Pothai, Dumrao to Buxar, Barkakana-Barwadih, Barwadih-Garwa Road, Dehri-on-sone – Dhanbad,	Balahpur halt-Kiul, Garobigha halt-Warsililganj, Jatdumari halt-Patna	00
4.	ECOR	Tomka-Jaroli, Kirandul – Dantewara, S.Kota – Koraput	Ichhapuram-Palasa, Gidham – Silkjhor, Koraput-Rayagada, Maneswar -Rairakhol, Muniguda – Theruvali	Dilimili – Amagura, Rayagada – Vizianagaram
5.	NR	Anantnag-Pampore, Pattan-Baramula	Qazigund-Anantnag, Pampore-Mazhom,	Badgam-Mazhom
6.	NCR	Raja ki Mandi – Runakta	Chopan-Chunar	00
7.	NER	Panihwa – Balmikinagar	Chapra – Thawe	
8.	NFR	Chongajan – Dimapur – Rangapahar, Dhanshiri – Dhiphu – Barlangpher, Patharkhola – Habaipur, Guwahati – Agthori., Langting – Harangajao (MG)	Lanka – Hojai, Narangi – Noonmati, Ditokchera – Damchara(MG)	Oating – Naojan, Barlangfar – Patharkhola, Hojai – Panbari, Chaparmukh – Haibargaon, Haibargaon – Silghat  <u>MG Section</u> Bandarkhand – Badarpur, Badarpur – Silchar, Arunachal –Jiribam, Badarpur – Mahisasan, Karimganj – Agartala, Baraigram – Dullabcherra, Katakhal-Bhairabi.

9.	NWR	00	00	00
10.	SR	00	Usailampatti – Andipatti, Kodai Road – Dindigul	Tirupur – Palladam, Coimbatore - Valaiyar
11.	SCR	Nandyal – Markapur, Kurnool & Prakasam	Kazipet – Balharshah, Kazipet – Dornakal , Dornakal – Kondapalli, Dornakal – Manuguru, Kazipet – Secunderabad, Pedapalli– Jagithyal, Dharmavaram-Pakala, Guntakal-Kallur, Gooty-Pendekal, Guntakal-Nandyal, Gooty-Dharmavaram, Guntakal-Renigunta, Yedlapur-Chegunta, Nagireddipalli-Nalgonda-Pondugula,	Nadikudi-Sathenapalli
12.	SER	Orga – Karra, Muri – Ramgarh, Ranchi – Muri, Bankura – Midnapur, Purulia – Chandil, Mohuda – Gomoh, Mohuda – Chandrapura, Jhargram – Salagajuri, Sonua –Jaraikela, Topadih – Kiriburu, Kandra – Maniqui, Jaraikela – Bishra, Bondamunda – Barsuana, Bimlagarh – Topadih,	Irgaon – Lohardagga, Iloo- Torang, Gundavihar – Chandil, Govindpur – Orang, Kotshila – Radhagaon, Bokaro – Rajabera, Rajabera – Chandrapur. Kolaikunda – Jhargram, Rupsa – Baripada. Chakradharpur – Sonua, Sini – Kandra, rajkharswan – Gua, Bahalda road – Badampahar, Barajamda – Nuagaon, Gamharia – Kandra, Rourkela – Birmitrapur,	Ranchi – Itki, Tangarbasli – Irgaon, Muri – Kotshila, Torang – Tiruldih, Tiruldih – Jhimri, Tatanagar – chakradharpur, tatanagar – Bahalda Road, Salgajuri – Tatanagasr, Rourkela – Jharsiguda, Bondamunda – Rourkela.
13.	SECR	00	Durg-Rajnandgaon-Gondia, Gondia-Chanda Fort, Gondia-Balaghat, Balaghat-Nainpur	Charegaon-Lamta,
14.	SWR	00	00	00
15.	WR	Maninagar - Vatva	Ahmedabad – Sabarmati, Ahmedabad – Karkaria, Karkaria – Maninagar, Porbandar – Wansjaliya, Gopjam – Kanalus, Dholka – Sabarmati D Cabin.	00
16.	WCR	00	Indian Oil, Hindustan Petroleum and LPG filling plant in between Jabalpur and Bhiweni about 400 Mtrs.	00

**DETAILS OF HYPER SENSITIVE, SENSITIVE AND NORMAL STATIONS**

Sl. No.	Rly.	Station		
		Hyper Sensitive	Sensitive	Normal
1	CR	00	Chhatrapati Shivaji Terminus, Dadar, Thane, Kalyan, Nagpur, Chandrapur, Ballarshah, Bhusawal, Pune, Central cabin Pune, Miraj, Kolhapur and Solapur Stations. <b>Total = 13</b>	
2	ER	Dhanauri, Uren, Kajra, Abhaipur, Masudan, Dharhara, Dasharathpur, Jamalpur, Ratanpur, Bariarpur, Kalyanpur, gangania, Sultanganj, Maheshi, Akbarnagar, Murarpur, Nathnagar, Bhagalpur, Sabour, Lailakh Mamalkha, Ghoga, Ekchari, Kahalgaon, Shivnarayanpur, Pirpainti, Mirza Cheuki, Karamtola, Sahibganj, Karanpurato, Tinpahar, Tikani, Barahat , Banka, Bhagalpur – Jamalpur – Kiul Main line section (23) Plus Bhagalpur – Mandharhill, (10) Barahat – Banka & Jamalpur – Monghyr (3) <b>Total = 77</b>	Azimganj, Sainthia, Rajgram, Pakur, Barharwa – Sahibganj – Bhagalpur (23) main line section, Tinpahar Jn. – Rajmahal (3) branch line section. <b>Total = 35</b>	Malda Town – Barharwa , Barharwa – Azimganj section. <b>Total = 22</b> station
3	ECR	Jhajha, Dadpur, Choura BH, Jamui, Kundar Halt, Bhalui BH, Mamanpur, Kiul, Karzara, Paimar, Wazerganj, Tilaiya, Nawada, Warisiliganhj, Chakand, Bela, Makhdumpur, Tehta, Jehanabad, Sheonan Halt, Nadaul, Taregna, Nadwan, Pothahi, Baruna, Richughuta, Mahuamilan, Chetar, Bendi, Kumandi, Hehegra, Chipadohar, Chiyanki, Nindra, Tori, Demu, Kechki, Magra (Latehar Distt.) Hendegir, Koley (Chatra Distt.), Yogeshwar Bihar, Danea, Dumari Bihar , Gomia (Bokaro Distt.), Ismailpur, Guraru, Paraiya, Kastha, Pesar, Jhakhim, Deoroad, Rafigunj,	Balahpur Halt, Banshipur, Lakhochak Halt, Maheshleta, Baghi, Bardiha, Flag, sadipur Halt, Chatar Halt, Garobigha Halt, Parsa Bazar, Punpun, Masaurhi Court, Dumraon, Buxar, Ray, Khelari, (Ranchi Distt.) Karmahat, Nemiaghat, Parasnath, Choudhary Bandh, Chechaki, and Hazaribagh Distt.) Parsabad, Sarmatard, Gujhandi, Koderma, lalgarh, (Koderma Distt.) Dilwa (Nawada Distt. Bihar), Gurpa (Gaua Distt.) <b>Total = 30</b>	Sonbarsha, Baghi Gaushpur Halt, Kusumbha (Bihar) Halt E, Sheikhpura, Eksari Halt, Sirari, Garsanda, Karotapatri Halt, Kachhiyana Halt, Lakhisarai. <b>Total = 9</b>

		Khurmabad, Kumahu, Karwandiya, Muthani, Pasauli, Kudra, Bikramganj, Nokha, Piro, Kishanpur, Rambhadrapur, Hayaghat, Thalwara, Dheng, Bairania, Kundwa, Chainpur, Balmikinagar, Khair Pokhra, Bhairoganj, Bagha, Kumarbagh, Bachwara, Tiltrath, Barauniflage, Ujiyarpur, Dalsinsarai, Nagirganj, Begusarai, Lakhminia, Maheshkut, Gauchari, Pashraha & Narayanpur. <b>Total = 88</b>		
4	ECoR	Sagadapeta, Tomka, Kirandul, Bacheli, Bhansi, Dantewara Darliput, Gorapur. <b>Total = 8</b>	Tangripali, Chikadhara, Harichandrapur, Nilkanteshwar, sitabanji, Basantpur, Narayanpur, Kendujhargarh, Goldih, Porjanpur, Nayagarh, Ichchapuram, Sompetta, jadupudi, Baruva, Mandasa Road, Summadevi, Palasa, Bhubaneshwar, Hatibari, Jujumura, Charmal, Titilagarh, Gidam, Dabapal, Kawargaon, Kaklur, Kumharsodr, Silkjohri, Manbar, Tyada Karakavalasa, Shimiliguda, Kakriguma, Laxmipur, Tikiri, Rauli, Liliguma, Rayagada, Ladda, Jimidipeta, Kureru, Gumada, Parvathipuram <b>Total = 44</b>	Maneshwar, Rairakhol, Dilimili, Bodearpur, Tokopal, Kumar, Maranga, jagdalpur, Amagura, Baidguda, Bhalumuska, Sikripai, Keutiguda, Singapur Road, Thiruballi, Singapur Road, Rayagada, Sitanagaram, Bobbili, Donkinavalasa, Gajapatinagaram, Garudaballi, Gotlam & Vizianagaram. <b>Total = 24</b>
5	NR	Delhi Main, Hazrat Nizamuddin, Gaziabad, Phagwara, Jallandhar Cantt, Faridkote, Anantnag, Bijbehara, Panzgam, Awantipura, Kakapore, Pampore, Pattan, Hamre, Sopore, Baramulla <b>Total = 17</b>	Chand Slau, Dhanari, Jargaon, Karengi, Ashafpur, Sambhai Hatim Sarai, Haridwar, Jawalapur, Motichur, Rishikesh, Bareilly, Ambala, Saharanpur, Chandigarh, Batinda, Sirhind, Patiala, Chakkibank, Qazigund, Sadura, Tulsibagh, Budgam, Mazhom, <b>Total = 23</b>	00
6	NCR	Agra Cantt, Mathura Junction, <b>Total = 2</b>	Agra Fort, Raja Ki Mandi, Idgah, Saktegarh, Luca, Khairahi, Robertsganj, Churk, Aghori, <b>Total = 8</b>	385 stations.

7	NER	00	Tanakpur, Gorakhpur, Lucknow, Madhura, Mashrukh & Rajapatty <b>Total = 6</b>	00
8	NFR	New Tinsukia, Lakwa, Safrai, Bhojo, Longpotia, Sapekhati, Borhat, Namrup, Chongajan, Bokajan, Khotkhoti, Dimapur, Rangapahar Crossing, Rangapahar, Dhansiri, Daldali, Diphu, Nailalung, Langcholiet, Barlongfer, Pattharkhola, Lamsakhang, Habaipur, Guwahati, Kamakhya, Mandardisa, Hatikhali, Dejaobra, Langting, Dihakho, Mupa, Kalachand, Maibong, Wadrenghisa, Lower Halflong, Bagetar, Halflong, Jatinga, Longrangajao, Mailongdisa, Harangajao, Guwahati, Kamakhya, Agthori, New Bongaigaon, Bongaigaon, Kaithalkuchi, Nalbari, Rangiya, Majgaon Assam, Abhayapuri Assam, Jogiphopa, Goalpara Town, Krishnai, Dhekiajuli Raod, Rangapara North, Harisinga, Udalguri, Rowtabagan, Hagrajuli, Belsiri, Bhalukpong, <b>Total = 63</b>	Simaluguri, Dikom, Safrai, Chalkhoa, Chabua, Mariani, Dibrugarh Town, Panitola, Lahoal, Lanka, Hojai, Chaparmuk Jn., Jagiroad, Narangi Noonmati, Haibargaon Ditokcherra, Bandarkhal, Damchera, Chaprakata, Patiladaha, Balijan Garden Chabua, Sorbhog, Barpeta Road, THU, Abhayapur Assam, Jogighopa, Boko, Mirza, AZA, Murkongselek, TKM, Silapathar, Dhemaji, Boginadi, North Lakhimpur, Sorupeta, Harmoti, Tatibahar, Gohpur, HMI, Nijbargaon, Goreswar, Khairabari, New Jalpaiguri, Ambari Falakata, Belakoba, Raninagar, Jalpaiguri, Mandalghat, Kshiabari, Haldibari, Jodbani, Forbesganj, Arariya <b>Total = 54</b>	Oating, Jamguri, Bhilgaon, Barpathar, Sarupathar, Naojan, Lumding, Dhalpukhuri, Jugiran, Jamunamukh, Kampur, Laopani, Thekeraguri, Dharamtul, Aujuri, Thakur Kuchi, Panikhaiti, New Guwahati, Agthori, Raha, Phulaguri, Bebezia, Senchoa Jn. Chandranathpur, Bihara, Hilara, Sukritipur, Badarpur, Bhanga, Panchgram, Katakhal, Algapur, Haillakandi, Monachera, Lalabazar, Kattlicherra, Manipurbagan, Jamira, Bhairabi, Katakhal, Salchapra, Arunachal, Silchar, Rupasibari, Bhanga, Chargula, Karimganj, Longai, Mahisasan, Suprakandi, Nilambazar, Kayastagram, Baraigram, Kanaibazar, Patharkandi, Kalkalighat, Chankirabagan, Churaibari, Pachrthal, Kumarghat, Nalkata, Manu, Jirania, Agartala, Baraigram, Eraligul, Pakuagram, Bazarghat, Ratabari, Anipur, Dullabchera. <b>Total = 72</b>
9	NWR	00	Jodhpur, Washingline Jodhpur, Salawas, Banas, Jodhpur Cantt, Marwar, Beethri, Pokharan, Sribhadaria Lathi, Jetha Chanand, Luni, Uttarlai, Munnabao. <b>Total = 13</b>	Sudhsar, Ratangarh, Bigha, Churu, Dudhwakhara, Sadulpur, Siwani, Hanumangarh, Hisar, Surathgarh, Mandi Dabbawali, Coal siding Hissar, Jindal siding satroad & Military siding Satroad, Military siding Lalgargh, Mahajan Rajia, <b>Total = 16</b>
10	SR	00	00	00
11	SCR	Secunderabad, Hyderabad, Nellore South, Krishna Cannal, Vijaywada, Godavari, Anaparthi, Tirupathy,	Bhongir, Pagidipalli, Potkapalli, Bisigursharif, Mandamarri, Dornakal, Carepalli, Gundrathimadugu,	Kazipet, Warangal, Bhadrachalam Road, Khammam, Ramagundam, Manchiriyal, Siripur, Kaghaz Nagar.

		Ananthpur, Dhone, Rajampet, Pendekal, Chigicherla, Kalluru, Cumbum, Giddalur, Somidevipalli, Diguvaimita, Chalama, Gazulapalli, Nanded, <b>Total = 21</b>	Mehboobabad, Tadlapusalapalli, Singarayaconda, Chinnaganjam, Vetapalem, Eastuartporam, Tsunder, Krishna Canal, Tangutur, Ongole, Denduluru, Rajahmundry, Guntakal, Piller, Molakalacheruvu, Chintaparthi, Chennakuntapalli, Sathenapalli, Tummalacheruvu, Peduguralla, Nadikudi, Vishnupuram, Meryalaguda, Kinwat, Kosai, Ambari, Adilabad, <b>Total = 35</b>	<b>Total = 8</b>
12	SECR		Durg - Bortalao. <b>Total = 15</b>	
13	SER	Orga, Parbatonia, Tati, Kanarwa, Bano, Mahabuang, Kurkura, Pakra, Pokla, Bakasapur, Gobindpur, Karra, Gangaghat, Goutamdhara, Jonha, Silli, Kita, Tatisilway, Barlanga, Sondemra, Mael, Harubera, Golaroad, Barkipoona, Ramgarh, Barkakhana, Godapiashal, Salboni, Bogri Road, Piardoba, Bhadutola LC gate, Khanudih, Khairo, Jamuniatand, Dugdha, Purulia, Tamna, Kantadih, Urma, Balarampur, Biramdih, Nimdih, Chandil, Jhargram, Khatkura, Gidhni, Kanimohali, Chakulia, Kokpara, Dhalbhumgarh, Ghatsila, Galudih, Rakhamines, Asanboni, Salgajuri, Sonua, Tunia, Goilkeria, Mahadevshal, Derowan, Posoita, Monoharpur, Jaraikela, Bhalulata, Bishra. Dumetra, Lathikata, Champajharan, Chandipois, Patashai, Bimalagarh, Ganapose, Bursuan, Roxy, Rangra, Topadih, Karampada, Kiriburu, Kandra, Kunki, Manikuia <b>Total = 81</b>	Lodhma, Hatia, Ranchi, Muri, Piska, Itki, Lohardaga, Irgaon, Latemda, Namkom, Jhalda, Gundabihar, Torang, Iloo, Kotshila, Garjaipur, Dumrughutu, Pundag, Radhagaon, Tupkadih, Bokaro, Rajabera, Kolaikunda, Khemasuli, Sardiha, Banstala, Thakurtola, Jugpura, Jugal, Betnoti, Krishnachandrapur, Baripada, Birajpur, Bahalda Road, Onlajhori, Gurumahashani, Rairangpur, Kuldhia, Chhanua, Badampahar, Pandrashali, Singpokharia, Jhinkpani, Talaburu, Kendposi, Maluka, Dangoaposhi, Padapahar, Naumundih, Barajamda, Gua, Barbil, Bolanikhadan, Sarvil, Deojhar, Murgamhadev road, Banspani, Jeruli, Bangurakela, Bishpur, Nuagaon, Quarry siding, Kurmindra, Birmitrapur <b>Total = 63</b>	Jhimri, Heasalong, Tiruldih, Bakarpuri(PH), Suisa, Tulin, Argora, Tangarbasli, Narkopi, Nagjua, Akasi, Balsiring, Itki, Jhalda, Salgajhari, Tatanagar, Haludepokhor, Adityapur, Gamharia, Birbans, Sini, Malimarup, Rajkharwan, Chaibasa, Barabamboo, Chakradharpur, Bondamunda, Rourkela, Panpose, Kalungan, Kansbahal, Rajgangpur, Sonakhan, Songra, Garpose, Tangarmunda, Bamra, Dhruadih, Bagdih, Panpali, Dhutra, Jharsuguda, <b>Total = 42</b>

14	SWR	00	00	Hindupur, Malugur, Chakralapalli, Penukonda, Makkajipalli, Nagasamudram, Narayanapuram, Sri Sathya Sai Prashanthi Nilayam & Basampalle. Total = 9
15	WR	Ahmedabad, Sabarmati & Dwarika	Jam Nagar, Rajko, Vatva, Kankaria, mehsana, Viramgaon, Palanpur, Bhavnagar Terminus, Bhavnagar Para, Dhola, Botad, Jetalsar, Junagarh, Verawal, Porbandar, Ranabava, Gandhigram, Kesodh, Dhassa, Mahua, Talada, Dharogi, Kukavav & Khijdiya	All St of Vadodara Division. i.e. <b>191</b> , in BG – 108 & in NG – 83 stations.
16	WCR	00	00	00
	<b>TOTAL</b>	<b>360</b>	<b>385</b>	<b>760</b>

## **APPENDIX-I**

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

The Committee sat on Tuesday, the 13<sup>th</sup> April, 2010 from 1100 hours to 1130 hrs. in Committee Room 'E', 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. (Smt). Botcha Jhansi Lakshmi
5. Shri Somabhai G. Koli Patel
6. Shri Rudramadhab Ray
7. Shri Gopal Singh Shekhawat
8. Shri Umashankar Singh
9. Dr. Girija Vyas

##### **RAJYA SABHA**

10. Shri Lalit Kishore Chaturvedi
11. Shri Om Prakash Mathur
12. Shri Tarini Kanta Roy
13. Shri N. Balaganga
14. Shri Abani Roy

#### **SECRETARIAT**

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



The Committee took up for consideration the following Reports:

- (i) Draft Report on action taken by Government on the recommendations/observations of the Committee contained in their 4<sup>th</sup> Report on 'Demands for Grants – 2009-10 of the Ministry of Railways'.
- (ii) XXXX            XXXX            XXXX            XXXX

The Committee thereafter adopted the Draft Report at Sl. No.(i) without any modification            xxxx            xxxx            xxxx            xxxx.

The Committee then authorized the Chairman to finalise the Reports xxxx  
xxxx            xxxx            xxxx and present the same to the House.

**The Committee then adjourned.**

## **APPENDIX-II**

### **ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 36<sup>th</sup> REPORT (14<sup>TH</sup> LOK SABHA) ON 'DEMANDS FOR GRANTS (2008-09) OF THE MINISTRY OF RAILWAYS'**

Total number of Recommendations/Observations	18
(i) Recommendations/observations which have been accepted by the Government ( <i>Vide</i> recommendations/observations) Para Nos. 2, 3, 4, 5, 6, 9, 11, 12, 13, 14 and 16	11
Percentage of total	80%
(ii) Recommendations/observations which the Committee do not desire to pursue in view of the Government replies 7, 8, 10, 17 and 18	05
Percentage of total	NIL
(iii) Recommendations/observations in respect of which replies of the Government have not been accepted by the Committee which require reiteration Para No. 1 and 15	02
Percentage of total	10%
(iv) Recommendations/observations in respect of which final replies of Government are still awaited NIL	NIL
Percentage of total	NIL