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

FIFTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**DEMANDS FOR GRANTS
(2010-11)**

SEVENTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

April, 2010/ Chaitra 1932 (Saka)

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**MINISTRY OF RAILWAYS
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**DEMANDS FOR GRANTS
(2010-11)**

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. Vijaykrishnan | - | Joint Secretary |
| 2. | Shri Abhijit Kumar | - | Director |
| 3. | Shri Arun K. Kaushik | - | Deputy Secretary |
| 4. | Smt. Geeta Parmar | - | Under Secretary |
| 5. | Shri K. Sona | - | Committee Officer |

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2009-10), having been authorised by the Committee to present the Report on their behalf, present this Seventh Report of the Standing Committee on Railways on 'Demands for Grants - 2010-11 of the Ministry of Railways'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 30.03.2010 and 06.04.2010.

3. The Committee considered and adopted the Report at their sitting held on 13.04.2010. Minutes of the related sittings are given in appendix to the Report.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the Demands for Grants – 2010-11. They would also like to place on record their deep sense of appreciation for the valuable assistance rendered to them by officials of Lok Sabha Secretariat attached to the Committee.

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

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

T.R. BAALU
Chairman,
Standing Committee on Railways

REPORT

CHAPTER – I

IMPLEMENTATION OF THE COMMITTEE'S RECOMMENDATIONS

The 4th Report of the Standing Committee on Railways on 'Demands for Grants – 2009-10 of the Ministry of Railways' was presented to the Lok Sabha on 09.12.2009. The Report contained 15 recommendations/observations.

1.2 In compliance with Direction 73A of the Directions by the Speaker, the Minister of Railways has to make a statement in the House within six months of the presentation of the Report giving the status of implementation of the various recommendations/observations made by the Committee in their 4th Report.

1.3 Action Taken Replies in respect of the above Report were received from the Ministry of Railways on 25.2.2010. On the basis of the Action Taken Replies received from the Ministry of Railways on the above mentioned Report, the Committee considered and adopted the Action Taken Report on 13.04.2010. The Committee, in their 6th Report, have commented on the Action Taken Replies furnished by the Ministry in respect of the recommendations contained at Sl. Nos. 1, 12 and 15. Ten recommendations/observations (Sl. Nos. 3, 4, 5, 6, 8, 9, 10 and 13) were accepted by the Ministry. Recommendation/observation at Sl. No. 2 was reiterated by the Committee as the replies of the Ministry thereon were not found satisfactory. Final replies in respect of the recommendations at Sl. Nos. 7, 12, 14 and 15 were to be furnished by the Ministry.

CHAPTER – II

DEMANDS FOR GRANTS – 2010-11

The Indian Railways is the world's largest government railway establishment. The Railways function as a vertically integrated organization providing Passenger and Freight services. It is a single system which consists of 64,015 route kms of track that criss-cross the country, on which more than 18,518 number of trains ply, carrying more than 19 million passengers and hauling nearly 2.3 million tonnes of freight everyday, thereby contributing to economic growth and promoting national integration. The railway service is rendered through a nationwide rail infrastructure covering tracks, stations, sidings, freight terminals, locomotives, coaches and wagons and an array of infrastructure inputs like signaling, telecom, electrical installations, maintenance workshops, etc.

Considered to be more energy efficient and more efficient in hand use and superior from the standpoint of environment impact and safety, as compared to road transport, the Railways have a pivotal role to play in the growth and development of the nation.

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

2.3 As Railway finances were separated from the General Finances under the „Separation Convention in 1924, a separate Budget is presented since then for the Railways showing the estimated receipts and expenditure in respect of every financial year. The Railway Budget for the year 2010-11 was presented in the Parliament by the Minister of Railways on 24th Feb, 2010. An annual outlay of Rs.41,426 crore comprising Gross Budgetary Support of Rs.15,875 crore (38.32%), Diesel Cess of Rs.877 crore (2.11%), internal resources of Rs.14,523 crore (35.05%) and Extra Budgetary Resources (EBR) of Rs.10,151 crore (24.50%) has been proposed for the year 2010-11, inclusive Rs.9120 crore from market borrowing through IRFC has been proposed.

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

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

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

2.7 The expenditure incurred by the Railways is on Revenue account and on Works account. The Revenue account consists of Ordinary Working Expenses incurred by various Departments of the Railways in their day-to-day working and other miscellaneous expenditure like the expenditure on Railway Board, Audit, Surveys and other miscellaneous establishments, payments as regulated by contracts to worked lines which are not owned by the Railways and are either worked by the Indian Railways or companies concerned. The Revenue Account also includes appropriation to the Depreciation Reserve Fund, Pension Fund and dividend paid by the Railways to the General Revenues. Appropriation to the Depreciation Reserve Fund is made annually on the basis of the recommendations of the Railway Convention Committee and is intended to finance the cost of new assets replacing old assets, including the cost of any improved features that such new assets may have. Appropriation to the Pension Fund is to finance Pension and Death-cum-retirement gratuity payments to the Railway staff.

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

No. of Demands	Name of the Demands
1.	Railway Board.
2	Miscellaneous Expenditure (General).
3.	General Superintendence and Services on Railways.
4.	Repairs and Maintenance of Permanent Way and Works.
5.	Repairs and Maintenance of Motive Power.
6.	Repairs and Maintenance of Carriages and Wagons.
7.	Repairs and Maintenance of Plant and Equipment.
8.	Operating Expenses – Rolling Stock and Equipment.

9. Operating Expenses – Traffic.
10. Operating Expenses – Fuel.
11. Staff Welfare and Amenities.
12. Miscellaneous Working Expenses.
13. Provident Fund, Pension and Other Retirement Benefits.
14. Appropriation to Funds.
15. Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of over-capitalization
16. Assets – Acquisition, construction and replacement Revenue.

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

2.10 Demand-wise Budget Estimates for 2010-11 is as under:-

DEMAND NO. 01 - RAILWAY BOARD

Voted: Rupees one hundred and seventy crore

(Figure in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10		Revised Estimate 2009-10	Budget Estimate 2010-11
43,88,37	63,00,00	Pay of Group „A & „B Establishment	59,00,00	40,00,00
34,65,34	37,00,00	Pay of Group „C & „D Establishment	41,00,00	32,00,00
69,05,90	89,98,47	Other Charges	86,78,47	98,00,00
147,59,61	189,98,47	Total Voted	186,78,47	170,00,00
The above estimates do not include the recoveries mentioned below, which are taken outside the gross budget and adjusted in the accounts in reduction of expenditure.				
..	1,00	Credits/Recoveries	..	..
147,59,61	189,97,47	Net	186,78,47	170,00,00

2.11 The Budget Estimates 2010-11 is less than the Revised Estimates 2009-10 by Rs.16.78 crore. This decrease is mainly under Salary due to non-recurrence of arrears of the 6th CPC in 2009-10, compensated by more demand in Dearness Allowance, Contingent and Other Expenses.

2.12 The credits under this demand represent recoveries from the Ministry of Urban Development and Poverty Alleviation for expenditure on the maintenance of „Rail Bhawan which is arranged by the Ministry in agreement with the Ministry of Works and Housing.

DEMAND NO. 02 – MISCELLANEOUS EXPENDITURE (GENERAL)

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand		Revised Estimate 2009-10	Budget Estimate 2010-11
7,63,10	24,72,27	Surveys	Voted	24,73,15	19,23,25
104,67,68	118,96,90	Research, Design and Standards Organisation, Lucknow	Voted	121,56,77	115,21,76
191,95,86	209,84,98	Expenditure on Miscellaneous Establishment	Voted	199,41,65	242,57,90
98,84,62	115,54,93	Reimbursement of Cost of Statutory Railway Audit	Voted	115,54,93	124,83,93
36,16	29,58	Payments to Worked Lines, Subsidised Companies	Voted	47,03	39,09
35,70,22	110,37,82	Miscellaneous Charges	Voted	67,65,47	97,74,07
439,17,64	579,76,48	Total	Voted	529,39,00	600,00,00
The above estimates do not include the recoveries mentioned below, which are taken outside the gross budget but adjusted in accounts as reduction of expenditure.					
..	..	Credit or Recoveries		..	..
439,17,64	579,76,48	Net		529,39,00	600,00,00

2.13 The Budget Estimates (Gross) 2010-11 under this Demand exceeds the Revised Estimates 2009-10 by Rs.70.61 crore mainly due to additional requirement for Other Miscellaneous Expenditure, Reimbursement of cost of Railway Audit and Training, etc.

DEMAND NO. 03 - GENERAL SUPERINTENDENCE AND SERVICES ON RAILWAYS

Voted: Rupees four thousand two hundred three crore sixty eight lakh fifty five thousand
Charged: Rupees five lakh thirty thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand		Revised Estimate 2009-10	Budget Estimate 2010-11
254,77,62	349,83,91	100 – General Management,	Voted	324,41,07	302,56,28
3	1,48	including General Management Services.	Charged	4,93	..
941,25,61	1059,25,58	200 – Financial Management.	Voted	1183,90,81	1074,88,29
44	..		Charged	7,41	..
594,46,82	883,78,38	300 – Personnel Management	Voted	798,49,71	756,17,22
..	..		Charged	..	..
573,34,60	712,88,78	400 – Materials Management	Voted	736,62,45	675,70,04
7,49	..		Charged	..	..
297,13,73	331,33,36	500 – Way and Works Management	Voted	357,51,85	328,62,21
35	..		Charged	19	5,30
191,01,45	243,79,52	600 – Rolling Stock Management	Voted	262,56,30	236,09,39
..	..		Charged	..	..
151,75,83	183,86,35	700 – Electrical Management	Voted	187,25,57	171,78,28
..	..		Charged	..	..
115,63,00	134,43,13	800 – Signal and Tele- communication Management	Voted	150,44,67	138,03,33
..	..		Charged	..	..
452,38,39	506,62,09	900 – Traffic Management	Voted	553,44,59	519,83,51
2	..		Charged	..	..
3571,77,05	4405,81,10	Total (100 to 900)	Voted	4554,67,02	4203,68,55
8,33	1,48		Charged	12,53	5,30
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-28,86,84	-33,96,58	Credits or Recoveries		-51,76,55	-52,38,85
3542,98,54	4371,86,00	Net		4503,03,00	4151,35,00

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

2.15 The Budget Estimates for 2010-11 are less than the Revised Estimates for 2009-10 by Rs.35105.70 lakh made up of a decrease of Rs.35098.47 lakh under 'Voted' portion and a decrease of Rs.7.23 lakh under 'Charged' appropriation. The decrease under 'Voted' portion is made up of:-

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears/ Partly offset by increase under:	761,54,44
2.	Dearness Allowance	330,23,09
3.	Other Staff cost	27,07,66
4.	Contingent expenses	29,47,25
5.	Cost of materials	5,69,78
6.	Miscellaneous Factors	<u>18,08,19</u>
	Total	350,98,47

2.16 The decrease of Rs.7.23 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

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

Voted: Rupees seven thousand one hundred fifty six crore fifty lakh ninety nine thousand

Charged: Rupees forty two lakh eighty four thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand	Revised Estimate 2009-10	Budget Estimate 2010-11	
597,55,98	674,55,05	100 – Establishment in	Voted	781,64,93	705,53,54
3,47	2,16	Offices	Charged	2,42	1,50
3908,20,79	4492,23,68	200 – Maintenance of	Voted	4859,67,66	4657,07,61
2,72,69	25,42	Permanent Way	Charged	31,12	24,92
201,01,31	251,55,87	300 – Maintenance of Bridge	Voted	244,92,96	254,25,76
1,78	15,00	works and Tunnels, including ROB/RUB	Charged	58,97	15,00
685,38,11	806,63,50	400 – Maintenance of Service	Voted	839,10,60	833,45,65
..	1,20	buildings (other than Staff Quarters and Welfare buildings).	Charged	1,58	1,20
383,65,80	447,57,73	500 – Water Supply, Sanitation and Roads	Voted	463,24,19	470,91,65
78	22	(other than colonies, Staff Quarters and Welfare buildings).	Charged	22	22
74,33,72	83,33,32	600 – Other Repairs and	Voted	87,60,20	97,00,22
..	..	Maintenance.	Charged	..	..
94,16,40	153,06,29	700 – Special repairs	Voted	131,81,23	138,26,56
13,44	..	pertaining to Breaches, Accidents, etc., including Special Revenue Works.	Charged	..	..
5944,32,11	6908,95,44		Voted	7408,01,77	7156,50,99
2,92,16	44,00	Total (100 to 700)	Charged	94,31	42,84
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-56,41,85	-30,29,75	Credits or Recoveries		-41,93,08	-37,03,83
5890,82,42	6879,09,69	Net		7367,03,00	7119,90,00

2.18 This Demand is for expenditure on repairs and maintenance of the Permanent Way assets like tracks, other buildings and structures. The 'Charged' expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court. Repairs and Maintenance of Railway Colony, Staff Quarters and Welfare Buildings are included under Demand No.11 – Staff Welfare and Amenities.

2.19 The Budget Estimates for 2010-11 are less than the Revised Estimates for 2009-10 by Rs.25202.25 lakh made up of a decrease of Rs.25150.78 lakh under 'Voted' portion and decrease of Rs.51.47 lakh under 'Charged' appropriation. The decrease under 'Voted' portion is made up of:

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears/ Partly offset by increase under	995,82,74
2.	Dearness Allowance	443,01,87
3.	Other Staff cost	32,58,60
4.	Cost of materials	34,61,48
5.	Contractual Payments	200,77,78
6.	Miscellaneous Factors	33,32,23
	Total	251,50,78

2.20 The decrease of Rs.51.47 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

DEMAND NO. 05 – REPAIRS AND MAINTENANCE OF MOTIVE POWER

Voted: Rupees three thousand three hundred forty eight crore fifty three lakh fifty three thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand	Revised Estimate 2009-10	Budget Estimate 2010-11	
312,02,56	371,87,78	100 – Establishment in Offices	Voted	406,31,95	367,51,66
2,09	..		Charged	..	..
2,90,71	4,94,56	200 – Steam Locomotives	Voted	6,00,49	6,27,83
..	..		Charged	..	..
1639,88,72	1822,43,73	300 – Diesel Locomotives	Voted	1844,29,56	1828,42,13
30,74	..		Charged	..	..
990,87,70	1114,93,11	500 – Electric Locomotives	Voted	1114,38,01	1168,17,95
1,20	..		Charged	..	..
-21,32,35	-7,52,55	600 – Rail Cars, Ferry Steamers and other maintenance expenses	Voted	-23,69,60	-21,86,04
..	..		Charged	..	..
2924,37,34	3306,66,63	Total (100 to 600)	Voted	3347,30,41	3348,53,53
34,03	..		Charged	..	..
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-64,19,53	-67,21,63	Credits or Recoveries		-68,32,41	-68,57,53
2860,51,84	3239,45,00	Net		3278,98,00	3279,96,00

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

2.23 The Budget Estimates for 2010-11 exceed the Revised Estimates for 2009-10 by Rs.123.12 lakh. The increase is entirely under 'Voted' portion to provide for:

(Figures in thousands of rupees)

1.	Dearness Allowance	118,15,92
2.	Other Staff Cost	12,35,13
3.	Increased Maintenance Activities	161,66,37
4.	Miscellaneous Factors	20,16,76
	Partly offset by decrease under	
5.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	311,11,06
	Total	1,23,12

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

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

Voted : Rupees seven thousand five hundred twenty five crore twenty one lakh fifty nine thousand

Charged : Rupees six lakh

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand		Revised Estimate 2009-10	Budget Estimate 2010-11
548,82,24 ..	652,91,19 ..	100 – Establishment in Offices	Voted Charged	705,94,69 6	634,45,28 ..
2566,95,84 1,31	3066,91,36 6,00	200 – Carriages	Voted Charged	3087,39,87 6,00	3089,77,12 6,00
1630,33,89 ..	1753,20,43 ..	300 – Wagons	Voted Charged	1760,35,06 ..	1781,27,80 ..
636,97,70 1,60	722,27,62 ..	400 – Electrical Multiple Unit Coaches	Voted Charged	768,60,46 ..	730,71,07 ..
1066,45,81 ..	1215,41,94 ..	500 – Electrical General Services – Train lighting, fans and Air- conditioning	Voted Charged	1309,02,59 ..	1293,50,43 ..
-75,35,39 ..	-68,97,13 ..	600 – Miscellaneous Repairs and Maintenance expenses	Voted Charged	-93,00,79 ..	-90,04,07 ..
56,03,83 ..	83,70,06 ..	700 – Diesel Multiple Units (DMUs)	Voted Charged	81,69,87 ..	85,53,96 ..
6430,23,92 2,91	7425,45,47 6,00	TOTAL (100 To 700)	Voted Charged	7620,01,75 6,06	7525,21,59 6,00
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-194,03,14	-115,84,47	Credits or Recoveries		-142,54,81	-136,98,59
6236,23,69	7309,67,00	Net		7477,53,00	7388,29,00

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

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

2.26 The Budget Estimates for 2010-11 are less than the Revised Estimates for 2009-10 by Rs.9480.22 lakh made up of a decrease of Rs.9480.16 lakh under „Voted portion and decrease of Rs.0.06 lakh under 'Charged' appropriation. The decrease under „Voted portion is made up of:

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	644,28,81
	Partly offset by increase under	
2.	Dearness Allowance	264,83,88
3.	Other Staff cost	20,96,00
4.	Increased Maintenance Activities	253,52,64
5.	Miscellaneous Factors	10,16,13
	Total	94,80,16

2.27 The decrease of Rs.0.06 lakh under 'Charged' appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

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

Voted : Rupees four thousand sixty three crore four lakh fifty three thousand

Charged: Rupees three lakh fifteen thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand	Revised Estimate 2009-10	Budget Estimate 2010-11
513,86,30 53	569,08,02 ..	100 – Establishment in offices	670,54,98	610,55,15
		Voted		..
		Charged	..	..
189,44,10 ..	271,67,36 ..	200 – Plant and Equipment – Way and Works	269,03,84	259,04,24
		Voted		..
		Charged	..	..
284,90,25 ..	423,93,59 ..	300 – Plant and Equipment – Mechanical	414,67,95	409,84,53
		Voted		..
		Charged	..	..
1080,06,99 ..	1242,06,78 6,30	400 – Plant and Equipment – Electrical	1347,00,98	1263,17,59
		Voted		3,15
		Charged	3,15	3,15
778,07,87 2	896,92,80 ..	500 – Plant and Equipment – Signalling	964,54,68	928,43,12
		Voted		..
		Charged	..	..
380,11,55 ..	445,66,20 ..	600 – Plant and Equipment – Telecommunication	470,56,34	438,32,02
		Voted		..
		Charged	..	..
43,79,43 ..	56,82,85 ..	700 – Rental to P&T for Signalling and Telecommunication circuits.	40,05,39	51,02,92
		Voted		..
		Charged	..	..
75,27,00 ..	103,62,60 ..	800 – Other Plant and Equipment – General and Traffic Departments.	101,56,48	102,64,96
		Voted		..
		Charged	..	..
3345,53,49 55	4009,80,20 6,30	TOTAL (100 To 800)	4278,00,64 3,15	4063,04,53 3,15
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.				
-27,14,22	-18,26,50	Credits or Recoveries	-21,99,79	-20,51,68
3318,39,82	3991,60,00	Net	4256,04,00	4042,56,00

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

2.30 The Budget Estimates for 2010-11 are less than the Revised Estimates for 2009-10 by Rs.21496.11 lakh. The decrease is entirely under „Voted portion made up of:

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	561,35,84
	Partly offset by increase under	
2.	Dearness Allowance	229,30,06
3.	Other Staff cost	15,22,22
4.	Increased Maintenance Activities	83,70,96
5.	Miscellaneous Factors	18,16,49
	Total	214,96,11

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

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

Voted : Rupees five thousand six hundred four crore fifty lakh fifty two thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand		Revised Estimate 2009-10	Budget Estimate 2010-11
1,58,91 ..	2,10,37 ..	100 – Steam Locomotives	<i>Voted</i> Charged	2,03,33 ..	1,91,98 ..
1550,59,84 ..	1741,77,45 ..	200 – Diesel Locomotives	Voted Charged	1992,89,03 ..	1852,12,56 ..
1094,45,93 ..	1190,08,67 87	300 – Electric Locomotives	Voted Charged	1461,87,69 28,00	1383,46,39 ..
153,54,10 ..	178,60,23 ..	400 – Electric Multiple Unit Coaches	Voted Charged	216,07,52 ..	199,15,47 ..
752,72,04 38	919,76,70 ..	500 – Carriages and Wagons	Voted Charged	959,48,60 ..	864,35,53 ..
1121,27,08 ..	1188,12,46 ..	600 – Traction (other than Rolling Stock) and General Electrical Services	Voted Charged	1203,50,85 ..	1264,49,63 ..
37,30,01 ..	41,98,77 ..	700 – Signalling and Telecommunication	Voted Charged	42,20,13 ..	38,84,24 ..
11,89 ..	14,56 ..	800 – Ferry services and Rail Cars	Voted <i>Charged</i>	10,52 ..	14,72 ..
4711,59,80 38	5262,59,21 87	TOTAL (100 To 800)	Voted Charged	5878,17,67 28,00	5604,50,52 ..
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-145,75,87	-121,90,89	Credits or Recoveries		-147,65,67	-142,90,52
4565,84,31	5140,69,19	Net		5730,80,00	5461,60,00

2.32 This Demand is for expenditure on the operating expenses of Mechanical, Electrical, Signalling and Telecommunication equipment, including Rolling Stock. The „Charged expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.33 The Budget Estimates for 2010-11 are less than the Revised Estimates for 2009-10 by Rs.27395.15 lakh made up of a decrease of Rs.27367.15 lakh under „Voted portion and decrease of Rs.28.00 lakh under „Charged appropriation. The decrease under „Voted portion is made up of:

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	733,36,08
	Partly offset by increase under	
2.	Dearness Allowance	282,03,18
3.	Other Staff cost	57,88,04
4.	Cost of Materials	42,94,42
5.	Contractual Payments	61,33,01
6.	Miscellaneous Factors	15,50,28
	Total	273,67,15

2.34 The decrease of Rs.28.00 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

DEMAND NO. 09 – OPERATING EXPENSES – TRAFFIC

Voted : Rupees eleven thousand five hundred twelve crore sixty six lakh ninety three thousand

Charged : Rupees twenty five lakh seventy thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand		Revised Estimate 2009-10	Budget Estimate 2010-11
58,76,83	70,29,67	100 – Establishment in offices	Voted	67,95,26	65,50,81
..	..		Charged	..	..
4622,30,55	5525,70,59	200 – Station operations	Voted	5865,51,05	5287,22,54
1,37	8,20		Charged	7,67	7,95
262,11,03	318,22,42	300 – Yard operations	Voted	345,09,42	304,81,56
..	6,00		Charged	2,00	2,00
2,98,98	3,10,87	400 – Transhipment and Repacking operations	Voted	3,25,51	3,04,66
..	..		Charged	..	..
1703,59,45	1863,03,61	500 – Trains operations	Voted	2219,98,35	2023,72,42
50	3,85		Charged	17,63	15,75
3,83,41	13,39,35	600 – Safety	Voted	12,43,59	12,29,44
..	..		Charged	..	..
2928,96,10	3387,89,21	700 – Other miscellaneous expenses	Voted	3305,32,89	3816,05,50
..	..		Charged	..	..
9582,56,35	11181,65,72	TOTAL (100 To700)	Voted	11819,56,07	11512,66,93
1,87	18,05		Charged	27,30	25,70
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-185,45,07	-187,45,63	Credits or Recoveries		-220,18,37	-209,77,63
9397,13,15	10994,38,14	Net		11599,65,00	11303,15,00

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

2.37 The Budget Estimates for 2010-11 are less than the Revises estimates of 2009-10 by Rs.30690.74 lakh made up of a decrease of Rs.30689.14 lakh under „Voted' portion and decrease of Rs.1.60 lakh under „Charged appropriation. The decrease under 'Voted' portion is made up of:

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	1503,77,34
	Partly offset by increase under	
2.	Dearness Allowance	584,08,63
3.	Other Staff cost	57,79,13
4.	Contingent Expenses	5,54,62
5.	Lease/Hire Charges to IRFC	511,62,00
6.	Miscellaneous Factors	37,83,82
	Total	306,89,14

2.38 The decrease of Rs.1.60 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

DEMAND NO. 10 – OPERATING EXPENSES – FUEL

Voted : Rupees fifteen thousand seven hundred seventy eight crore twelve lakh fifteen thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimate 2009-10	Minor Heads of Demand		Revised Estimate 2009-10	Budget Estimate 2010-11
2,72,23 ..	1,65,30 ..	100 – Steam Traction	Voted Charged	3,10,37 ..	4,95,94 ..
8702,09,72 2,19,44	9241,73,76 ..	200 – Diesel Traction	Voted Charged	9229,04,17 2,25,36	9821,53,64 ..
5241,13,75 ..	5469,79,46 ..	300 – Electric Traction	Voted Charged	5650,28,09 ..	5951,62,57 ..
13945,95,70 2,19,44	14713,18,52 ..	TOTAL (100 To 300)	Voted Charged	14882,42,63 2,25,36	15778,12,15 ..
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-60,55,32	-57,52,52	Credits or Recoveries		-57,08,99	-57,31,15
13887,59,82	14655,66,00	Net		14827,59,00	15720,81,00

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

2.41 The Budget Estimates for 2010-11 exceed the Revised Estimates for 2009-10 by Rs.89344.16 lakh made up of an increase of Rs.89569.52 lakh under „Voted portion and decrease of Rs.225.36 lakh under „Charged appropriation. The increase under „Voted portion is to provide for:

(Figures in thousands of Rupees)

- | | | |
|----|---|-----------|
| 1. | Increase in fuel cost due to increase in traffic/prices | |
| | (a) Steam | 1,85,87 |
| | (b) Diesel | 597,55,38 |
| | (c) Electric | 301,34,48 |

Partly offset by decrease under

- | | | |
|----|---|---------|
| 2. | Staff cost: due to non-recurrence of 6 th Central Pay Commission arrears | 5,06,21 |
|----|---|---------|

Total

895,69,52

2.42 The decrease of Rs.225.36 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

DEMAND NO. 11 - STAFF WEFARE AND AMENITIES

Voted : Rupees three thousand three hundred fifteen crore fifty four lakh eighty seven thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimates 2009-10	Minor Heads of Demand		Revised Estimates 2009-10	Budget Estimates 2010-11
155,76,36	285,89,85	100 – Educational facilities	Voted	353,94,15	363,19,33
78	..		Charged	1,13	..
1114,34,35	1324,39,30	200 – Medical services	Voted	1330,33,51	1370,11,60
1,12	..		Charged	2,25	..
368,02,16	427,12,99	300 – Health and Welfare services	Voted	500,81,14	442,29,84
..	..		Charged	..	..
38,57,67	58,17,38	400 – Canteen and other staff amenities	Voted	54,12,39	48,95,24
..	..		Charged	..	..
906,19,23	1084,56,77	500 – Residential and Welfare Buildings – Repairs and Maintenance	Voted	1086,39,63	1090,95,79
1,44	65,50		Charged	65,00	..
5,99	16,63	600 – Miscellaneous expenses	Voted	2,20	3,07
..	..		Charged	..	..
2582,95,76	3180,32,92	TOTAL (100 To 600)	Voted	3325,63,02	3315,54,87
3,34	65,50		Charged	68,38	..
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-1,01,14	-2,69,44	Credits or Recoveries		-1,66,40	-2,66,87
2581,97,96	3178,28,98	Net		3324,65,00	3312,88,00

2.44 This Demand is for expenditure on educational and medical facilities, health and welfare services, canteen and other staff amenities, repairs, maintenance and improvement of Railway colonies, staff quarters, residential and welfare buildings. The „Charged expenditure under this Demand represents payments in satisfaction of court decrees and arbitration awards where made into rule of the court.

2.45 The Budget Estimates for 2010-11 are less than the Revised Estimates for 2009-10 by Rs.1076.53 lakh made up of a decrease of Rs. 1008.15 lakh under „Voted portion and a decrease of Rs.68.38 lakh under „Charged appropriation. The decrease under „Voted portion is made up of:

(Figures in thousands of Rupees)

1.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	393,38,49
	Partly offset by increase under	
2.	Dearness Allowance	138,40,35
3.	Other Staff cost	36,26,56
4.	Cost of Materials	36,24,26
5.	Contractual Payments	69,06,57
6.	Miscellaneous Factors	103,32,60
	Total	10,08,15

2.46 The decrease of Rs.68.38 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

DEMAND NO. 12 - MISCELLANEOUS WORKING EXPENSES

Voted : *Rupees three thousand ninety three crore twenty four lakh fifty one thousand*

Charged: *Rupees one hundred eighteen crore twenty one lakh twenty seven thousand*

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimates 2009-10	Minor Heads of Demand		Revised Estimates 2009-10	Budget Estimates 2009-10
1595,80,10 3,09	2153,88,08 1,00	100 – Security	Voted Charged	2223,93,21 24,80	2170,99,46 1,00
168,22,17 7,21,08	194,11,01 13,84,28	200 – Compensation Claims	Voted Charged	196,21,14 15,06,69	209,69,97 14,24,77
43,31,76 55,44	48,71,07 62,00	300 – Workmens and other compensation Claims	Voted Charged	52,83,77 1,02,30	63,48,11 58,00
234,72,43 9,85	189,25,77 ..	400 – Catering	Voted Charged	183,10,23 ..	205,10,33 ..
195,59,50 ..	267,53,75 ..	500 – Cost of training of staff	Voted Charged	241,53,27 ..	235,36,05 ..
155,94,60 19	179,85,73 ..	600 – Other expenses	Voted Charged	175,10,00 50	201,34,09 ..
2,16,08 ..	2,47,76 ..	700 – Hospitality and Entertainment Expenses	Voted Charged	1,99,70 ..	2,34,49 ..
2395,76,64 7,89,65	3035,83,17 14,47,28	TOTAL (100 To 700)	Voted Charged	3074,71,32 16,34,29	3088,32,50 14,83,77
-70,48,11 70,64,53	121,81,41 67,83,00	800 – Suspense		-19,63,17 102,51,50	4,92,01 103,37,50
2325,28,53 78,54,18	3157,64,58 82,30,28	TOTAL (100 To 800)	Voted Charged	3055,08,15 118,85,79	3093,24,51 118,21,27
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-512,81,62	-317,87,86	Credits or Recoveries		-333,57,94	-303,46,78
1891,01,09	2922,07,00	Net		2840,36,00	2907,99,00

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

2.49 The Budget Estimates for 2010-11 exceed the Revised Estimates for 2009-10 by Rs.3751.84 lakh made up of an increase of Rs.3816.36 lakh under „Voted portion and decrease of Rs.64.52 lakh under „Charged appropriation. The increase under „Voted portion is to provide for:-

(Figures in thousands of rupees)

1.	Dearness Allowance	156,54,05
2.	Other Staff Cost	19,41,90
3.	Contractual Payments	23,12,28
4.	Order Police	66,28,72
5.	Suspense	24,55,18
6.	Misc. Factors	90,59,46
	Partly offset by decrease under	
5.	Salary: due to non-recurrence of 6 th Central Pay Commission arrears	342,35,23
	Total	38,16,36

2.50 The decrease of Rs.64.52 lakh under „Charged appropriation is due to anticipation of less payments in satisfaction of court decrees.

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

Voted : Rupees fourteen thousand four hundred seventeen crore forty nine lakh fifty seven thousand

Charged: Rupees sixty four lakh fifty thousand

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimates 2009-10	Minor Heads of Demand		Revised Estimates 2009-10	Budget Estimates 2010-11
6475,28,40 10	7609,76,21 ..	100 – Superannuation and Retiring Pension	Voted Charged	8280,32,39 ..	7634,20,50 ..
1114,23,90 10	1280,72,78 ..	200 – Commuted Pension	Voted Charged	1641,96,80 10,37	1567,00,44 ..
15,20,58 ..	202,33,28 ..	300 – Ex-gratia Pension	Voted Charged	16,76,15 ..	17,63,08 ..
1795,30,03 23,16	2656,64,57 22,00	400 – Family Pension	Voted Charged	2198,45,55 22,00	1904,95,71 22,00
1224,79,78 62	1492,35,46 4,98	500 – Death-cum-retirement gratuity	Voted Charged	1962,87,13 8,39	1954,08,94 ..
182,35,20 29,58	186,40,15 41,50	600 – Other allowances, other pension and other expenses	Voted Charged	231,50,25 41,62	221,62,42 41,50
462,37,28 ..	619,87,42 ..	700 – Leave Encashment Benefits	Voted Charged	772,37,70 ..	806,48,27 ..
11269,55,17 53,56	14048,09,87 68,48	TOTAL (100 To 700)	Voted Charged	15104,25,97 82,38	14105,99,36 63,50
180,63,92 4,63	217,19,54 1,00	800 – Gratuities, Special contribution to PF & contribution To PF	Voted Charged	294,57,11 1,00	311,50,21 1,00
11450,19,09 58,19	14265,29,41 69,48	TOTAL (100 To 800)	Voted Charged	15398,83,08 83,38	14417,49,57 64,50
The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.					
-8,40,06	-19,62,97	Credits or Recoveries – Pension		-40,03,37	-45,07,90
-1,07,90	-29,12,92	Total Credits – Provident Fund and others		-65,29,09	-61,55,17
-11264,51,89	-14000,00,00	Deduct Amount met from Pension Fund		-15000,00,00	-14000,00,00
176,77,43	217,23,00	Net		294,34,00	311,51,00

2.51 This Demand is a composite demand for all retirement benefits like Government contribution to Provident Fund, contribution and grants & payment of pensionary charges to Railway staff covered by the pensionary form of retirement benefits. The „Charged expenditure relates to payments in satisfaction of court decrees.

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

2.53 The Budget Estimates for 2010-11 are less than the Revised Estimates of 2009-10 by Rs.98133.51 lakh under „Voted portion of the pensionary benefits; and less by Rs.18.88 lakh under „Charged appropriation due to anticipation of less payments of pension of Railway Pensioners on account of Court Decrees.

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

DEMAND NO. 14 - APPROPRIATION TO FUNDS

Voted : *Rupees twenty five thousand two hundred eighty three crore nine lakh.*

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimates 2009-10	Minor Heads of Demand	Revised Estimates 2009-10	Budget Estimates 2010-11
7000,00,00	5325,00,00	Appropriation to Railway Depreciation Reserve Fund	4500,00,00	7600,00,00
10500,00,00	13450,00,00	Appropriation to Railway Pension Fund	13450,00,00	14510,00,00
1391,00,00	2000,00,00	Appropriation to Railway Development Fund	951,02,51	2800,00,00
3065,77,77	642,26,00	Appropriation to Capital Fund – Railways	..	373,09,00
21956,77,77	21417,26,00	Total	18901,02,51	25283,09,00

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

- (a) Appropriation to the Depreciation Reserve Fund is being made in accordance with the recommendations of the Railway Convention Committee (R.C.C.)
- (b) Appropriation to the Pension Fund is being made having regard to the recommendations of the RCC. In assessment of this amount, due consideration is given to such factors as the estimated higher withdrawals from the Fund, liberalisation of Pension benefits, amount required to implement the recommendations of 6th Central Pay Commission relating to pensionary benefits, etc.
- (c) Development Fund is credited with such appropriations out of the Revenue excess after payment of dividend as may be voted by the Parliament.
- (d) Capital Fund is credited with the amount of principal payment of the lease hire charges on the assets leased to the Railways, as also the amount required to finance a part of the capital works in the Annual Plan of the Railways.

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

Voted : *Rupees six thousand six hundred eight crore forty six lakh.*

(Figures in thousands of Rupees)

Actuals 2008-09	Budget Estimates 2009-10	Minor Heads of Demand & Sub Heads of Demand	Revised Estimates 2009-10	Budget Estimates 2010-11
4717,67,23	5479,22,00	Dividend to General Revenues	5538,83,00	6608,46,00
..	..	Repayment of deferred Dividend liability in respect of the period 1978-79 onwards	..	..
..	..	Repayment of loans for Development Fund taken from General Revenues and interest thereon	..	..
..	..	Repayment of loan for Capital Fund taken from General Revenues and interest thereon	..	..
..	..	Payment towards Amortization of Over-Capitalization.	..	..
4717,67,23	5479,22,00	Total	5538,83,00	6608,46,00
..	..	Credits or Recoveries	..	..
4717,67,23	5479,22,00	Net	5538,83,00	6608,46,00

2.56 This Demand is for payment of Dividend to General Revenues, contribution for grants to States in lieu of Passenger Fare Tax, etc.

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

BUDGET AT A GLANCE

(Rupees in crore)

Actuals 2008-09	Budget 2009-10	Description	Revised 2009-10	Budget 2010-11
79,861.85	88,419.00	1. Gross Traffic Receipts	88,355.91	94,764.95
1,700.92	2,086.43	2. Miscellaneous Receipts		
		(a) Subsidy from General Revenues towards dividend relief & other concessions	2,243.44	2,829.88
96.21	120.79	(b) Other Miscellaneous Receipts	113.72	126.72
1,797.13	2,207.22	(c) Total Miscellaneous Receipts	2,357.16	2,956.60
81,658.98	90,626.22	3. Total Receipts	90,713.07	97,721.55
54,349.30	62,900.00	4. Net Ordinary Working Expenses	65,500.00	65,000.00
10,490.00	13,440.00	5. Appropriation to Pension Fund	13,440.00	14,500.00
7,000.00	5,325.00	6. Appropriation to Depreciation Reserve Fund	4,500.00	7,600.00
71,839.30	81,665.00	7. Total Working Expenses [4+5+6]	83,440.00	87,100.00
		8. Miscellaneous Expenditure		
48.46	60.00	(a) O.L.W.R.	57.04	60.00
596.77	779.74	(b) Other Miscellaneous Expenditure	726.17	780.00
645.23	839.74	(c) Total Miscellaneous Expenditure	783.21	840.00
72,484.53	82,504.74	9. Total Expenditure [4+5+6+8]	84,223.21	87,940.00
9,174.45	8,121.48	10. Net Revenue [3-9]	6,489.86	9,781.55
4,717.67	5,479.22	11. Dividend Payable to General Revenues	5,538.83	6,608.46
4,456.78	2,642.26	12. Excess/Shortfall [10-11]	951.03	3,173.09
1,391.00	2,000.00	13. Appropriation to Development Fund	951.03	2,800.00
3,065.78	642.26	14. Appropriation to Capital Fund	..	373.09
..	..	15. Appropriation to Railway Safety Fund	..	..
90.5%	92.5%	16. Operating Ratio	94.7%	92.3%
8.8%	6.6%	17. Ratio of Net Revenue to Capital-at-Charge and investment from Capital Fund	5.3%	6.9%

ANNUAL PLAN 2010-11

2.57 According to the Ministry of Railways, the main objectives/thrust of the Annual Plan 2010-11 is as under:

1. Construction of New Lines

The thrust during 2010-2011 will be on execution of identified new lines projects which are operationally important, *viz.* linked with port connectivity works, upcoming thermal power plants and speedier coal movement on the network. At present, there are 19 such new line works which would have throw forward of approx. Rs. 6900 crore. The major area for new line construction is the National Projects in Jammu & Kashmir and N.E. Region. There are 9 such projects out of which one project of Kumarghat-Agartala has already been completed.

There are many other new line projects which have primarily been taken up on socio economic considerations for providing connectivity to backward, under-developed, remote areas. Partial funding through SPV and cost sharing with State Governments and beneficiaries have also been finalized for some of the projects.

2. Gauge conversion

As per extant policy of the Railways, efforts are to be made to convert majority of the Metre Gauge lines into Broad Gauge during 11th Five Year Plan priority being given to projects which serve as alternative routes on the network.

3 Doubling

Doubling of the railway lines on the saturated routes is the major thrust area for augmenting the carrying capacity of the Railways and removing the bottlenecks for smooth operation.

4 Traffic Facilities - Yard remodelling and others

These works are required for adequate terminal facilities to ensure against idling of assets, to reduce cost of operation by augmenting the capacity at terminals and to de-bottleneck the existing rail net work by way of providing additional loops, crossing stations, etc. for augmenting capacity.

5 Acquisition of Rolling Stock

An important objective of the Annual Plan 2010-11 is acquisition of locomotives with higher unit HP so that larger increments of additional load can be moved by adding required locos to the fleet. For wagons and coaches the effort would be not only to replace the inefficient/over aged stock but also for net addition to the fleet for meeting the additional demand.

6 Investment in Workshops - including Production Units

This is to cater to the requirement of production units, workshops of Signal and Civil Engineering in addition to Mechanical workshops, carriage & wagon depots, diesel and electrical sheds, EMU car sheds, etc.

With the increase in the traffic output, the requirement of rolling stock has gone up for which various capacity enhancement works are in progress. The maintenance facilities for the higher requirement of rolling stock will need to be set up. 6000 HP electric locomotives, 4000 HP diesel locos and light weight coaches have been imported with technology transfer. Matching inputs needed at CLW, DLW, RCF & ICF to enable them to take up series manufacture of these locomotives and coaches have been planned and works are in progress. Consequent to large scale gauge conversions, the maintenance activity is undergoing a change, calling for adequate investment to modify/convert the facilities to meet the revised needs.

7 Acquisition of Machinery & Plant

In order to keep the maintenance cost at the minimum, it was aimed to finance works to ensure availability of new machines required for additional works and replacement of overage and obsolete machines by new modern machines as a large percentage of the machinery and plant available in maintenance depots have already become obsolete.

8 Track Renewals

In order to keep pace with the arising of track renewals, it is necessary that adequate funds are made available to this work so that no arrears are built up.

9 Bridge Works

It is proposed to undertake rebuilding/regirdering/rehabilitation of distressed bridges, replacement of small girders by PSC Slabs and strengthening of old bridges for heavier loads.

10 Signaling & Telecommunication Works

The main objectives are to accelerate the pace of replacement of worn out signalling assets so that the arrears of replacement are either completely wiped out or at least these are brought down significantly. Provision of Radio based Auxiliary Warning System, Modernisation of signalling by providing Block Proving by Axle Counter, 2nd Distant Signal, electrically lit semaphore signal, etc. on main and trunk routes are to be provided.

During 2010-11, while the replacement of arrears of assets would be done to a great measure through the Railway Funds, the developmental works would have to be regulated as per availability of funds.

11 Computerisation

The following are the areas of thrust under computerization:-

- (i) The Terminal Management System (TMS) of the Freight Operations Information System (FOIS) project would be implemented during the year.
- (ii) Unreserved Ticketing System (UTS) to be installed at stations of IR to the extent possible. Defective and worn out Passenger Reservation System (PRS) equipment will be replaced. Innovative methods of ticketing would be further extended.
- (iii) The network of ticketing systems to be strengthened and modernised to cater to the expected jump in the load on the system.
- (iv) Control office system and crew management system to be implemented and extended over the different zonal Railways.
- (v) Finance and MIS systems to be rapidly expanded across the country.
- (vi) New technologies for tracking of rolling assets, parcels, etc. to be deployed.

12 Electrification Projects

The objective under the electrification works is to electrify dense corridors with a view to optimizing on the cost of operation, conserve fossil fuel and improve environment.

13 Other Electrical Works

This is to ensure availability of adequate power supply to cater to the needs of projected level of traffic and undertake replacement of the electrical assets to ensure uninterrupted and safe operations, installations of capacitor banks to minimise the low power factor penalty payments to State Electricity Boards and the conversion of D.C. to A.C. traction system in Mumbai area to overcome the traffic bottlenecks and to save the electrical energy and working expenses, etc. In addition, works for obtaining direct power supply from NTPC are also undertaken.

14 Staff Quarters

Adequate housing satisfaction is one of the pre-requisites for obtaining higher motivation of human resources, especially when many of the rail establishments are situated far away from the population centres. Additional facilities and rehabilitation works are also taken up for the existing staff quarters.

15 Amenities for Staff

This is to provide for items concerning welfare of staff with a view to creating a higher degree of motivation of human resources. This plan head

finances works to provide adequate level of sanitation, ensure supply of drinking water, and improve the substandard quarters.

16 Passenger and Other Railway Users' Amenities

This plan head provides for works with a view to improving service to customers. It is proposed to complete deficiencies in respect of basic passenger amenities and augment amenities for the travelling public at stations keeping in view the quantum of traffic handled.

17 Other Specified Works

Miscellaneous works which are ancillary to the functioning of the Railways like barracks for GRP, RPF & RPSF, training facilities, creation of infrastructure for new divisions/zones, improvement of level crossing gates, miscellaneous works e.g. defence/assisted sidings, are included for financing under this sub-head.

18 Inventories

In order to ensure that the functioning of the Railways Production Units and Workshops is not affected by paucity of spares and material, it is important to finance the inventories under store suspense, workshop manufacturing suspense and miscellaneous advances.

19 Metropolitan Transport Projects (MTP)

The sanctioned projects, some of which are on cost sharing basis, were planned to be progressed during 2010-11 as per the target date of completion and Railways share of the funding.

Phase-I of the rail component of the Mumbai Urban Transport Project (MUTP) is being undertaken to bring about improvements in the Mumbai suburban railway system. This is being executed by MRVC. Consolidated MUTP Project, under MTP Plan Head, was sanctioned during 2003-04. The funding of MUTP is being shared between the Ministry of Railways and the Govt. of Maharashtra on a 50:50 basis.

20 Railway Research

In order to keep pace with technological developments in Railways across the world, particularly in the developed countries, Development and Research Activities undertaken are financed under this Plan Head.

21 Investment in Public Sector Undertakings

This Plan Head is to cater to the requirements of different Public Sector Undertakings for additional investment towards increasing scope of their activities.

Budget outlay for 2010-11

2.58 The break-up of internal and extra budgetary resources, gross budgetary support, etc. for the year 2010-11 is as under :-

(Rs in crore)

Internal Resources (incl draw-down from RSF balance)	14523.27
Extra Budgetary Resources (incl PPP/WIS/Private Container investment)	10151.00
Gross Budgetary Support	
a) Capital from General Exchequer	15875.00
b) Railways share from Diesel Cess	876.73
Total	41426.00

2.59 The Ministry of Railways have stated that the changes done in contract management have started showing better results. The achievements for new line and gauge conversion fixed for 2009-10 would be higher than the target fixed. However, in case of doubling the achievement fell short of targets which will be made good in 2010-11.

11TH FIVE YEAR PLAN

2.60 The 11th Five Year Plan started on 1st April, 2007 with Plan size of Rs.2,33,289 crore at current prices with Gross Budgetary Support of Rs.63,635 crore, Internal Resources of Rs.90,000 crore and Extra Budgetary Support of Rs.79,654 crore.

2010-11 is the 4th year of the current Five Year Plan. The progress in terms of creation of more items of infrastructure from 2007 to the current year of the Plan is shown below:

Sl. No.	Item	Achievement during 2007-2009	2009-10 (RE)	Plan target	Shortfall
1	New lines	513	250	2,000*	1,237
2	Gauge conversion	2,112	1,300	10,000	6,588
3	Doubling	789	700	6,000	4,519
4	Electrification	1,299	1,000	3,500	1,201

All units in kms. * Excludes DFC (2,700 kms)

2.61 Taking into consideration the achievement of targets so far, assuming that the RE targets of 2009-10 are achieved by 2009-10 as targeted, the Railways are still far behind the target of the 11th Five Year Plan. The figures above show the remaining part of plan targets to be completed by the end of 11th Five Year Plan.

2.62 The Ministry of Railways have informed the Committee that the mid-term appraisal of the 11th Five Year Plan is under finalization in consultation with the Planning Commission. The details of the mid-term appraisal can be provided after the completion of exercise by the Planning Commission.

GROSS TRAFFIC RECEIPTS

2.63 The details of the Gross Traffic Receipts for 2008-09 according to the Final Accounts, the Revised Estimates for that year and the actuals of the preceding year 2007-08 are as follows:-

(In crore of Rupees)

Detail	Actuals 2007-08	Revised 2008-09	Actuals 2008-09
Passenger – Upper Class	4108.65	4835.36	4890.51
Passenger – Second Class	15735.52	17494.64	17040.81
Total – Passenger Earnings	19844.17	22330.00	21931.32
Other Coaching Earnings	1800.30	2420.00	1971.67
Goods Earnings	47434.90	54293.00	53433.42
Sundry Other Earnings	2565.29	3250.00	2500.66
Total Earnings	71644.66	82293.00	79837.07
Suspense	75.40	100.00	24.78
Gross Traffic Receipts	71720.06	82393.00	79861.85

2.64 The Railways ended the year 2008-09 with a Total Earnings of Rs.79,837.07 crore which are Rs.2,455.93 crore less than the Revised Estimates. According to the Railways, this was due to the shortfall in Goods earnings (Rs.859.58 crore), Sundry earnings (Rs.749.34 crore), Other Coaching earnings (Rs.448.33 crore) and Passenger earnings (Rs.398.68 crore). The Suspense representing unrealized earnings closed with a clearance of Rs.24.78 crore as against Rs.100.00 crore envisaged in the Revised Estimates, 2008-09. Accordingly, the Gross Traffic Receipts came to Rs.79,861.85 crore, which are Rs.2,531.15 crore less than the Revised Estimates.

2.65 Gross Traffic Receipts for 2008-09 was Rs. 79,861.85 crore; for 2009-10 (BE) it was 88,419.00 crore which was revised to Rs.88,355.91. For the year 2010-11, it is estimated to be Rs.94,764.95 crore.

2.66 When asked about the actual receipts during 2009-10, the Ministry of Railways stated the final figures will be available at the closing of Financial Year 2010; however, the total traffic earnings of Railways to end January 2010 stood at Rs. 70,086.68 crore.

PASSENGER EARNINGS

2.67 The passenger earnings during 2009-10 were budgeted at Rs. 24,309 crore which were revised to Rs. 24,057 crore. When the Committee desired to know the

reasons for the decrease in passenger earnings, the Ministry of Railways informed the Committee in a written reply as under:

"The target of Passenger earnings in the Budget Estimates, 2009-10 were placed at 24,309 cr. anticipating a growth of 10.8% in passenger earnings and 4.8% growth in number of originating passengers. As against the budgeted target, passenger earnings to end December, 2009 reflected a shortfall of Rs.764 cr. The growth of number of passengers booked to end December, 2009 was also less than the budgeted anticipation. Therefore, the target of number of originating passengers in the Revised Estimates, 2009-10 was scaled down to 7379.94 million as against budgeted target of 7384.07 million. Considering the corresponding reduction in number of originating passengers and the prevailing yield per passenger kilometre, passenger earnings in the Revised Estimates, 2009-10 have been scaled down to Rs.24,057 cr."

In this regard, the Member (Traffic) informed the Committee during evidence as under:

"Sir, there are two things involved in this. One is the rate of growth of the number of passengers travelling and the other is the lead of the people travelling. If they go for a longer distance, I am able to earn more. There has been no change in the passenger fares. In fact, the Tatkal percentage has been brought down and more berths are available in non-Tatkal category. That particular part of earnings has also come down. We were expecting a growth of 10.8 per cent in the passenger earnings with 4.8 per cent in growth of number of originating passengers. We think that we will probably achieve it. If we fall short, it will be about Rs. 70 crore to Rs. 80 crore."

CHAPTER – III

EXPANSION, REPLACEMENT AND DEVELOPMENTAL PROJECTS

NEW LINES

3.1 The Railways are a very vital infrastructure in integrating the country, providing a crucial link to the people living in remote areas and enabling transportation of long distance passengers and bulk cargo. The expansion of the network through laying of new lines brings in rail connectivity to the population of the hinterland.

3.2 The Committee have observed from the Railway Budget Speech 2010-11 by the Minister of Railways that Route Kilometres of the Railways was 53,596 kms in 1950. After a span of 58 years, the Railways have reached only 64,015 kms, adding just 10,419 kms, an annual average of only 180 kms. As outlined in "VISION 2020", the target has been fixed to add 25000 kms of new lines in the next ten years. Further, a target to construct 1000 Route Kilometres has been kept for the year 2010-11.

3.3 The Committee have observed that during 2009-10, a target to construct 250 kms of new lines was kept, for which an allocation of Rs. 2951 crore was made. However, the same was raised to Rs. 4271.65 crore at the revised estimate stage to construct 250 kms of new lines, thus keeping the physical target unchanged.

3.4 During evidence, when the Committee desired to know about the likely achievement against the target set for new lines, the Ministry replied as under:

"Last year, during the year 2009-10, our target for the new line was 250 kms. It is 1000 kms. for the year 2010-11. I am happy to report that we will be meeting the target, that is last year s 250 kms."

3.5 Expressing their concern over the fact that for the last 58 years, the Railways could add new lines at an annual average of only 180 kms, the Committee wanted to

know how the Ministry proposed to complete the target of 1000 kms of new lines in 2010-11. To this, the witness replied as under:

"The year 2010-11 has been declared by our hon. Minister for Railways as the year of new lines in the Parliament. That is why, she has decided that a target of 1000 kms. keeping in mind the fact that the Chinese Railways have been able to create 2000 kms. per annum new lines. So it was our Minister's thinking that in Indian Railways there is a need for it, including that for the defence and for development of the States, that we should strive to bring to numbers which start giving us an adequate capacity, creation of adequate capacity... This year, anyway the number of projects which are expected to reach the finishing line was much higher. It is much higher. When we did our analysis project by project on the projects where the work was going on, where the land had been given to us, where the bridges had been completed, we were able to surmise that, yes, with a little effort we will reach 1000 kms. Otherwise, as I said, 80 to 90 per cent of that is positively going to be achieved. We did that. That is one part of it.

The second part is the contracting procedures, as you have rightly observed. During last year there has been a pick up in the construction activities. There was a good pick up. The contractors which had come to us, also we have changed the contracting procedure, we went for big contracts. We have got large, many big, contractors like L&T, Gammon, Hindustan Construction who have good financial capacity. They have got machinery and plant capacity. Their rate of progress is also much better, plus they have got a good financial capacity in case of some issues or payments... Besides this, we have improved our contracting procedures... The issue of cement and steel was troubling us for the last few years... That has been resolved and as a matter of fact we are virtually giving them the actual cost of steel and cement that is coming. That has given us a lot of advantage. There is a system in the contract itself whereby the rates are benchmarked for it and whatever increase or decrease takes place, we are paying them the compensation."

3.6 On being pointed out that in view of the slow execution of work in India where land acquisitions take years and years how far it would be advisable to keep the targets comparable to China, the witness responded as under:

"As the hon. Member has said, this is consciously done when we know that in most of the projects which are targeted land acquisition has been completed. It is 90 per cent complete or fully completed. We have taken only those projects. It could also be because last year we were putting in a lot of efforts into it and we had good contracting agencies which did not fail that the progress has come to a stage where during the year 2010-11 we will be able to conclude it.

The second part is the rail and the sleepers. We have assessed that we have got adequate capacity for the manufacturing of sleepers. Our capacity today is more than sufficient for meeting 2500 kms of construction targets.

The third factor is the rail. We have got capacity because, as I mentioned, we are going from about 2300 to 2500 kms. So, the additional requirement is about 200 kms. for which we do have the capacity. It is rightly observed that these factors have been seen and only then this assessment has been made."

3.7 The Committee wanted to know that when during 2009-10 Rs. 4271.65 crore were allocated for 250 kms, how would the Ministry in the year 2010-11 achieve the target of 1000 kms new lines which is four times the previous year target with an outlay of Rs. 4361.90 crore which is just Rs. 90.25 crore more than the previous year's allocation. To this, the witness clarified as under:

"Last year for the new lines we had ultimately in the Revised Estimates Rs.2748 crore and in addition we had Rs.1423 crore for the national projects. The total was Rs.4271 crore. Here only for the new lines the allocation is Rs.4362 crore. So, virtually from Rs.4271 crore we have gone to Rs.4362 crore. In addition, we have got Rs.2831 crore compared to Rs.1428 crore for the national projects. So, there is an increase. As against the total of Rs.4271 crore we are expected to have Rs.7193 crore for the new lines."

3.8 To a specific reference made by the Committee that sometimes the railway lines are delayed due to non-sanction of the estimates, the witness replied as under:

"As you rightly said, we will be taking a note of that. Sometimes, when the estimates do come from the Railways, they have got some discrepancies which we, in the Board, feel should have been cleared by the Railways itself. So, they return it to the Railways. That takes a little time. We will find a way of improving upon the clearances faster."

DOUBLING

3.9 The Committee have been informed that in the recent few years, with the liberalization of the economy, there has been an increasing demand for rail transportation along the existing routes. Saturation of existing routes results in slower movement of passenger and freight trains and also makes it difficult to provide adequate number of services to the ever growing demand in passenger and freight

traffic. Providing additional lines by way of doubling, the existing routes enable the Railways to cater to this increasing demand in passenger and freight traffic.

3.10 During 2009-10, an allocation of Rs. 1900 crore was made for doubling of 700 kms. However, the physical target was reduced at the revised estimate stage to 500 kms. with allocation of Rs.1995.22 crore. When asked about the reasons for reducing the physical targets, it has been stated that the target for 2009-10 was fixed as 700 km at the budget stage and was later revised to 500 km at the revised estimate stage. There is already a slip over of 200 km of the previous year which has been included in the target of 700 km fixed for 2010-11. It has further been informed that the outlay for doubling as per the revised estimate is Rs. 2015.67 cr as against the original outlay of Rs. 1906 cr. The physical targets have been scaled down as per the actual performance. The additional funds were required to meet the requirement of ongoing projects, including the targeted projects. For the targeted projects which have not been completed during the year, works have progressed to an advanced stage and material, etc. have also been arranged. The expenditure is thus not showing proportionate reduction as per the physical targets. Further, as on 28.2.2010, 315 km of doublings were completed during the year. These lines would get commissioned in the next couple of months after finishing touches and inspection by the Commissioner of Railway Safety.

In reply to a similar query during evidence, the witness stated as under:

“The figures that we have given are up to February. By March, we should be able to complete the revised target of around 500 kms. We will meet it. We are shorter than 700 kms. We are confessing that there has been some severe problems in doubling, particularly when we have to provide connectivity to the existing yards.”

3.11 The Committee enquired about the details regarding the line capacity. In response, the witness replied as under:

“This is the most important subject for handling trains in the Indian Railway system. Trains in the Indian Railway system function generally on an absolute block system. Absolute block system is, if we have got a station here and

another station there, then there could be only one train between these two stations at a time. This is called absolute block system. When it is single line, there could be only one train going from one station to the other. The trains run at a particular limited speed. We have got only 24 hours a day. So, the time and speed put restriction on the number of trains that run on this section. When a single line section has more number of trains, when they can only run with the permitted speed, we say that the line capacity is getting choked, the trains start becoming slow and they do not get across. So, we go for doubling. Doubling means we can have two trains – one on the up line and another on the down line. The line capacity can be increased by improving the speed of trains, by improving the system of signalling, by improving the traction which means diesel locomotives or electric locomotives. These are the various methods of increasing the line capacity. We will calculate the capacity of a section for 150 to 200 kms. that this particular section can handle 50 trains each way or 22 trains each way. It is a very methodical and scientific way of calculation.”

3.12 To a subsequent query, the witness submitted as follows:

“Doubling is purely a commercial decision. It is very economical and doubling gives us a lot of benefits. Doubling is done 100 per cent on economic considerations.”

3.13 As regards revenue earnings from the doubling project, it has been informed as under:

“We generally get 14 per cent minimum. But there are cases of doubling where we are anticipating a return of more than 20 per cent.”

3.14 The 11th Plan target for doubling has been kept at 6000 kms. During 2007-08, 2008-09 and 2009-10, the Ministry could complete 426 kms, 363 kms and 500 kms, respectively, and a target of 700 kms is kept for the year 2010-11. The Committee expressed their apprehension on achievement of the 11th Plan target of 6000 kms of doubling in view of the physical performance during the first three years of the 11th Plan period. To this, the witness responded as under:

“Sir, you have rightly mentioned that the target for the 11th Five Year Plan looks to be tough one. Our effort is to continuously increase the pace of doubling. Over the past few years, we are increasing our pace. In 2004-05, we started with 282 kms., followed by 282 kms., 231 kms. and 386 kms. Now, we have

touched 500 kms. and we are planning 700 kms. So, we are trying to go up. We might have to scale down this target of 6,000 kms.”

GAUGE CONVERSION

3.15 The Committee have been informed that Indian Railways developed historically with 3 gauges – Broad Gauge, Metre Gauge and narrow Gauge. Prior to the adoption of the unigauge policy in early 1990, the BG system constituted 56% of the total route km and handled 90 % of the total freight NTKM and 84% of the total passenger km. At the same time, the MG system constituted about 37% of the total route, carrying 9% of the total freight NTKM and 15% of the total passenger km. The remaining was carried by the NG system. Starting from 1992, the Railways have increasingly sought to replace the MG system with BG in order to ensure seamless movement of traffic and passenger, besides augmenting the carrying capacity.

3.16 It has been stated that the transportation across multiple gauges is inconvenient as it requires transshipment for both the travelling public and also freight users, thereby causing transit delays. Thus the progress of gauge conversion is not only operationally beneficial for Railways but also reduces inconvenience to the users residing in the converted sections who would now have access to the entire Broad Gauge network of the Railways without having to undergo the inconvenience of the transshipment.

3.17 During 2009-10, a physical target was kept at 1300 kms which was revised to 1400 kms. However, a target of 800 kms has been kept for 2010-11. When asked about the reasons for lowering the target, the witness during evidence stated as under:

“Sir, the target for gauge conversion was fixed at 1,300 kms. for 2009-10 and we will be achieving about 1,500 kms. So, we will be exceeding the target. For the following year, it has been kept at 800 kms. Our progress has always been in the range of 1,000 kms., 1,200 kms. and 1,300 kms. One of the reasons for its going down during the year 2008-09 was the cement and steel crisis that took place in the country. Secondly, quite a bit of the total funding that we have, has been given to the new lines. As far as the gauge conversion is concerned, it has been slightly reduced in the target of 2010-2011.”

3.18 It is seen that the 11th Plan target for Gauge Conversion has been kept at 10000 kms. During 2007-08, 2008-09 and 2009-10, 1549 km, 563 kms and 1500 kms have been completed. A target of 800 kms is kept for 2010-11.

TRACK RENEWALS

3.19 During 2009-10, an outlay of Rs. 3950 crore was fixed to achieve the physical target of 3500 kms(CTR Units) of Track renewals. The financial outlay was, however, revised to Rs. 3022.78 crore during the year and the target set has been fully achieved. A physical target of 3500 kms (CTR Units) is again fixed for 2010-11 for which an allocation of Rs. 3800 crore has been made.

3.20 As regards the criteria adopted by the Ministry for identification of tracks for renewal, it has been stated that track renewals are carried out as per requirement, based on age (traffic carried) and conditions of assets. Annual target of track renewals is being fixed keeping in view the fresh accruals and normal time of 2 to 3 years required for execution of these works. The throw forward likely as on 01.04.2010 is 5608 km (CTR Units) of track renewals, including works under process of sanction in the Rail Budget of February, 2010. Since fresh accrual during 2010-11 is 2302 kms (CTR Units), a target of 3500 kms (CTR Units) has been fixed for 2010-11.

3.21 To a related query, the witness, during evidence, replied as under:

“Sir, the track renewal target is based on actually what is the status. There are three or four criteria. One is the age of the rail. Then, we have got the corrosion problems. Then, we have got the fracture problems that do keep occurring. Lastly, we have got the wears of the section. These are actually measured every year. I am talking about the wear of the rails.”

3.22 Recalling the importance of checking of heavy train movements and goods movements, the Committee enquired about how often checking of the track is being done. The witness replied that the track is checked every day. They have a system of key man patrol. The key man walks along the track and he has got a small length of four kilometres on a double line. He walks along the eight kilometres every day and

checks it. As regards monitoring, the witness stated that they have a gang and then there is a mate. They are within that eight kilometres only.

3.23 To a specific query whether such checks can be done electronically, the witness stated as under:

“We do not have that electronically because the only other way is to have the track circuiting of the whole Indian Railways which is a very costly proposition. We have not gone in for that... We have not yet done that... I can assure you that this is one job which the railway man takes seriously because his life depends on that... He is very particular and he has to patrol it and every day and certify that he has patrolled. Not only that, he has to check the keys. He checks it every day and loose ones are tightened. There is an inspector, PWI. The APWI does the inspection. If somebody finds any weakness, it is taken up. He is one of the most hard worked persons.”

BRIDGE WORKS

3.24 The Committee have observed that the Budgetary allocation during 2009-10 for rebuilding/rehabilitation of bridges was kept at Rs.492 crore. However, the same was reduced to Rs.351.37 crore at the Revised Estimates stage. Simultaneously, the physical target in this regard was also reduced from 1429 nos. to 1050 nos.

3.25 When asked about the reasons for downward revision of the physical targets at the Revised Estimates stage, it has been stated that the physical target for rebuilding/rehabilitation/strengthening of bridges during 2009-10 has been revised from 1429 nos. to 1050 nos., commensurate with the Budgetary allocation in the Revised Estimate. 959 number of bridges have been rebuilt/rehabilitated/strengthened up to January, 2010. Activities for completion of works normally get expedited towards the end of the financial year. However, activities were slowed down keeping in view the budgetary allocation in Revised Estimate.

3.26 During evidence of the Ministry of Railways to discuss Demands for Grants 2010-11, it was supplemented that the Ministry had completed 1111 number of bridges up to February, 2010 against the revised target of 1050 nos. The approx. target of bridges, rebuilding/rehabilitation during 2010-11 has been kept at 1200 nos.

3.27 The Committee desired to know about the exact number of bridges taken up for rebuilding/rehabilitation by the Railways during 2009-10. In reply, it has been informed that as on 1.4.09, number of bridges sanctioned for rebuilding/rehabilitation/strengthening was 3634 nos, out of which the revised physical target for completion of work during 09-10 was 1050 nos. Completion of bridge works normally takes 3 to 4 years. Accrual of bridges requiring rebuilding/ rehabilitation/strengthening is almost the same as the number of bridges rebuilt/ rehabilitated/strengthened in a year.

3.28 To a related query, the witness, during evidence, informed as under:

"...The number of sanctioned bridges is 3593. Every bridge which is distressed till the sanctioning of this year has been included. Our rebuilding of bridges takes about three years by and large, other than the very difficult bridges. We do not go beyond that. All these bridges have been included. I can also tell you that inspection of railway bridges is very seriously taken, both road over-bridge and others. It is done annually at the level of Assistant Engineer and also the Divisional Engineer and sometimes the Chief Engineer also. So, the matter is very seriously taken."

OPERATING RATIO

3.29 The Committee asked about the details regarding the Operating Ratio projected by the Ministry and the actuals for the year 2009-10, zone-wise. The Committee further desired to know a comparative analysis of the performance of various zones and how the Operating Ratio during 2009-10 compares with that of the previous five years. In reply, the Ministry has furnished the details regarding the Operating Ratio of the zonal railways as envisaged in the Revised Estimates, 2009-10 vis-à-vis that of the last five years as under:

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10 (R.E.)	Var. over 2008-09
Central	82.5%	84.8%	79.3%	75.9%	97.6%	106.5%	8.9%
Eastern	152.8%	145.4%	150.5%	143.6%	173.4%	190.6%	17.2%
East Central	98.9%	82.3%	85.2%	87.5%	99.5%	108.5%	9.0%
East Coast	61.7%	54.0%	53.0%	48.2%	49.3%	49.7%	0.4%
Northern	92.9%	84.2%	88.3%	92.5%	115.3%	112.3%	-3.0%
North Central	66.7%	61.1%	58.2%	53.4%	60.6%	61.6%	1.0%
North Eastern	160.9%	144.7%	132.6%	131.7%	197.3%	212.7%	15.4%
Northeast Frontier	159.5%	142.5%	117.6%	108.3%	148.7%	166.2%	17.5%

North	105.0%	93.9%	87.1%	88.9%	120.2%	121.3%	1.1%
Southern	120.8%	114.5%	105.9%	105.1%	126.1%	126.7%	0.6%
South Central	83.6%	79.7%	71.8%	67.0%	77.2%	81.4%	4.2%
South	83.5%	67.5%	58.4%	53.8%	62.2%	65.8%	3.6%
South East Central	56.1%	50.0%	47.2%	45.7%	53.2%	56.9%	3.7%
South East Western	86.1%	81.0%	74.0%	69.2%	77.1%	87.8%	10.7%
Western	90.8%	85.1%	79.2%	76.9%	93.3%	92.4%	-0.9%
West Central	84.1%	82.7%	67.8%	66.3%	74.0%	75.1%	1.1%
Metro	264.4%	237.9%	221.3%	196.3%	253.0%	248.4%	-4.6%
Indian dRailways	91.0%	83.7%	78.7%	75.9%	90.5%	94.7%	4.2%

3.30 It may be seen that the Operating Ratio of the Indian Railways has consistently improved since 2004-05 to 2007-08, *i.e.* from 91.0% in 2004-05 to 75.9% in 2007-08.

However, due to implementation of the 6th Central Pay Commission recommendations in 2008-09 along with arrears payment thereof, there is stated to be a stiff rise in staff cost and pension liabilities. The downward trend in the economy prevailing since middle of 2008-09 is stated to have adversely impacted the traffic earnings of the Railways in 2008-09. The lower growth in traffic earnings as against disproportionately higher growth in working expenses has adversely impacted on the Operating Ratio of the Railways in 2008-09 as well as in 2009-10.

3.31 It has been stated that the traffic earnings in the Revised Estimates 2009-10 have been placed at Rs.88,281 cr. entailing a growth of 10.6% over 2008-09. As against this, total working expenses (excluding suspense) for the fiscal, which include 60% arrears of salaries and pension, are estimated at Rs.83,620 cr. implying a growth of 15.8% over the previous year. Consequently, the overall Operating Ratio for 2009-10 is estimated at 94.7%.

3.32 The Committee have observed that the Operating Ratio of East Coast, North Central, South Central, South Eastern, South East Central, South Western, Western and West Central zonal railways is better than the average operating ratio, while Central, Eastern, East Central, Northern, North Eastern, Northeast Frontier, North Western, Southern and Metro Railways have poorer Operating Ratios than the zonal average of 94.7%. As against the Operating Ratio of 75.9% in 2007-08, the best achieved in the

previous five years, the Operating Ratio of Indian Railways in the Revised Estimates, 2009-10 is projected at 94.7%.

DEDICATED FREIGHT CORRIDOR (DFC)

3.33 The Committee have learnt that during the Budget Speech of February, 2010, the Minister of Railways expressed concern over the slow progress of the Dedicated Freight Corridor projects. It has been proposed to revamp Dedicated Freight Corridor Corporation of India Limited (DFCCIL) within a short span of time to ensure timely implementation of the project. It has been informed that for the western corridor of the DFC, agreement for main loan for Phase I would be signed with the Japan International Cooperation Agency (JICA) in the month of March, 2010.

3.34 During evidence when the Committee enquired about the progress with regard to the above-said agreement, the Chairman, Railway Board, replied as under:

“For the Western Dedicated Freight Corridor, we have entered into an understanding with the JICA. It is for the section from Rewari to Vadodara, which is the first phase. The second phase is from Vadodara to JNPT and from Rewari to Daderi. So from Rewari to Vadodara we have already signed the agreement on this 31st of March. All the processes were being done. We have already signed the agreement. As a first tranche of that loan, they will be disbursing us 92,262 million Japanese yen out of total of 405 billion Japanese yen. This is for the first phase.”

In this context, in a supplementary information furnished to the Committee, it has been informed that first main loan agreement for Phase-I (Rewari-Vadodara-920 Kilometers) of Western Dedicated Freight Corridor has been signed between Government of India and Japan International Cooperation Agency (JICA) on 31.03.2010 in Japan.

3.35 The Committee have observed that for the eastern corridor of the DFC, negotiations for funding up to Sonnagar had been going on. The Committee have been informed that it is proposed to start execution of the Sonnagar-Dankuni section during 2010-11. Further funding for this section had been proposed to be arranged through domestic investment on Public-Private Partnership (PPP) mode.

3.36 As regards the present status with respect to the execution of the Sonnagar-Dankuni section and also about its funding pattern, the Chairman, Railway Board, during evidence, submitted as under:

“For Sonnagar-Dankuni, at the moment, the funding has not been tied up. Our hon. MR has also said in the Budget that we would like to do it on PPP mode. The other portion from Khurja to Mughalsarai is by multilateral funding from World Bank. From Mughalsarai to Sonnagar is by our own resources for which we have already placed a contract. The work is going on. The physical work has also started. This is the position.”

3.37 It has subsequently been informed that final Location Survey for Sonnagar-Dankuni Section is being carried out by Dedicated Freight Corridor Corporation of India Limited (DFCCIL) and is targeted for completion in July 2010. DFCCIL in consultation with Business Plan Consultant is working on the PPP models to be adopted for implementing Sonnagar-Dankuni section. The Committee have further learnt that it has been proposed to set up a National High Speed Rail Authority for planning, standard setting, implementing and monitoring of the Dedicated Freight Corridor projects of the Railways. In a subsequent information furnished to the Committee, it has been stated that the announcement regarding setting up of the National High Speed Rail Authority has been made recently i.e. in the Railway Budget in February, 2010. Setting up of such new organization requires extensive research and due diligence before processing the proposal for approval of Cabinet Committee on Economic Affairs (CCEA)/Cabinet. Since it is a case of formation of an Authority, it will require further extra time for getting the new Act passed in Parliament or amendment in the existing Act/Acts. To a specific query, it has been admitted that a dedicated organization is essentially required to deal with such complex projects, which require high capital investment, have large number of stakeholders and require sustained focus.

CHAPTER – IV

MISCELLANEOUS

STAFF WELFARE

The Indian Railways consist of about 14 lakh employees from officers to gangmen including 80,000 women employees who constitute 5.71% of work force. They have proposed to set up 400 hospitals and diagnostic centres, 50 Kendriya Vidyalayas, 10 residential schools on the pattern of Navodaya Vidyalayas, model degree colleges, technical and management institutions of national importance for the benefit of Railway employees and their children.

4.2 When asked about locations of the hostels for women employees, the Railways, in their written reply, have stated that location of setting up Hostels and Creches is being decided in consultation with the Zonal Railways & Production Units. Crèches are proposed to be set up mainly in places where there is concentration of women employees as working women prefer to keep their babies in crèches during the office hours. Hostels will be set up at principal educational centres across the country to provide boarding and lodging facility to the wards of Railway employees who are serving at places distant from the educational centers.

4.3 As regards setting up of educational institutions, hospitals and diagnostic centres, the Ministry of Railways have stated as under:

"(i) A Memorandum of Understanding has been signed between the Ministry of Railways and Ministry of Health & Family Welfare for developing health care infrastructure along the railway network across the country. The land, not operationally required, will be provided by Railways and health care infrastructural facilities will be developed by Ministry of Health & Family Welfare. The health care infrastructure facilities will be developed at three levels, viz. health care centres/Diagnostic Centres, secondary level hospital and tertiary level hospital. A High Power Working Group consisting of senior officials and experts from both the Ministries is being set up to work out the roadmap for analysis of viability, feasibility of sites selected and the modalities for the execution.

(ii) The Memorandum of Understanding signed with Ministry of Human Resource Development envisages that a High Powered Working Group will be constituted to evolve a time bound programme to achieve the objective and early identification of the specific projects for implementation. Final decision regarding location of remaining Kendriya Vidyalayas and other educational institutions will be taken after recommendations of the High Powered Working Group are received in this regard."

PASSENGER AMENITIES

4.4 The Railways had allocated Rs. 1,102 crore for the year 2009-10 on passenger amenities and after assessment by the Railways on the basis of the mid-term review of the progress of the works revised it to Rs. 922.66 crore. An allocation of Rs. 1,302 crore has been made for the year 2011 under plan head – Passenger Amenities.

4.5 The "Indian Railways Vision 2020" mentioned that in the next 10 years, the Railways would develop 50 world class stations which would be integrated with other modes of transport. The stations would be large, well-designed passenger concourses with adequate and high-quality waiting space easily accessible to platforms, conference halls, business centres, retail shops, restaurants, entertainment and cultural facilities, museums and art galleries, and a variety of other attractions that would make the passengers' stay pleasant and memorable.

4.6 Multi-level parking will be constructed through PPP. When asked about the terms and conditions about the PPP Scheme and the role of the government, the Railways have stated that the terms and conditions of PPP for multi-level parking are under development. In the PPP mode, Government's expenditure is limited to consultancy and viability gap, if any. Expenditure on consultancy shall be incurred out of revenue budget.

4.7 When the Committee desired to know about the procedure followed in the selection of stations to be developed into world class stations, Member (Engineering), Railway Board, during the evidence, stated that the major factors were land and viability. Feasibility studies is carried out by experienced consultancy organizations employed by the Railways for the purpose. The consultants come out with the facts as

to what is the requirement of facilities for the public in identified stations which are being developed into World Class Stations on PPP scheme. To further clarify the concept of World Class Stations, he stated as under:

"The concept of a world class station is that we would like to give convenience to the passengers. The point is that today the passenger has no place when he comes to the station. He has to sit on the floor and there are fewer benches. He spread himself out on the platforms. He eats there and that gets dirty. We have all these problems. So, fundamentally what has been conceived is what happens elsewhere in the world, but we are not blindly adopting that. xxx xxx xxx we have concluded that there should be segregation of passengers and the people who are boarding the train. So, in the world class station, that is the first fundamental we are going to be providing – viz., the people reach at a different level, they stay in that level till they are informed just like at the airports, `please proceed to board the trains . So, that is what is going to be and that is going to be through escalators and through lifts. That is one fundamental. The buildings that are going to be there, that we have in proposal are - if the old buildings are there, we are not going to destroy that architecture. So, merging with that architecture itself, a modern building is going to be created for the extra space. In that extra space which is going to be used commercially, there could be parking lots and there would be other facilities like may be a hotel may be facilities like shopping centres. xxx xxx xxx We also propose to have user-friendly signages. These are some concepts which are already on the Railways. They will be transferred to the world class stations – modern amenities like food plazas, currency exchange counter, tourist information booths, retail outlets, Internet Café, ATM facilities, etc. Further, there would also be modern amenities like hotels, car rentals, pre-paid taxi booths wherever possible, medical facilities, etc. Chemists would be there."

RAILWAY TRACKING SYSTEM

4.8 Railways, with the help of the Research Design and Standards Organisation (RDSO) and such other organizations have been applying the latest technology in various spheres of activity. One of the items is the train tracking system which is referred to in the document "Indian Railways : Vision 2020" as a satellite-based train tracking system to provide real-time information on train location and other train related information to passengers through a variety of devices, including mobile phones.

4.9 On being asked whether the Railways have any plans to introduce the General Packet Radio Services (GPRS) system, as in the case of the National Highways to know the movement of trucks etc., Member, Electrical (Railway Board) stated as under:

"There has been pilot project carried out with the assistance of IIT, Kanpur for the tracking of the trains and that project was closed in September, 2009 after it has been tried. Simultaneously another parallel work which has been underway by CRIS on the similar purpose, it would be done on the operating system. So, the one which is most beneficial would be picked up."

4.10 In this regard the Member (Traffic), Railway Board supplemented as under:-

"One very good thing which has happened on Indian Railway system is that all my control offices are now having computer charting of the trains. Now we have reached a stage when a train running could be directly picked up by that computer and we should be in a position to interface with computer. We are working on it. Even you can check up the train running from Vijayawada to Buntewala. You will find where it is running. But then the problem with that is that you may know the exact location of the train but you may not be able to very clearly define how much time will it take to reach. It may get delayed somewhere. So, that is what we are actually working on. But in this current year we will give solution to this."

4.11 The Committee have been informed about the pilot projects being carried out by the Railways with IIT Kharagpur on tracking of the mail express trains. The Committee are of the view that modern advanced technical instruments will be of great help in tracking the trains – mail/express/goods, as is being done in the case of tracking of lorry movements on the National Highways. They desire that further effective steps can be taken by the Railways with the help of institutions like IIT, etc. and the Committee be informed of the same from time to time.

RAILWAY RESEARCH

4.12 Hon ble Minister of Railways, while introducing Railway Budget for the year 2010-11, emphasized on developing indigenous research and development capabilities in order to fulfil the Indian Railways ambitious vision of expansion and modernisation.

The Minister had expressed unhappiness over the functioning of the RDSO (Research, Design and Standard Organisation) and decided to revamp it and bring it in line with modern research organisations.

4.13 In a reply, the Committee have been informed that the RDSO at Lucknow carries out the tasks of Research, Design, Standardisation, Vendor development and Inspection of Stores for Railways and Production Units. RDSO has set up a number of sophisticated research labs for carrying out computer simulation studies, electronics labs for testing, design and development of signalling systems, laboratories for testing strength of materials and for load testing of locomotives. These labs have helped the RDSO in its Research and Development efforts.

4.14 It has further been stated that the RDSO has functioned in its present form for decades. The Indian Railways ambitious vision of expansion and modernisation requires for its fulfilment a strong emphasis on developing basic research capabilities, as technology plays a crucial role in improving productivity. To achieve this objective, the RDSO plans to enter into collaborative tie-ups with premier technological Institutes like the Indian Institute of Technology (IIT) and National Institute of Technology (NITs) and research laboratories of the Council of Scientific & Industrial Research (CSIR), the Defence Research Development Organisation (DRDO) and other research organisations in India and abroad. To begin with, a Memorandum of Understanding (MOU) has been signed with IIT, Kharagpur for setting up a Centre for Railway Research for carrying out basic research in various fields of Railway Technology.

4.15 It is also proposed to remove the bottlenecks that are affecting the indigenous research and development work, through complete review of the RDSO working, to bring it in line with modern research organisations and make it a centre of excellence in railway research for developing cutting-edge indigenous technologies and transform the Indian Railways to a net technology exporter by 2020.

4.16 The Committee have observed that Rs. 23.78 crore were spent during 2008-09 on research. The BE 2009-10 was raised to Rs. 61 crore which was, however, reduced to Rs. 41.19 crore at the RE stage. In a supplementary information, it has been stated that the likely expenditure upto 31.03.2010 is Rs. 42.13 Cr. Further an allocation of Rs. 78.0 Cr. has been made for Railway research in 2010-11.

PART - II

RECOMMENDATIONS/OBSERVATIONS

Annual Plan 2010-11

1. The Committee note that the Annual Plan outlay for the year 2010-11 has been proposed at Rs. 41,426 crore. The Plan would be financed through Gross Budgetary Support of Rs. 15,875 crore, Diesel Cess of Rs. 877 crore, internal resources of Rs. 14,523 crore and extra budgetary resources of Rs. 10,151 crore. The Committee have been informed that the main objective/thrust of the Annual Plan 2010-11 will be on construction of new lines, gauge conversion, doubling, acquisition of rolling stock, track renewals, bridge works, signalling & telecommunication works, computerization, electrification, staff quarters, amenities for staff, Railway research, etc. The Committee examined the performance of the Railways during 2009-10 and the projections for 2010-11 vis-à-vis the projections for the 11th Five Year Plan. Based on this examination, the Committee have reached certain conclusions which have been discussed in the succeeding paragraphs.

11th Five Year Plan

2. The 11th Five Year Plan started on 1st April 2007 with Plan size of Rs. 2,33,289 crore at current prices with Gross Budgetary Support of Rs. 63,635 crore, Internal Resources of Rs. 90,000 crore and Extra Budgetary

Support of Rs. 79,654 crore. The Committee are dismayed to find that out of the plan target of 2,000 kms. for new lines, 10,000 kms for gauge conversion, 6,000 kms for doubling and 3,500 kms for electrification, at the end of the 3rd year of the Plan, the Railways are still left with 1,237 kms for new lines, 6,088 kms for gauge conversion, 4,519 kms for doubling and 1,201 kms for electrification. Under the circumstances, the Committee are unable to comprehend as to how the Railways will be able to meet the Plan Targets. The Committee have been informed that the mid-term appraisal of the Plan is under finalization with the Planning Commission. They would like to be apprised of the outcomes of the mid-term appraisal on its completion. The Committee recommend that the Railways should take proactive and concerted efforts to achieve the Plan targets while at the same time setting more realistic targets in future.

Gross Traffic Receipts (GTR)

3. The Committee have been informed that against the target of Gross Traffic Receipts of Rs. 82,393 crore during 2008-09, the actual Gross Traffic Receipts were to the tune of Rs. 79,861.85 crore. According to the Ministry, this was due to the shortfall in goods earnings, sundry earnings, other coach earnings and passenger earnings. Similarly, against the revised estimates of Gross Traffic Receipts of Rs. 88,355.91 crore for the year 2009-10, the Gross Traffic Receipts stood at Rs. 70,086.68 crore at the end of January, 2010. The Committee are seriously concerned to note the shortfall in Gross Traffic Receipts and doubt whether the Railways will be able to achieve the target

of Rs. 94,764.95 crore set for the year 2010-11. They, therefore, desire the Railways to take effective steps such as developing enhanced seating capacity by attaching additional coaches, reduction in wagon turnaround time, rationalization of freight structure and goods tariff, etc. to achieve the targets in respect of Gross Traffic Receipts. The Committee may be apprised of action taken in this regard.

Passenger Earnings

4. The Committee observe that the passenger earnings which were budgeted at Rs. 24,309 crore during 2009-10 were revised downward to Rs. 24,057 crore. The passenger earnings too reflected a shortfall of Rs. 764 crore. The main reason for this shortfall is stated to be the scaling down of target of originating passengers from 7,384.07 million to 7,379.94 million. The Railways should examine the causes for passenger dissatisfaction with the services available and issues like unsatisfactory on-board services, catering, punctuality, hygiene, etc. The Committee further desire that the Railways should make concerted efforts to increase the passenger earnings as it will help the Railways to generate internal resources to a substantial extent. Efforts should be made by the Railways to target passengers who make use of the road transport and even low cost airlines by being punctual, by facilitating on time arrivals and providing appropriate facilities.

New Lines

5. The Committee note that as outlined in "VISION 2020", the Railways have targeted to add 25000 kms of new lines in the next ten years. Further, the Railways have declared the year 2010-11 as the year of new lines and a target is fixed to construct 1000 Route Kilometres during the year 2010-11. The Committee are concerned to note that the target of 1000 kms new lines for 2010-11 is a very ambitious one, taking into consideration the fact that Route Kilometres of the Railways was 53,596 kms in 1950 and after a span of 58 years, the Railways could reach only 64,015 kms, adding just 10,419 kms at an annual average of only 180 kms. Moreover, during 2009-10, the Railways would be able to construct only 250 kms of new lines. The Committee, therefore, urge the Ministry to intensify their preparedness to ensure the target that they have set for construction of New Lines during 2010-11.

6. The Committee are appreciative of the fact that the Railways have been able to address the issue of cement and steel crunch which was troubling them for the last few years and was acting as a deterrent in completing their targets. Besides, they have been able to improve their contracting procedure. The Committee have noted that in most of the projects which are targeted, land acquisition has been completed. The Committee trust that as assured by the Ministry, during evidence, the target set for new lines during the year, *i.e.* 2010-11, would be fully achieved.

7. The Committee observe that the financial outlay for the year 2009-10 to construct 250 kms new lines was Rs.4271 crore. However, they are

concerned to note that to construct 1000 kms new lines, an outlay of only Rs.7193 crore has been provided. The Committee fail to understand that when the target for the current year 2010-11 has been increased to four times, *i.e.* 1000 kms new lines as compared to the previous year's target of 250 kms lines, how the Railways would be able to achieve the target of 1000 kms new lines with an outlay of Rs. 7193 crore which is approx. 168 per cent higher than the previous year's financial allocation of Rs. 4271 crore. The Committee are constrained to consider it as bad budgeting and desire that the Railways should be more realistic in projecting their estimates. The Committee apprehend that considering the previous trend, the physical target would later on have to be revised downward. They, therefore, recommend that the Railways should take steps to enhance the financial outlay suitably at the Revised Estimate stage so that the physical achievement do not lag behind the targets, forcing the Railways to go back on their targets at a later stage.

8. The Ministry of Railways, during evidence, shared the concern of the Committee that the construction of railway lines at times gets delayed due to non-sanction of the budget estimates. The Committee desire that as assured by the Ministry the matter regarding clearance of the allocated funds should be taken up expeditiously so that the projects targeted for a particular year are executed in time.

Doubling

9. The Committee note that there has been a shortfall in doubling of railway lines in the year 2009-10 to the extent of 200 kms. The reason for the shortfall is stated to be some severe problem in doubling, particularly when connectivity had to be provided to the existing yards. This reasoning is unacceptable to the Committee as the Committee are of the strong view that such problems are not new to the Ministry and could have easily been avoided with foresight, proper management and timely remedial measures. This reflects very poorly on the Railways as a modern professional organization. The Committee further note that a slip over of 200 kms of the previous year is included in the target of 700 kms fixed for 2010-11. The Committee desire that the Ministry should take appropriate measures well in advance for timely completion of targets for their future projects.

10. The Committee note with deep concern that the 11th Plan target for doubling is kept at 6000 kms. During 2007-08, 2008-09 and 2009-10, the Ministry could complete only 1289 kms. The Committee are distressed to observe that even if the Ministry is able to complete its target of 700 kms in the current year, *i.e.* 2010-11, there would still be a gap of 4011 kms that the Ministry would in all probability not be able to take up/complete in the last year of the 11th Plan. The Committee note with concern that such a serious shortfall in achievement of the targets may hamper the working of the Railways in the coming years. Admittedly, the Railways may have to scale down the 11th Plan target of 6,000 kms in respect of doubling. The Committee, therefore, impress upon the Ministry to make all out efforts to

achieve the set targets, more so when the doubling of railway lines on saturated routes is one of the major thrust areas during the current year. In this connection, the Railways should note that the North East region of India being a key thrust area for the Railways, there is a bottleneck between New Jalpaiguri and New Bongaigaon main line which is presently a single line that needs immediate doubling.

Gauge Conversion

11. The Committee are happy to note that the Railways would exceed the target kept during 2009-10 for gauge conversion. Against a physical target of 1300 kms. of gauge conversion, the Railways have achieved 1500 kms. However, keeping in view the 11th Plan target of 10000 kms of gauge conversion, the achievement of 3612 kms in the first three years of the 11th Plan cannot be termed as satisfactory. Even if the target kept for the fourth year of the 11th Plan, *i.e.* 2010-11, of 800 kms is fully achieved, 5588 kms of gauge conversion would still remain to be completed. The Committee fail to appreciate such short-sightedness in fixing the 11th Plan targets. As such, the Committee strongly urge the Railways to gear themselves up to complete the targets so that the sanctity of targets set in the 11th Plan is not compromised.

Track Renewals

12. The Committee are happy to note that during 2009-10, the Ministry has been able to achieve the target of 3500 kms (CTR Units) of track renewals. A target of 3500 km (CTR Units) is again fixed for the year 2010-11. The Committee were informed that tracks earmarked for renewal are identified on the basis of the age of the rail (traffic carried), the corrosion problems, the fracture problems that do keep occurring, and lastly, the wears of the rail section which are actually measured every year. The Committee further note that the throw forward of track renewals likely as on 01.04.2010 is 5608 kms (CTR Units). As informed, the fresh accrual during 2010-11 is 2302 kms (CTR Units). As such, the Ministry has taken 1198 kms (CTR units) from the throw forward of track renewals for execution during the year. Thus, 4410 kms (CTR units) would still remain to be executed. The Committee find that if this trend continues it would take several more years to complete the throw forward of track renewals. The Committee, therefore, recommend that the target during the current year should be appropriately enhanced at the RE stage so that the throw forward of track renewals is finished expeditiously.

13. The Committee were informed that thorough checking of the track is done everyday through the system of Key Man Patrol. The Key Man walks along a length of four kilometres on a double line. He walks along all the eight kilometres everyday and checks it. Besides, the Railways have a monitoring mechanism which includes a gang and a mate. The Committee note that the Railways have so far not been doing the checking electronically but relying on manual labour. While the Committee do not doubt the efficiency of the Railways in carrying out the checks of the railway tracks,

they feel that keeping in view the remarkable developments in science and technology, the Railways should examine the possibility of introduction of checking/monitoring of rail tracks electronically, including through Global Positioning System(GPS)/General Packet Radio Services (GPRS) System, as it would immensely help them. Though it may be a costly proposal, but keeping in view the safety of passengers and Railway Property, the Railways should gradually emphasise on electronic checking systems.

Operating Ratio

14. The Committee observe that during 2009-10(RE), the Operating Ratio of East Coast at 49.7%, North Central at 61.6%, South Central at 81.4%, South Eastern at 65.8%, South East Central at 56.9%, South East Western at 87.4%, Western at 92.4%, West Central at 75.1% is better than the average operating ratio of Indian Railways at 94.7%. At the same time, Central, Eastern, East Central, Northern, North Eastern, Northeast Frontier, North Western, Southern and Metro Railways have poorer operating ratios than the average operating ratio of the Indian Railways. The Committee recommend that the Railways should make an intensive study to analyse the reasons for certain zones having better operating ratios than other zones so that appropriate remedial steps are taken to improve operating ratios in those zones with poorer operating ratios.

Bridge Works

15. The Committee note that during 2009-10, the physical target for rebuilding/rehabilitation of bridges was reduced from 1429 nos. to 1050 nos. The reason for the same is stated to be the downward revision of the budgetary allocation at the Revised Estimates stage from Rs.492 crore to Rs.351.37 crore. The Committee are happy to note that the Ministry would be able to exceed the reduced target and would complete 1111 number of bridges. However, the Committee are distressed to note that the targets of bridges' rebuilding/rehabilitation during 2010-11 has been kept at 1200 nos. which is less than BE of 2009-10 of 1429 nos. The Committee would like to be apprised of the reasons for keeping the targets at a lower side when the number of sanctioned bridges is 3593 and the prevailing situation is that the accrual of bridges requiring rebuilding/ rehabilitation/ strengthening is almost the same as the number of bridges rebuilt/rehabilitated/strengthened in a year.

16. The Committee note the submission made by the Railways that inspection of railways bridges is very seriously taken by them, both road over-bridge and others, which is done annually at the level of Assistant Engineer and also the Divisional Engineer and sometimes by the Chief Engineer. However, the Committee emphasize that merely detecting the number of bridges for rebuilding/rehabilitation will not solve the problem unless concrete measures are taken for their rebuilding/rehabilitation/strengthening. The Committee, therefore, take a serious note of the decline in targets for 2010-11 and desire that the same should be kept

on the higher side, especially in view of the fact that it involves the safety of the Railways.

17. The Committee take a serious note of the different figures provided by the Ministry regarding the number of bridges sanctioned for rebuilding/rehabilitation/ strengthening. In the written material furnished to the Committee, it has been mentioned that as on 1.4.09, the number of bridges sanctioned for rebuilding/rehabilitation/ strengthening was 3634 nos. while during evidence the number of sanctioned bridges was stated to be 3593. The Committee recommend to the Ministry to be more vigilant while furnishing material/information to the Committee.

Dedicated Freight Corridor

18. The Committee note with satisfaction that the first main loan agreement for Phase-I (Rewari-Vadodara-920 Kilometers) of Western Dedicated Freight Corridor has been signed between the Government of India and the Japan International Cooperation Agency (JICA) on 31.03.2010 in Japan. They will be disbursing 92,262 million Japanese yen out of a total of 405 billion Japanese yen. The Committee hope that keeping in view the importance of the project, the Railways would take utmost care to ensure that the work takes off as per the plan envisaged and there are no slippages/cost-overrun.

19. The Committee are disheartened to learn that the funding of the Sonnagar-Dankuni section which was proposed to be done through domestic

investment on Public-Private Partnership (PPP) mode has not been finalized as yet. Dedicated Freight Corridor Corporation of India Limited (DFCCIL) in consultation with Business Plan Consultant is working on the PPP models to be adopted for implementation of the said section. The Committee apprehend that that execution of the project proposed to be taken up during the year 2010-11 would be delayed. The Committee would like to be apprised of the progress made in this regard.

20. The Committee have been informed that the Mugalsarai to Sonnagar section has to be executed through the Railways's own resources for which the contract has already been placed and the work started. The Committee trust that in view of the concern expressed by the Minister of Railways in her Budget Speech on the slow progress of the Dedicated Freight Corridor Projects, strenuous efforts would be made to complete the project within the targeted time. The Committee would like to be informed of the time target fixed for the project.

21. The Committee welcome the proposal of the Ministry of Railways for the setting up of a National High Speed Rail Authority for planning, standard setting, implementing and monitoring of the Dedicated Freight Projects. The Committee share the concern of the Ministry that the setting up of such a new organization requires extensive research and due diligence before processing the proposal for approval of the Cabinet Committee on Economic Affairs (CCEA)/Cabinet and since it is a case of the formation of an Authority, it will require further extra time for getting the new Act passed in Parliament

or amendment in the existing Act/Acts. In view of these ground realities, it becomes imperative on the part of the Ministry to take up the matter earnestly so that the very purpose for timely and effective implementation of the DFC projects with the setting up of the said authority is well served.

Staff Welfare

22. The Committee are happy to note that the Railways have initiated various measures for the benefit of the Railway employees and their wards. The Committee note that the Railways have signed Memoranda of Understanding with the M/o Health and Family Welfare for developing health care infrastructure and with the M/o Human Resource Development for setting up of Kendriya Vidyalays and educational institutions. The Committee also observe that in both the Memoranda of Understanding, High Power Working Groups are to be set up for creation of infrastructure facilities. The Committee desire that these High Power Working Groups should be set up expeditiously and both the projects should be completed in a time bound manner.

Passenger Amenities

23. The Committee have been informed that an amount of Rs. 1102 crore was allocated for passenger amenities during the year 2009-10 which was revised to Rs. 922.66 crore. An allocation of Rs. 1302 crore has been made for the year 2010-11 under this head. The Committee feel that passenger

amenities is a very crucial area which impinges on the Railways earnings and accordingly sufficient funds should be allocated for the same.

24. The Committee note that the Railways visualise to develop 50 stations into World Class stations which will be designed to provide state-of-the-art facilities, with emphasis on cleanliness, hygiene and medical facilities. While appreciating the concept of world class stations, the Committee would like to caution the Railways that the heritage angle of the old Railway Stations should not be lost sight of and the architecture of old stations should not be altered. It is also necessary to ensure that facilities in such stations are properly maintained and suitably upgraded on a regular basis.

The Committee, while noting the initiatives taken by the Railways to set up hotels, shopping malls, etc. as part of its activities, emphasise that such measures should not divert the prime focus of the Railways which should be to address shortcomings in passenger services, a productive commercial strategy for freight traffic, infrastructure augmentation and timely renewal and replacement of assets.

25. The Committee also desire that the Railways should pay special attention to provide basic facilities such as toilets, drinking water, sitting arrangements, etc. at all the Railway Stations in the country. While going for world class stations and model stations, the Railways should also regularly upgrade all facilities at the other stations spread across the country. The Committee also emphasise that the quality of food provided on trains need considerable improvement. The Committee are also distressed at the quality

of bed rolls provided in the trains. If need be, the Railways should explore the possibility of setting up their own mechanised laundry system run by their own staff, thereby not relying on private players.

Railway Tracking System

26. The Committee note that the Railways have carried out a pilot project with IIT, Kanpur, on tracking of mail/express trains. The Committee are of the firm opinion that modern advanced technical instruments will be of great help in tracking the trains. They desire that the Railways should take expeditious steps to introduce the Global Positioning System(GPS)/General Packet Radio Services (GPRS) System in the Indian Railways.

Railway Research

27. The Committee note with satisfaction that the Hon'ble Minister of Railways in her budget speech while introducing the Railway Budget for the year 2010-11 emphasized on developing indigenous research and development capabilities in order to fulfil the Indian Railways' ambitious vision of expansion and modernisation. It has been decided to revamp RDSO(Research, Design and Standard Organisation) and bring it in line with modern research organisations. RDSO has, therefore, planned to enter into collaborative tie-ups with premier technological Institutions like the Indian Institute of Technology (IIT), National Institute of Technology (NITs), research laboratories of the Council of Scientific & Industrial Research (CSIR), Defence Research Development Organisation (DRDO) and other

research organisations in India and abroad. While commending this step to be in the right direction, the Committee would like the Department to ensure that plans are drawn up in this regard on an urgent basis, that they are implemented expeditiously and sufficient funds are provided in the budget for the same.

28. The Committee further note that the Minister of Railways in her Budget Speech had expressed her unhappiness over the functioning of the RDSO. The Railways have, therefore, proposed to remove the bottlenecks that are affecting the indigenous research and development work, through complete review of the working of the RDSO, to bring it in line with modern research organisations and make it a centre of excellence in railway research for developing cutting-edge indigenous technologies and transform the Indian Railways to a net technology exporter by 2020. The Committee trust that the Railways would take suitable steps in this direction and inform the Committee of the same.

29. The Committee are concerned to note that only Rs. 23.78 crore were spent during 2008-09 on Railway research. They are further constrained to observe that an outlay of Rs. 61 crore during 2009-10 for Railway research is not fully utilised. The likely expenditure on Railway research upto 31 March, 2010 is Rs. 42.13 crore only. This speaks poorly on the performance of the Railways on Research. The Committee find that the allocation for Railway research during the year 2010-11 has been raised to Rs. 78.0 crore. Keeping in view the emphasis laid by the Minister of Railways in her budget speech on

developing indigenous research and development capabilities in order to fulfill the Indian Railways' ambitious vision of expansion and modernization, the Committee desire that utmost attention should be paid to the research work in order to optimally and appropriately utilize the funds allocated for the same.

NEW DELHI;
13 April, 2010

23 Chaitra, 1932 Saka

T.R. BAALU
Chairman,
Standing Committee on Railways

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

The Committee sat on Tuesday, the 30th March, 2010 from 1100 hours to 1320 hrs. in Committee Room No. G-74, Parliament Library Building, New Delhi.

PRESENT

SHRI T. R. BAALU - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Smt. Rajkumari Chauhan
5. Smt. Botcha Jhansi Lakshmi
6. Shri Anand Prakash Paranjpe
7. Shri Somabhai G. Koli Patel
8. Shri Rudramadhab Ray
9. Smt. Shatabdi Roy
10. Smt. Sushila Saroj
11. Shri Gopal Singh Shekhawat
12. Shri Umashankar Singh
13. Shri Lalji Tandon

RAJYA SABHA

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

SECRETARIAT

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

Representatives of the Ministry of Railways (Railway Board)

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

2. At the outset, the Chairman welcomed the members and representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on „Demands for Grants -2010-11 of the Ministry of Railways . The meeting remained inconclusive.

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

The Committee then adjourned.

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

The Committee sat on Tuesday, the 6th April, 2010 from 1100 hours to 1330 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. Smt. Botcha Jhansi Lakshmi
5. Shri Pralhad Joshi
6. Shri Somabhai G. Koli Patel
7. Smt. Sushila Saroj
8. Shri Gopal Singh Shekhawat
9. Shri Umashankar Singh
10. Shri Lalji Tandon
11. Dr. Girija Vyas

RAJYA SABHA

12. Shri Nandi Yellaiah
13. Shri Ishwar Singh
14. Shri Tarini Kanta Roy
15. Shri N. Balaganga
16. Shri Abani Roy

SECRETARIAT

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

Representatives of the Ministry of Railways (Railway Board)

1. Shri S. S. Khurana Chairman, Railway Board & Ex-officio Principal Secretary to the Govt. of India.
2. Mrs. Sowmya Raghavan Financial Commissioner, Railways & Ex.-officio Secretary to the Govt. of India.
3. Sh. Rakesh Chopra Member Engineering, Railway Board, & Ex.-Officio Secretary to the Govt. of India.
4. Sh. Sanjiv Handa Member Mechanical, Railway Board, & Ex.-officio Secretary to the Govt. of India.
5. Sh. Sudesh Kumar Member Electrical, Railway Board, & Ex.-officio Secretary to the Govt. of India.
6. Sh. A. K. Goyal Member Staff, Railway Board, & Ex.-officio Secretary to the Govt. of India.
7. Sh. Vivek Sahai Member Traffic, Railway Board, & Ex.-officio Secretary to the Govt. of India.

2. At the outset, the Chairman welcomed the members and representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on „Demands for Grants -2010-11 of the Ministry of Railways . The evidence was concluded.

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

The Committee then adjourned.

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

The Committee sat on Tuesday, the 13th 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. Vijaykrishnan | - | Joint Secretary |
| 2. Shri Abhijit Kumar | - | Director |
| 3. Shri Arun K. Kaushik | - | Deputy Secretary |

