

9

**STANDING COMMITTEE ON RAILWAYS  
(2009-10)  
FIFTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**[Action taken by the Government on the recommendations/  
observations contained in the 7<sup>th</sup> Report of the Standing  
Committee on Railways (Fifteenth Lok Sabha)  
on 'Demands for Grants - 2010-11 of the Ministry of Railways']**

**NINTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

August, 2010/ Shravana, 1932 (Saka)

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Committee on Railways (Fifteenth Lok Sabha)  
on 'Demands for Grants 2010-11 of the Ministry of Railways']**

Presented to Lok Sabha on 27.08.2010  
Laid in Rajya Sabha on 27.08.2010



**LOK SABHA SECRETARIAT  
NEW DELHI**

August, 2010/ Shravana, 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. Vacant\*
26. Shri Om Prakash Mathur
27. Shri Tarini Kanta Roy
28. Vacant\*
29. Vacant#
30. Shri K.E. Ismail
31. Shri Abani Roy

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\* Shri Lalit Kishore Chaturvedi and Shri Ambeth Rajan retired on 04.07.2010

# Nomination of Shri N. Balaganga was changed w.e.f. 15.07.2010 to Standing Committee on HRD

## **LOK SABHA SECRETARIAT**

- |    |                       |   |                     |
|----|-----------------------|---|---------------------|
| 1. | Shri K. Vijaykrishnan | - | Joint Secretary     |
| 2. | Shri Abhijeet Kumar   | - | Director            |
| 3. | Shri Arun K. Kaushik  | - | Additional Director |
| 4. | Smt. Geeta Parmar     | - | Under Secretary     |
| 4. | Shri K. Sona          | - | Committee Officer   |

## **INTRODUCTION**

I, the Chairman of the Standing Committee on Railways (2009-10), having been authorized by the Committee to present the Report on their behalf, present this Ninth Report of the Committee on Action Taken by the Government on the Recommendations/Observations contained in the Seventh Report of the Standing Committee on Railways on 'Demands for Grants - 2010-11 of the Ministry of Railways'.

2. The Seventh Report was presented to the Lok Sabha on 15.04.2010 and it contained 29 recommendations/observations. The Ministry of Railways have furnished their Action Taken Replies on all the recommendations/observations.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 18.08.2010.

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

NEW DELHI;  
20 August, 2010  
29 Shravana, 1932 (Saka)

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

## CHAPTER I

### REPORT

This Report of the Standing Committee on Railways (2009-10) deals with the Action Taken by the Government on the recommendations and observations contained in the Seventh Report of the Committee on 'Demands for Grants - 2010-11 of the Ministry of Railways'.

1.2 The Seventh Report was presented to the Lok Sabha on 15.04.2010 and laid on the Table of the Rajya Sabha on the same day. It contained 29 recommendations/observations.

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

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

Para Nos. 1, 3, 4, 7, 8, 10, 18, 20, 21, 22, 23, 24, 25, 27 and 29

Total : 15  
Chapter-II

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

Para No. 12, 14, 15, 16, 17

Total : 5  
Chapter-III

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

Para No. 5, 6, 9, 11, 13

Total : 5  
Chapter-IV

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

Para Nos. 2, 19, 26, 28

Total : 4  
Chapter-V

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

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

**A. New Lines**

**(Recommendation Para No. 6)**

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

1.7 In their action taken reply, the Ministry of Railways have stated Railways are making all efforts to achieve the ever highest targets fixed for 2010-11 and the targeted projects are being closely monitored.



**1.8 The Committee note that the efforts being made by the Railways to achieve the targets fixed for 2010-11 have not been elaborated in the reply. The Committee would like to be apprised of the outcome of the monitoring system and actual achievement related to the New Lines.**

## **B. Doubling**

### **Recommendation (Para No. 9)**

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

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

“Higher targets are fixed and the organization is geared up to meet the targets. However, during mid year review of the progress, the targets are revised in view of the problems encountered during the year due to various factors some of which are not under the control of the Railways. All efforts are being made to achieve the target of 700 km of Doubling during 2010-11. Quarterly targets have been fixed and Railways have been advised to closely monitor the targeted projects.”

**1.11 The Committee are not happy with the routine reply of the Ministry of Railways. While fixing the target for a particular period, extraneous factors which were likely to impede the progress of work should have been taken into consideration while fixing the targets. The Committee reiterate that expeditious steps should be taken to complete all the doubling projects within the stipulated timeframe.**

**C. Gauge Conversion**

**(Recommendation Para No. 11)**

1.12 The Committee were 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 had achieved 1500 Kms. However, keeping in view the 11th Plan target of 10,000 Kms of gauge conversion, the achievement of 3612 Kms in the first three years of the 11th Plan could not be termed as satisfactory. Even if the target kept for the fourth year of the 11th Plan, i.e. 2010-11, of 800 Kms was fully achieved, 5588 Kms of gauge conversion would still remain to be completed. The Committee did not to appreciate such short-sightedness in fixing the 11th Plan targets. As such, the Committee strongly urged the Railways to gear themselves up to complete the targets so that the sanctity of targets set in the 11th Plan was not compromised.

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

“The targets for the 11th plan for gauge conversion were fixed as 10000 kms with a view to complete most of the conversion activity by the end of the plan period. This has been reviewed and proposed to be lowered during the mid-term review. Due to constraint of funds and to give push to new line projects, the outlays for gauge conversion during 2010-11 has been reduced as compared

to the previous years. Railways effort will be to expedite completion of last mile projects and enhance the completion during the plan period.”

**1.14 The Committee are not satisfied with the response of the Ministry. The Committee reiterate their earlier recommendations and desire the Railways to further strengthen the implementation and monitoring mechanisms and complete the targets already set after the mid-term appraisal. They would like to be appraised of the steps taken by the Railways in this direction and outcome thereof.**

**D. Track renewals**

**(Recommendation Para No. 13)**

1.15 The Committee were informed that thorough checking of the track was 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 kilometers everyday and checks it. Besides, the Railways have a monitoring mechanism which includes a gang and a mate. The Committee noted that the Railways had so far not been doing the checking electronically but relying on manual labour. While the Committee did not doubt the efficiency of the Railways in carrying out the checks of the railway tracks, they felt 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.

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

“Our present system of manual Patrolling supplemented by monitoring by track recording cars, oscillation monitoring systems etc. is working fine suited to present infrastructure. However Railway is open to adopt any development in technology which can help in monitoring at reasonable costs as per requirements. Indian Railways is executing a project for a computer based Track Management System (TMS) with all India connectivity”.

**1.17 The Committee are not happy with the reply of the Government. Though the Committee agree with the contention of the Railways' that present system of manual patrolling supplemented by monitoring by track recording cars etc., is working fine, they feel that implementation of modern scientifically and technologically proven methods of checking/patrolling tracks through electronic device will add to/augment the safety and security of passengers and Railways particularly in view of the recent increase in sabotage activities. The Committee desire that expeditious measures should be taken by the Railways for execution of Track Management System (TMS) as proposed by them.**

## **E. RAILWAY TRACKING SYSTEM**

### **Recommendation (Para No. 26)**

1.18 The Committee noted that the Railways had carried out a pilot project with IIT, Kanpur, on tracking of mail/express trains. The Committee were of the firm opinion that modern advanced technical instruments would be of great help in tracking the trains. They desired that the Railways should take expeditious steps to introduce the Global Positioning System (GPS)/General Packet Radio Services (GPRS) system in the Indian Railways.

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

“The system developed by IIT/Kanpur is under consideration in Ministry of Railways.”

**1.20 The Committee feel that the Railways are not giving due importance for research in the field of Railway Tracking System when modern advanced technical systems are available in the field of Information Technology. The Committee desire that Railways should take a decision in this regard expeditiously.**

## **CHAPTER – II**

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

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

#### **Recommendation (Para No. 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 Receipt 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 turn round time,

rationalization of freight structure and goods tariff, etc. to achieve the targets in respect of Gross Traffic Receipt. The Committee may be apprised of action taken in this regard.

### **Reply of the Government**

Attachment of coaches in trains is an ongoing process subject to traffic pattern, operational feasibility and availability of resources. Total 456 coaches have been attached in different trains on regular basis during 2009-10. Additional coaches are also attached on day-to-day basis to clear waitlist and extra rush of passengers during peak seasons like vacations, festivals, melas etc.

The wagon turn round for the last four years is as under:

Year	Wagon turn round in days
2005-06	6.08
2006-07	5.49
2007-08	5.23
2008-09	5.19

It may be seen that wagon turn round on Indian Railways is being improved continuously. The following steps have been taken/are being taken for reduction of wagon turn round further:

1. The focused attention on improving the operational efficiency & optimization of wagon utilization even in the empty flow directions.
2. The availability of locomotives is being improved through review of the existing links of passengers train.
3. Focused investment on improvement of the freight terminals.
4. Intensive monitoring of freight terminals through a computerized Freight Operation Information System (FOIS) for effective reduction in wagon detention.
5. Review of maintenance practices.
6. Removal of bottlenecks to traffic, speedier completion of throughput enhancement works and rapid induction of newer rolling stock.

## Rationalization of freight structure

Rationalization in the freight structure was initiated in the Railway Budget 2002-03 and is being continued. There has been a thrust on bringing in transparency, simplification, and introducing measures to make the rail tariffs competitive to attract more traffic. Freight structure for the Base Class-100 rationalised to remove anomalies and make freight rates attractive. Taper in the freight structure modified to provide smooth telescopic reduction in rate per kilometer with increase in distance. All other classes fixed as percentage classes in relation to the Base Class-100. For instance, the freight rates for Class-140 are exactly 1.4 times and that for LR1 (Class-90) exactly 0.9 times of freight rates for the Base Class-100. The highest Class has been reduced from Class-300X to Class 200 in stages. The rationalised freight structure has Classes with a uniform interval of 'Tens' between the successive Classes from Class-100 to Class-200. Number of Classes has been reduced from 59 Classes to 15 Classes in stages. Freight for all traffic booked upto 100 Kilometers has been rationalised through a scheme of graded concessions in freight rates with effect from 1.4.2003 as under : -

Distance Slab	Freight Concession	
	Prior to 1.4.2003	w.e.f. 1.4.2003
1 – 50 km	25%	50%
51 – 75 km	Nil	25%
76 – 90 km	Nil	10%
91 – 100 km	Nil	Nil

'To-pay' surcharge on freight has been reduced from 10% to 5% for all commodities except Coal, for which it has been reduced from 15% to 10% with effect from 01.04.2003.



## Rationalisation of Goods Tariff

Radical changes in the Goods Tariff were announced in Railway Budget 2005-06 to make it simple, rational and transparent. New Goods Tariff has 80 groups of commodities. Each group has a single uniform class for different commodities in the group. The concept of Minimum Weight Condition (MWC) has been done away with. Now, freight for all commodities is being charged based upon the carrying capacity of the wagon. Four new classes viz LR1, LR2, LR3 & LR4 below Class-100 have been introduced to charge light weight commodities at carrying capacity (CC) of the wagons. Trainload classification has been provided to all commodities. In the revised Goods

(a)	Up to Class LR 1	Class 120
(b)	Above Class LR 1 and up to Class-200	One Class higher than trainload class rate or class-150, whichever is higher
(c)	Class-200	Class-200 + 5% of Class-200

Tariff, only trainload classification has been mentioned. Wagonload classification of the commodity is as under:-

The permissible carrying capacity of 8-wheeled BG wagons has been enhanced up to CC+6 tonnes.

In continuation of these efforts, Dynamic Pricing Policy is being practised in Railways, where in any slew in the market is made use of to generate additional revenue earnings like Busy Season Charge on transportation of Goods during Busy Season of 1st April to 30th June and 1st October to 31st March, Congestion charge of 20% on Goods transported to Bangladesh and Pakistan etc.

These efforts are being continued.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

## **Recommendation (Para No. 4)**

### **Passenger Earnings**

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 Railway 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.

### **Reply of the Government**

Railways have taken the following steps with a view to make improvement in different fields as mentioned below:

#### Passenger Earnings:

- a) Indian Railways continuously strive to attract more passengers with a view to have increased earnings and in this direction various steps are taken. Some of such steps include introducing new trains, enhancing load of more popular trains, increasing speed of trains by introducing trains with limited stoppages as well as non-stop trains, changing timings of trains to suit convenience of passengers, introducing passenger friendly schemes like Scheme for Frequent Travellers(SOFT), Upgradation, Proliferation of e-ticketing, etc.
- b) In the financial year 2009-10, 78 new trains, 29 extensions and 13 increases in frequency were introduced/planned as compared to 75, 18 & 16 during the last financial year.

- c) Moreover, during the financial year 2009-10 (upto December) 72878 coach trips were augmented and 37086 trips of special trains have been run.
- d) In the Financial Year 2010-11, it is proposed to introduce 127 new trains, extend run of 22 trains and increase frequency of 13 trains.
- e) For sale of unreserved tickets, Unreserved Ticketing System (UTS) and Automatic Ticket Vending Machines (ATVMs) are being proliferated.
- f) In order to facilitate railway ticketing from outside Railway premises, Jansadharan Ticket Booking Sewak (JTBS), Computerized Passenger Reservation System (PRS) in Post Offices have been introduced.
- g) Ticket Checking Drives are being intensified with a view to have improved window sales.

### **Standard of Cleanliness and hygiene in coaches:**

Improving upon the standards of cleanliness and hygiene in coaches is a high priority area for Indian Railways. To this end, following schemes have been launched.

- a) Intensive Mechanized Cleaning of coaches in the coaching depots through professional agencies. Heavy duty machines such as high pressure jet cleaners, floor scrubbers, vacuum suction cleaners, etc. are deployed for the purpose.
- b) On Board House Keeping Scheme (OBHS) in all Rajdhani/Shatabdi/Duronto & important Mail/Express trains for frequent cleaning of coach toilets, doorways, aisles and passenger compartments during the run of the trains.
- c) Limited Mechanized Cleaning attention to identified trains during their scheduled stoppage enroute at nominated "Clean Train Stations" with focus on cleaning and disinfecting of toilets, doorways and aisles.
- d) Comprehensive pest and rodent control arrangements by professional agencies through limited tenders in major depots and through open tenders in small depots.

### **Catering Services:**

To improve the quality of catering services on Indian Railways, following actions are being taken:-

- a) Popularization of Economy combo meals all over the country under the brand name "Janahaar". In all 25, Janahaar outlets have been made operational in the last 11 months.
- b) Quantum of sale of Janata meal for not so affluent passengers have gone up from 48000 meals per day in May 2009 to 134000 meals per day by March 2010.
- c) On board catering services extended to passengers even in Sleeper class in Duronto trains.
- d) Departmental operation of catering services extended to 22 trains in 2009-10 as compared to 8 trains in 2008-09.
- e) 59 Food Plazas, 20 Fast Food Units, 5 Quick Service Food Kiosks, 845 AVMs are under operation.
- f) Mobile catering services extended to 295 trains (an increase of 30 over previous year).
- g) Web enabled complaint management systems.
- h) Toll free number to lodge complaint.

For bringing about overall improvement in the quality of railway catering, the catering policy is being reviewed. Temporarily, however, the supervision of catering services on a few trains is being undertaken by railway on experimental basis.

### **Punctuality:**

Indian Railways make all efforts to run trains on time. However, trains do run late sometimes due to various reasons like miscreants activities, alarm chain pulling, natural calamities such as cyclone storms or damage to track due to breaches, law and order problems, bad weather, cattle run over and electricity grid failure, equipment failure etc. The following steps are taken for ensuring punctuality of trains:

- a) Intensive, round the clock monitoring of trains at all three levels viz. Divisional, Zonal Headquarters and Railway Board.
- b) Punctuality drives are being conducted from time to time.

- c) Running of trains at maximum permissible speed subject to observance of safety limits and speed restrictions.
- d) Improvements in Time tabling to provide a clear path.
  
- e) Improvement in standard of maintenance of assets to reduce equipment failures.
- f) Training, counselling and motivating staff to ensure punctual running.
- g) Liaison with State Government to tackle Law and Order problems and miscreant activities.
- h) Upgradation of technology of track, rolling stock and signaling.
- i) Renewal of power supply at stations for signaling applications.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 7)**

#### **New Lines**

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.

### **Reply of the Government**

The recommendation made by the Committee has been noted. The requirement of funds for the projects and other works are reviewed through the budgetary reviews. The necessary action in this regard would be taken accordingly. Additional funds during the course of the year would also be available for National Projects as additionality from Ministry of Finance.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

Efforts are made to expedite the sanction of the budget estimates as early as possible so that funds can be utilized for the expeditious completion of the project. Time lines have been set for clearance of the estimates. However, sometimes clarifications have to be sought from the Railways which cause delay in sanctioning of the estimate. The concern expressed by the Committee have been noted.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **(Recommendation (Para No. 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 Railway may have to scale down the 11th Plan target of 6000 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.

### **Reply of the Government**

The concern expressed by the Committee has been noted. The execution of doubling projects is complex in nature as it requires carrying out the work near the existing track with safety precautions. The commissioning of the double line also require changes in the yard and other installations which take time due to traffic blocks and speed restrictions. The achievement in the first 3 years has been proportionately lower affecting the overall targets of the plan period. Railways endeavor is to expedite construction of double/multiple lines as this adds to the line capacity of the section. The updating survey for doubling of New Jalpaiguri-New Alipurduar has been completed recently and proposal is under examination. There is already a double line between Alipurduar-New Bongaigaon.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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 31.3.2010 in Japan. They will be disbursing 90,262 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 plan envisaged and there are no slippages/cost-overrun.

### **Reply of the Government**

The recommendation of the Committee has been noted. Implementation schedule for phase-I of Western Dedicated Freight Corridor has been drawn in consultation with Japan International Cooperation Agency (JICA) for systematic execution of the Project.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 20)**

The Committee have been informed that the Mughalsarai to Sonnagar Section has to be executed through the Railways' 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.



## **Reply of the Government**

Mughalsarai-Sonnagar of Eastern Dedicated Freight Corridor is being executed through Railways own resources and Civil Contract has been awarded. Target for commissioning of this section is 2015.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

## **Recommendation (Para No. 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 required 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 become 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 project with the setting up of the said authority is well served.

## **Reply of the Government**

Concept Note for Creation of National High Speed Rail Authority for implementation of High Speed Rail Corridor Projects of Indian Railway has been initiated. Concerns expressed by the Standing Committee Members have been noted and steps are being taken for addressing all the related issues in setting up the National High Speed Rail Authority.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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 M/o Human Resource Development for setting up of Kendriya Vidyalayas and educational institutions. The Committee also observes that in both the Memoranda of Understanding, High Power Working Group are to be set up for creation of infrastructure facilities. The Committee desires that these High Power Working Groups should be set up expeditiously and both the projects should be completed in a time bound manner.

### **Reply of the Government**

A High Power Working Group has been constituted under the chairmanship of Shri Dinesh Trivedi, Hon'ble Minister of State for Health and Family Welfare for developing health care infrastructural facilities. Meetings of this High Power Working Group have already been held on 26.03.10, 01.04.10 and 29.05.2010.

2. A High Powered Working Group has also been constituted for development of educational facilities on Indian Railways. This Working Group consists of Senior officers from Ministry of Railways and Ministry of Human Resource Development to work out road map for implementation of objectives mentioned in the MOU. First meeting of High Powered Working Group has been held on 26th April, 2010.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

The observations of the Committee on the position of 2009-10 is factual in nature.

Based on overall availability of funds, Rs. 1302 crore has been allotted to this Plan-head in 2010-11(BE). This Ministry is, however, in complete agreement with the Committee with regard to the importance of Passenger Amenities in the working of the Railways. The Committee's recommendations for allocating sufficient funds for the same has been noted and will be kept in mind while reviewing the requirements vis-à-vis availability of funds during the course of the year.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 24)**

The Committee notes that the Railways visualize 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 suitable 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, emphasis 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.

### **Reply of the Government**

Suggestion of the Committee has been noted for incorporation in the scheme of World Class stations.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

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

### **Reply of the Government**

It is endeavour of Indian Railways to pay special attention to provide basic facilities such as toilets, drinking water, sitting arrangements, etc. at all railway stations. Special arrangements are made at stations for supply of drinking water in case of scarcity of water during summer season.

When a station is constructed, certain minimum/basic amenities are provided at each category of station which are termed as Minimum Essential Amenities and includes facilities of booking office, drinking water, platforms, platform shelter/shady trees, lighting arrangement, time table display, clock, etc. Amenities are further enhanced and upgraded depending upon passenger traffic, public demand and relative priorities. Upgradation of passenger amenities at a station are a continuous exercise and is undertaken based on passenger traffic handled at the station and inter-se- priority of works subject to availability of works.

It is endeavour of railway to make available clean potable water to its passengers. A special brand called 'Rail Neer' has been launched and over one million bottles are sold daily exclusively to railway passengers. Packaged drinking water is provided complementarily to the passengers of Shatabdi, Rajdhani and Duronto trains. In addition, Railways is planning to set up six additional bottling plants for provision of clear drinking water to the passengers at competitive prices. India Railways is also committed to providing good quality hygienic, affordable and wholesome food to passengers while taking into account the regional culinary preferences. For bringing about overall improvement in the quality of railway catering, the catering policy is being reviewed. However, the supervision of catering services on a few trains is being undertaken by railway on experimental basis.

With a view to improve the quality of bed rolls in the trains, Indian Railways have decided to set up mechanized laundries on a pilot basis through comprehensive turn key contracts and handling the operation of the same through Departmental resources. The pilot mechanized laundry has been commissioned in Central Railway. Zonal Railways have further identified 36 major coaching depots locations for setting up of

mechanized laundries. Ten locations of the identified laundries are expected to be commissioned during 2010-11.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

As a first step towards involvement of technological institutions in Railway Research, an MOU has been signed with IIT, Kharagpur for setting up of Centre for Railway Research (CRR) at IIT/Kharagpur. The Centre will carry out basic research in various fields of Railway Technology. A provision for Rs. 10 Cr. has also been made for this purpose in Railway Budget 2010-11.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 29)**

The Committee are concerned to note that only Rs.23.78 Cr. were spent during 2008-09 on Railway research. They are further constrained to observe that an outlay of Rs.61 Cr. during 2009-10 for Railway research is not fully utilised. The likely expenditure on Railway research upto 31 March, 2010 is Rs.42.13 Cr. 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 Cr. 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.

### **Reply of the Government**

To give impetus to Railway Research, the allocation has been increased to Rs.78 Cr. in the Budget 2010-11. All out efforts will be made to utilise the funds earmarked for Railway Research during 2010-11.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

## **CHAPTER – III**

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

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

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

The throwforward likely as on 01.04.2010 is 5608 kms (CTR Units) out of which 2302 kms (CTR Units) have been sanctioned in the current year i.e. 2010-11. The target for completion during the current year has been fixed at 3500 km (CTR Units). Thus accrual is less than the units completed. It is a diminishing figure.

Planning for sanctions is done, keeping the lead period of procuring track materials and contracts for execution in mind. Also, sanctions are based on the need in the field. As against this throwforward, a target of 3500 kms (CTR Units) is considered appropriately placed for above reasons.



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

### **Reply of the Government**

The recommendation of the Hon'ble Committee has been noted. It may, however, be stated that the Passenger and Freight earnings of the Railways, which constitute around 94 percent of the traffic earnings, are apportioned amongst the zones based on the traffic traversed on the zone. On the other hand, operating expenses incurred by the zonal railways include an element of fixed cost, irrespective of their traffic output. By virtue of their jurisdiction and geographical location, the share of traffic earnings of Central, Eastern, East Central, Northern, North Eastern, Northeast Frontier, North Western, Southern is not in proportion to the operating expenses incurred by them. Metro railway's working expenses are comparatively high since the railway caters to suburban passenger traffic only, which is the most subsidized category of passenger traffic.

Railways are taking all steps to improve the financial health by exploring avenues of traffic, removal of operating bottlenecks etc. to augment traffic earnings and also the austerity and economic measures to contain the expenditure to the minimum level. These efforts are likely to improve the performance of all the zonal railways and the aggregate performance of the zones in due course to bring about improvement in the Operating Ratio.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

Against the reduced target of 1050 no. of bridges for rebuilding/rehabilitation/strengthening during 2009-10, 1111 no. of bridges were completed upto Feb. 2010. Number of bridges rebuilt/rehabilitated/strengthened during 2009-

10 upto 31.3.2010 are 1294. Target of bridges for rebuilding/rehabilitation/strengthening during 2010-11 was projected as 1200 nos. to commensurate with projected budget provisions for 2010-11 in Plan head 32 (Bridge Works). Target for 2010-11 has been reviewed again and made as 1347.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 16)**

The Committee note the submission made by the Railways that inspection of railways bridges is very seriously taken by them, both road over-bridges 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.

### **Reply of the Government**

Against the reduced target of 1050 no. of bridges for rebuilding/rehabilitation/strengthening during 2009-10, 1111 no. of bridges were completed upto Feb. 2010. Number of bridges rebuilt/rehabilitated/strengthened during 2009-10 upto 31.3.2010 are 1294. Target of bridges for rebuilding/rehabilitation/strengthening during 2010-11 was projected as 1200 nos. to commensurate with projected budget provisions for 2010-11 in Plan head 32 (Bridge Works). Target for 2010-11 has been reviewed again and made as 1347.

### **Recommendation (Para No. 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.

### **Reply of the Government**

As on 1.4.09, total number of bridges sanctioned were 3634, out of which 41 are those bridges which were originally sanctioned under SRSF but subsequently transferred to DRF and other bridges sanctioned under DRF etc. are 3593.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

## **CHAPTER – IV**

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

#### **Recommendation (Para No. 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, urges the Ministry to intensify their preparedness to ensure the target that they have set for construction of New Lines during 2010-11.

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

The perception of addition of only 180 kms per year since 1950 is not fully correct as Railways have done doubling of many routes to create additional capacity and gauge conversion of Meter Gauge/Narrow Gauge sections under project Unigauge. The running track kilometers have increased from 59315 km in 1950 to 86937 km in 2008-09. In addition during this period, 19965 km has also been converted from meter gauge/narrow gauge to broad gauge to increase mobility in the system. This has resulted into seamless traffic avoiding transshipment difficulties at interchange points. Apart from this, upgradation and renewal of tracks has also been done to make the tracks fit for carrying increased freight traffic.

As per the Vision 2020, Railways have planned to construct 25000 km of new lines in next 10 years including about 11000 km lines which are already under construction. Keeping this in view, the target of completing 1000 km of new lines has been fixed. A close watch is being kept on the progress of new line works so as to achieve the target of 1000 km during 2010-11. The fund allocation for new line projects has been increased considerably over the last year. The position of the targeted projects was also reviewed with the Chief Administrative Officers and they have been advised to closely monitor the projects to ensure timely completion.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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 last year i.e. 2010-11, would be fully achieved.

### **Reply of the Government**

Railways are making all efforts to achieve the ever highest targets fixed for 2010-11. The targeted projects are being closely monitored.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

**(For recommendation of the Committee, please see para 1.9 of the Chapter I).**

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

### **Reply of the Government**

Higher targets are fixed and the organization is geared up to meet the targets. However, during mid year review of the progress, the targets are revised in view of the problems encountered during the year due to various factors some of which are not under the control of the Railways. All efforts are being made to achieve the target of 700 km of Doubling during 2010-11. Quarterly targets have been fixed and Railways have been advised to closely monitor the targeted projects.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

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

### **Recommendation (Para No. 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 10,000 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.

### **Reply of the Government**

The targets for the 11th plan for gauge conversion were fixed as 10000 kms with a view to complete most of the conversion activity by the end of the plan period. This has been reviewed and proposed to be lowered during the mid-term review. Due to constraint of funds and to give push to new line projects, the outlays for gauge conversion during 2010-11 has been reduced as compared to the previous years. Railways effort will be to expedite completion of last mile projects and enhance the completion during the plan period.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

**(For recommendation of the Committee, please see para 1.14 of the Chapter I).**

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

### **Reply of the Government**

Our present system of manual Patrolling supplemented by monitoring by track recording cars, oscillation monitoring systems etc. is working fine suited to present infrastructure. However Railway is open to adopt any development in technology which can help in monitoring at reasonable costs as per requirements. Indian Railways is executing a project for a computer based Track Management System (TMS) with all India connectivity.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

**(For recommendation of the Committee, please see para 1.17 of the Chapter I).**

## **CHAPTER – V**

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

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

The 11<sup>th</sup> Five Year Plan started on 1<sup>st</sup> 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 Kilometers for new lines, 10,000 Kilometers for gauge conversion, 6000 Kilometers for doubling and 3,500 Kilometers for electrification, at the end of the 3<sup>rd</sup> year of the Plan, the Railways are still left with 1,237 Kilometers for new lines, 6088 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 finalisation 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.

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

The mid term appraisal exercise for the XIth five year plan is being undertaken by the Planning Commission and the outcome would be apprised to the committee after completion of the exercise. The suggestion given by the committee have been noted for compliance.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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 finalised 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 execution of the project proposed to be taken up during 2010-11 would be delayed. The Committee would like to be apprised of the progress made in this regard.

### **Reply of the Government**

The concept plan and PPP models for implementing Sonnagar-Dankuni section of Eastern Dedicated Freight Corridor (DFC) were presented by Dedicated Freight Corridor Corporation of India Limited (DFCCIL) to Railway Board on 15.04.2010. Since it is a very large magnitude PPP Project being envisaged by Railways where the construction cost is about Rs.8000 crores and there is no past precedent of executing such a large project by Railways in the country through this model, the key issues need to be examined critically to choose the optimum solution and ensure success of the model. Key issues are being examined and road map for early implementation is being drawn.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

### **Recommendation (Para No. 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.

### **Reply of the Government**

The system developed by IIT/Kanpur is under consideration in Ministry of Railways.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

**(For recommendation of the Committee, please see para 1.20 of the Chapter I).**

### **Recommendation (Para No. 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.

### **Reply of the Government**

A committee of senior Railway officers has been constituted to review and revamp the working of RDSO.

(Ministry of Railways O.M. No. 2010/BC-II/XV/300/1  
dated 14.7.2010)

NEW DELHI;  
20 August, 2010  
29 Shravana, 1932 (Saka)

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

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

The Committee sat on Wednesday, the 18<sup>th</sup> August, 2010 from 1600 hours to 1730 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI T. R. BAALU - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Khiladi Lal Bairwa
3. Shri K. Bapiraju
4. Dr. Ram Chandra Dome
5. Dr. (Smt). Botcha Jhansi Lakshmi
6. Shri Pralhad Joshi
7. Dr. Nirmal Khatri
8. Shri Anand Prakash Paranjpe
9. Shri Somabhai G. Koli Patel
10. Shri Rudramadhab Ray
11. Smt. Satabdi Roy
12. Smt. Yashodhara Raje Scindia
13. Shri Gopal Singh Shekhawat
14. Shri Chaudhary Lal Singh

**RAJYA SABHA**

15. Ms. Sushila Tiriya
16. Shri Nandi Yellaiah
17. Shri Om Prakash Mathur
18. Shri Tarini Kanta Roy

**SECRETARIAT**

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

2. The Chairman welcomed the Members and the officers to the sitting of the Committee. Thereafter, the Committee took up the items listed in the agenda for consideration:-

**A.     XXX           XXX           XXX           XXX**

XXX           XXX           XXX           XXX

**B.     Draft Report on action taken by Government on the recommendations/observations of the Committee contained in their 7<sup>th</sup> Report on 'Demands for Grants – 2010-11 of the Ministry of Railways'.**

3. The Committee considered the above ATR and adopted the same without any modifications.

4.     XXX           XXX           XXX           XXX

**The Committee then adjourned.**

**ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE  
RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 7<sup>th</sup> REPORT  
(15<sup>TH</sup> LOK SABHA) ON 'DEMANDS FOR GRANTS (2010-11) OF THE  
MINISTRY OF RAILWAYS'**

Total number of Recommendations/Observations	29
(i) Recommendations/observations which have been accepted by the Government ( <i>Vide</i> recommendations/observations) Para Nos. 1, 3, 4, 7, 8, 10, 18, 20, 21, 22, 23, 24, 25, 27 and 29	15
Percentage of total	52%
(ii) Recommendations/observations which the Committee do not desire to pursue in view of the Government replies Para Nos. 12, 14, 15, 16, 17	5
Percentage of total	17%
(iii) Recommendations/observations in respect of which replies of the Government have not been accepted by the Committee which require reiteration Para No. 5, 6, 9, 11, 13	5
Percentage of total	17%
(iv) Recommendations/observations in respect of which final replies of Government are still awaited Para Nos. 2, 19, 26, 28	4
Percentage of total	14%

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