

**STANDING COMMITTEE ON RAILWAYS
(2003)**

THIRTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

ONGOING & PENDING PROJECTS

FIFTEENTH REPORT



**Presented to Lok Sabha on 16.12.2003
Laid in Rajya Sabha on 16.12.2003**

**LOK SABHA SECRETARIAT
NEW DELHI**

September, 2003/Asvina, 1925 (Saka)

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- | | | | |
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INTRODUCTION

I, the Chairman, Standing Committee on Railways (2002) having been authorised by the Committee present, on their behalf, this Fifteenth Report of the Standing Committee on Railways (2003) on 'Ongoing and Pending Projects'.

2. The Committee took evidence of the representatives of the Ministry of Railways on the 5th & 29th October, 2001 and the representatives of the Ministry of Finance and the Planning Commission on the 8th November, 2001 in connection with the examination of the aforesaid subject. The Committee took further the evidence of the representatives of the Ministry of Railways on 20.05.2003.

3. The Committee considered and adopted the Report at their sitting held on 24th September, 2003. Minutes of the sittings held on the 5th & 29th October, 8th November 2001, 20th May and 24th September, 2003 form Part-II of the Report.

4. The Committee wish to express their thanks to the representatives of the Ministries of Railways (Railway Board), Finance and the Planning Commission for appearing before the Committee, furnishing the material and information desired by the Committee and sharing the views concerning the subject, which came up for discussion during the evidence held in connection with the examination of the aforesaid subject.

NEW DELHI
24 September, 2003
2 Asvina, 1925 (Saka)

K. YERRANNAIDU,
Chairman,
Standing Committee on Railways

Chapter-I

INTRODUCTORY

The railway transport system has re-established itself world wide because it is six times more energy efficient, four times more economical in land use, six times more cost effective vis-à-vis road transport and most environment friendly. However, the Indian Railways, the biggest and premier public sector enterprise in the country that stood the test of time during wars and natural calamities and played a great role in the development of backward areas in the country by bearing huge social obligations, are unfortunately today at a cross roads finding it difficult to realize its true identity, objectives and goals as it is passing through a very critical phase in terms of its financial viability and commitment towards national growth on the one hand vis-à-vis social commitments for the development of backward areas of the country on the other. Railways are expected to run their business on commercial lines, but at the same time are also required to be social service enterprise. Thus the Indian Railways are in dilemma so far as their viability and survival is concerned. According to the Ministry of Railways, the persisting financial crisis in the Railways is on account of the following reasons:-

- (i) Declining Budgetary support resulting in progressively increasing market borrowing and debt servicing liability.
- (ii) Steep increase in staff costs and pension liability consequent to Vth Pay Commission as well as rising fuel costs.
- (iii) High internal cross subsidization of passenger traffic by freight. Freight tariff hikes now becoming counter productive.
- (iv) Increasing investments in 'Socio-economic' developmental projects.
- (v) Burden of Konkan Railway Debt Liability on Indian Railways.
- (vi) Outstanding dues of Power Houses.

1.1 The Railways have also lost their market share of freight traffic from 89% (1950-51) to 40% (1997-98) and passenger traffic from 80% to 20% during the same period. The fear regarding lack of safety and security in the trains and at railway stations has further added to the trend of declining share of Railways. In recent times, due to the Central Government Policy Road Sector have secured an edge over Railway Sector by securing a major share of Cess levelled on petro-products. This has further demoralized the Railways to a large extent.

1.2 The Railways have been adding new projects every year to their already existing large portfolio without ensuring adequate resources with the result the scarce resources available with the Railways are spread thinly giving rise to enormous cost escalation and time over runs. Railways are having a huge backlog of around 307 pending and ongoing projects, both remunerative and unremunerative viz. New Rail Lines, Gauge Conversion, Doubling, Metropolitan transport Project and Railway Electrification projects with the throw forward of more than 44,733 crore rupees. During the oral evidence the Chairman, Railway Board stated

“The shelf of pending projects of new line, gauge conversions, doubling, railway electrification and MTP is now at Rs. 44,700 crore i.e. approximately Rs. 45,000 crore. This is the balance of throw-forward; that means the requirement of funds for completing all the sanctioned ongoing projects. With the new innovative measures which we have been taking during the year, we are exploring the possibilities of the non-budgetary support sources. It means national projects like J&K to be done from the non-budgetary sources which also means that the strategic projects and joint ventures like National Rail Vikas Yojana, the K-ride, MRVC, PRCL etc. All these measures have been taken by us and we have been able to take out about Rs.17,000 crore. These projects would be done through these non-budgetary sources which will leave us with about Rs. 28,000 crore for the budgetary sources; which means that the projects would be done much faster so that they will get sources from the other side as well as this side.

At the present moment, in this year, we have got allocation of Rs. 4,800 crore for the projects during 2003-2004 which includes both these things which means that we should be able to complete them with some more support. This is at today's prices. Therefore, if we get this much budgetary support and this much of non-budgetary resources and with some more from the Budget support, we should be able to complete the projects. We are visualizing that we should be able to complete all the sanctioned projects in a period of about ten years time. That is a very positive thing which has happened during the last one or two years”

He further added,

“Because of this, the new lines, gauge conversions and doubling which we completed 455 kilometres only during the year 2001-2002 and this year we have done more than 1,200 kilometres. It is more than two-and-a-half times. For the next years, we have kept a target of 1,340 kilometres. With this support, we should be able to handle these projects.”

The details of all the ongoing, New Lines, Gauge Conversion, Doubling, MTP and Electrification projects costing above Rs. 5 Crore each with year of sanction, original cost, its present status, cost escalation and time over run are given at Annexure-I. Pending projects, which though included in the Railway Budget but have not yet been taken up are at Annexure-II. As on 1.4.2003, there are 233 number of projects which are in progress/yet to be taken up and the Railway-wise details are given at Annexure-III. The unremunerative projects are socially desirable projects for the development of areas which are socially backward and not connected with Rail Network. Out of 126 projects, 92 projects with the length of 11,482 kms and throw forward of Rs.27114 crore are under this area. Some of the projects such as Vildhi-Sabdaru

gauge conversion project, Kala Pipal-Phanda doubling project and Dugnoi-Deepa project of 15 kms. in North East though approved more than 10 years back, the execution on these projects have not even been started by the Railways so far. According to the Ministry of Railways, 90 to 95 per cent of the delays in Railway project implementation is due to constraint of resources, contractual problems and delays in land acquisition. With the present meager allocation of funds from the general revenues, it may not be possible for Railways to complete these projects during the next 10-15 years taking into account the present inflationary trend. Besides this, the Railways have planned to add over 5000 kms. of broad gauge track by way of new line, gauge conversion and doubling during X Plan period. Following projects covering 1331 kms. of broad gauge were targeted for completion during the 2002-03 and for remaining four years of the X Plan Period the identification of projects proposed to be completed, subject to the availability of budgetary support, are at present under finalisation:-

New Lines 214 km

- i) Buniadpur-Balurghat of Eklakhi-Balurghat
- ii) Jaroli-Keonjhar of Daitari-Banspani
- iii) Kumarghat-Manu of Kumarghat-Agartala
- iv) Katra-Faizabad
- v) Duraundha-Maharajganj restoration
- vi) Bajkul-Kanthi of Tamluk-digha
- vii) Fatuha-Islampur
- viii) Una-Churaru Takrala of Nangal Dam-Talwara

Gauge conversion: 867 km

- i) Latur-Latur Road of Miraj-Latur
- ii) Luni-samdari-Jasai of luni-Munabao
- iii) Vadalur-Vriddhachalam of Salem-Cuddalore
- iv) Mangalore-Puttur of Arasikere-Mangalore
- v) Dharmabad-Nizamabad, & Jankampet-Bodhan of Mudkhed-Secunderabad
- vi) Katpadi-Pakala-Tirupati
- vii) Rajkot-Jetalsar-Junagarh of Rajkot-Veraval
- viii) Surendernagar-Rajaula City-Pipavav
- ix) Virudunagar-Rajapalayam of Quilon-tirunelveli-Tiruchendur & Tenkasi-Virudunagar

Doublings: 250 km

- i) Chandanpur-Gurup
- ii) New Alipur-Akra
- iii) Parsa Bazar-Punpun
- iv) Siho-Karpurigram
- v) Colonelganj-sarju of Gonda-Jarwal Raod
- vi) Calicut-Mangalore (balance 50 km)
- vii) Bangarpet-Bisanatham of Whiltfield-Kuppam
- viii) Gudur-Renigunta (4 block sections – 40 km)

- ix) Ballapaile-Pullampet (4 block sections – 30 km)
- x) Naila-Champa of Akaltara-Champa
- xi) Champa-Balpur of Champa-Saragbundia
- xii) Bilaspur-Dagori and Nipani Bhatapara of Bilaspur-Urkura 3rd line
- xiii) Gevra Road-Kusumunda of Korba-Gevra Road
- xiv) Kesinga-Norla Road of Titlagarh-Lanjigarh
- xv) Salegaon-Nergundi of Rajatgarh-Nergundi

1.3 The Railways are financing their plans today through three sources, namely (i) capital budgetary support from the general exchequer, (ii) internal generation of revenues, and (iii) market borrowings through Indian Railway Finance Corporation (IRFC) and other schemes. The internally generated revenues which has come down from 58% during 8th Plan to 21% during 2002-2003 is not sufficient to fund these projects particularly when the operating ratio of the Railways has touched almost 94%. The market borrowings which has become a substantial burden for Railways has touched all time high to 36% in 2001-02 from 19% during the 8th Plan period. Similarly, the staff cost i.e. salaries and other allowances of present manpower and pension liabilities of the retired employees which has increased considerably to 56% of the total working expenses from 1998-99 onwards as a result of the implementation of the Recommendations of V Pay Commission has galloped enormously wiping out the surpluses. Funds meant for capital development are almost exhausted. Lastly, the day to day increasing social obligation is proving unmanageable burden to the Railways. The impact of the continuing inadequate resources to meet the requirement of basic infrastructure network has resulted in a heavy throw forward in respect of pending as well as ongoing projects.

1.4 Thus, the present financial scenario of the Indian Railways calls for its urgent rejuvenation. In this connection, the Ministry of Railways had attempted to seek the sagacious opinion of the Members of the Parliament on the issue in question by presenting two premier documents namely (1) 'Status Paper on Indian Railway-Some Issues and Options' and (2) 'White Paper on Railway Projects' to the Parliament on 27th May and 28th July, 1998 respectively. The 'White Paper on Railways Projects' very effectively focuses on the Railways' dilemma particularly in regard to the pending and ongoing projects and their funding priority. The 'Status Paper on Railways-Some Issues and Options' relatively harped on the idea whether the practice of social obligation be allowed to continue at the cost of commercial character of the Indian Railways being a Public Sector Undertaking.

CHAPTER – II
PENDING AND ONGOING RAILWAY PROJECTS

As per the Ministry of Railways, there is no categorisation like pending/frozen/ ongoing projects in the Railway Budget documents. The works have been defined as work in progress/new works. For Railway's internal working certain terms viz. pending/frozen are used which do not have well defined stipulations. However, for broad categorisation, pending/frozen/ongoing projects can be defined in the following way:

Pending Projects are those projects, which are included in the Pink Book but not having requisite clearances. These projects are pending for clearances and work on such project is taken up only when the requisite clearances are available.

Frozen Projects are those projects on which progress of work has been frozen due to low operational priority, constraints of resources, change in demand from State Government etc.

Ongoing Projects are all those remaining projects, not covered under pending projects, which are appearing in the Pink Book and are in various stages of progress/financial adjustments.

2.1 The number of Pending/Ongoing/Frozen projects as on April, 2003 category wise i.e. New Line, Gauge Conversion, etc. was as under:-

(a) Pending & Ongoing Projects

PLAN HEAD	ONGOING PROJECTS AS ON 01.04.2003	PENDING PROJECTS AS ON 01.04.2003
New Lines	82	02
Gauge Conversion	70	Nil
Doubling	116	01
Metropolitan Transport Project	15	01
Railway Electrification	17	03

(b) **Frozen Projects**

PLAN HEAD	NAME OF PROJECT	REMARKS
New Line	Diphu-Karong as Ph-I of line to Imphal	Government of Manipur has suggested an alternative alignment of connecting Imphal via Jiribam. Survey has been completed and proposal has been processed further.
	Harmuti-Itanagar	This work has been frozen at the request of the Government of Arunachal Pradesh who have now desired to have an alternative alignment from Halem to Itanagar for which survey is in progress.
	Beas-Dera Baba Jaimal Singh	The part cost of this work is to be shared by the Dera Authorities. As Dera Authorities have backed out from their commitment and have also not signed the agreement, the work cannot be progressed.

2.3 The details of the breakup of the total throw-forward and expected time to complete these Ongoing and Pending projects category wise as on 01.04.2003 was as under:-

PLAN HEAD	THROWFORWARD (Rs. in Crs.)	EXPECTED TIME OF COMPLETION (WITHOUT CONSIDERING ESCALATION)
New Lines	24450	13 years
Gauge Conversion	10149	10 years
Doubling	4911	05 years
Metropolitan Transport Project	4385 (including share of State Govt)	06 years
Railway Electrification	838	4 years
Total	44733	

2.4 On being asked about the percentage of viable ongoing/pending projects to the total numbers thereof, total original cost of all the pending/ongoing projects of all the categories excluding socially desirable projects and anticipated revised cost after having taken into account the inflation aspect of all the ongoing and pending projects, the Ministry of Railways have furnished the following details:-

(a) **Viability**

PLAN HEAD	PERCENTAGE OF VIABLE PROJECTS
New Lines	10
Gauge Conversion	38
Doubling	70
Metropolitan Transport Project	33
Railway Electrification	100

The above analysis excludes projects though appearing in Pink Book but have physically been completed.

(b) **Original cost and anticipated revised cost of all the prioritized ongoing/ pending projects pertaining to New Lines and Gauge Conversion excluding Socially desirable Projects**

PLAN HEAD/PRIORITY	NO. OF PROJECTS	TOTAL ORIGINAL COST (CRORES)	TOTAL ANTICIPATED REVISED COST (CRORES)
NEW LINES			
A1- Completed projects, residual works in progress	01	46.39	478.51
A2-Viable projects/those required on Operational considerations	09	1943.55	3117.13
A3-Projects nearing completion and those which will get completed.	05	288.83	668.19
B1- Projects in Jammu and Kashmir	02	1550	4044
B2- Projects in North East Region	06	2669.61	5145.39
B3- Projects involving major bridges costing over Rs. 100 cr.	03	1523.41	1868.88
Total	26	8021.79	15322.1
GAUGE CONVERSION			
A1- Completed projects, residual works in progress	08	1776.22	3285.19
A2-Viable projects/those required on operational considerations	22	3568.98	5453.77
A3-Projects nearing completing and those which will get completed	08	981.14	981.14
B1- Projects taken up on strategic considerations	01	240	283.94
B2-Projects in North East Region.	03	1228	2103.56
Total	42	7194.34	12107.6

2.5. When asked the reasons for a very negligible viability percentage particularly in respect of new lines, gauge conversion and Metropolitan Transport Project the Ministry of Railways in a written reply stated that since 1970s the financial viability of projects are appraised on Discounted Cash Flow (DCF) technique basis. Under this method the project is appraised for all the years of its economic life and is based on the concept of net present value. However, the cut of rate for determining the financial viability of the project has been revised from time to time in keeping with the changing cost of raising capital. Large number of new line and gauge conversion projects taken up on social consideration for providing infrastructure in the backward and other regions of the country to bring socio economic development, projects taken up for rail infrastructure in far flung areas such as Jammu and Kashmir and North East region are mostly financially unviable. This has been the reason for low viability percentage in case of new lines and gauge conversion projects.

2.6 As regards doubling, RE and MTP the prioritisation has not been done as done for New Line and Gauge Conversion works. The financially unviable projects have been considered as socially desirable projects and excluding these projects, the total original and anticipated revised cost is as under:-

PLAN HEAD/PRIORITY	TOTAL ORIGINAL COST (Rs. in Crore)	TOTAL ANTICIPATED REVISED COST * (Rs. in Crore)
Doubling	4281.15	5682.66
Railway Electrification	2078.45	2550.42
MTP	725.38	732

*** The revised cost is as appearing in the Budget 2003-04.**

2.7 Justifying the reasons for non –feasibility of calculation of cost and time overrun of the projects, the Ministry of Railways in a note submitted to the Committee stated that the cost and time overrun can be calculated where the time schedule for completion of the project with matching availability of the resources can be planned and assured at the time of taking up of the project. In case of Railway projects, the Plan size is determined annually in consultation with Planning Commission and as such, no estimation of cost and time overrun is feasible. As funds for timely completion of projects are not available, any increase in cost due to escalation over a period of time is not truly a cost overrun. Even targets for completion of projects is decided annually after knowing fund availability depending upon the size of the annual plan. This situation is more relevant in case of new line and gauge conversion projects where the annual allocation of funds is not even sufficient to cater for yearly inflation. As a result, the throw-forward will continue to increase year by year unless adequate additional funding is provided.

2.8 When asked if any exercise is done to prepare a comprehensive plan regarding the cost and time of completion before a project is sent to the Cabinet Committee on Economic Affairs (CCEA), the Chairman, Railway Board during evidence stated as under:-

“When we are sending the projects for approval to the Cabinet Committee on Economic Affairs, we are indicating as to what can be the time-frame for completion of the project and how much money would be required every year for completion of that project. So, these planning and figures are available. But the problem is that when we add the money required for all the projects which are there, which are being approved, then that becomes many times more than what is actually available from year to year and, therefore, the mismatch is there between what planning we do and what actually gets executed.”

CRITERIA FOR PROJECTS SELECTION

New Lines

2.9 The policy for taking up New Line projects was enunciated by the National Transport Policy Committee in 1980. This policy states that New Lines would be taken up on the following criteria:

- i. Project oriented lines to serve new industries for tapping mineral and other resources;
- ii. Missing links for completing alternative routes to relieve congestion on existing saturated routes;
- iii. Lines required for strategic reasons; and
- iv. Lines for establishment of new growth centres or giving access to remote areas.

Gauge Conversion

2.10 The policy followed for selection of routes to be taken up for Gauge Conversion under Project Uni-gauge has been as Under:-

- i. To take up conversion of lines to develop alternative BG routes obviating the need for Doubling existing BG lines on these routes.
- ii. To establish new BG links between stations connected by other BG lines.
- iii. To establish BG connection to ports, industrial centres and locations having potential for growth.
- iv. To take up conversion of lines required on strategic considerations.
- v. To minimize transshipment and to improve wagon turn around by avoiding delays at transshipment.
- vi. To carry out the conversion of lines, as per the above policy, at least cost yet providing a standard of service not lower than what the rail users were getting on the MG.

Doubling

2.11 Doubling of single line section is taken up when their carrying capacity is saturated, freight intensive sections being given priority. Railways have a master plan for doubling and projects are selected out of this during the works programme meeting based on the traffic needs and availability of resources.

Railway Electrification

2.12 A route is considered eligible for electrification if the financial return on capital investment in Railway electrification as compared to diesel traction in accordance with specific norms works out to 14% or more. The main factors in the cost benefit analysis of a route for electrification are the traffic intensity and the relative cost of operation by diesel and electric traction. In this, the relative price of diesel oil and electrical energy are a vital factor. Diesel oil price is presently an administered price close to the actual costs. Tariff for electric traction, on the other hand, is the highest when compared to that for all other consumers and is around 3 to 4 times the normal cost of generation. Since the rate of financial return to take up electrification is calculated on the actual cost of diesel and electricity, the actual economic rate of return is much higher. However, in certain specific cases, electrification is also taken up on considerations of operational flexibility.

Metropolitan Transport Projects

2.13 Prior to 1986, Indian Railways were responsible for planning and development of the entire railway system including Urban Transport System in the country. With the change in the Business Allocation rules in 1986, the responsibility of planning and co-ordination of Urban Transport System including rail based system, has been transferred to Ministry of Urban Affairs and Employment (now Urban Development and Poverty Alleviation). However, technical planning continue to be with Indian Railways.

Procedure for Approval/Clearance of Projects

2.14 Demands are received from State Governments, Members of Parliament and other public representatives for construction of new lines, gauge conversion, Railway Electrification, Metropolitan Transport Project and Doubling. Demands are also received from other ministries such as Defence Ministry for construction of lines required on strategic considerations, Ministry of Coal for serving new coal mines, Ministry of Steel for construction of lines to serve the Steel Plants and so on.

2.15 If the examination of the demand prima facie indicates the possibility of some traffic or developmental potential, surveys are taken up to determine the feasibility, work content, approximate cost of construction, the traffic potential and the rate of return as well as the contribution the line is likely to make towards the development of the area served by it. Once the survey reports become available, these are thoroughly scrutinized in the Railway Board and those which show some potential are recommended to the Planning Commission for consideration.

2.16 In the case of New Lines, Gauge Conversion, Metropolitan Transport Projects, and Railway Electrification, Projects costing less than Rs.100 crore the work is included in the budget once their concurrence is received from the Planning Commission. For Doubling Projects costing less than Rs.100 crore investment decision is taken by the Ministry itself.

2.17 The Projects costing more than Rs.100 crore requires appraisal from Planning Commission, consideration by Expanded Board and approval of Cabinet Committee on Economic Affairs. The survey report is first required to be examined in the Ministry of Railways and thereafter is to be appraised by the Planning Commission. This is then considered by the Expanded Board. The proposal is then processed for clearance by the Cabinet Committee on Economic Affairs. This entire exercise is time consuming and based on operational needs and aspirations of the people of the area represented through the elected representatives. **Some projects have been included in the past without requisite clearances** with the specific stipulation that these projects would be taken up after obtaining necessary clearances. In any case all these projects which have been included without requisite clearances are being examined at the required levels and then have been taken up after clearance from the Cabinet Committee on Economic Affairs. The Ministry of Railways since 1992-93 to 1998-99 included 103 projects (41 New Line, 51 Gauge Conversion, 3 Doubling, 5 Metropolitan Transport and 3 Electrification) in the Pink Book without requisite prior clearance. At present only 14 projects are awaiting clearances.

2.18 The role of Planning Commission and Expanded Board is **only recommendatory in nature** and the power to approve a particular project entirely vests with the Cabinet Committee on Economic Affairs. The Ministry of Railways has further informed the Committee that a policy decision has already been taken to include, henceforth, the projects in the budget only after obtaining required clearances. Moreover, the Cabinet Committee on Economic Affairs has also recently directed that no new project is to be included in the budget without prior clearances.

However, thirteen new projects (4 New Lines, 7 Gauge Conversion and 2 Doubling) costing an additional burden of Rs.730 crores have been included in the Railway Budget 2001-02 in the name of material modification even after an unequivocal announcement in the House by the then Minister of Railways that no new project will be taken up during the year 2001-02.

2.19 Stressing the need for prior approval of the projects before including the same in the Budget, the Chairman, Railway Board submitted before the Committee as under:-

“A decision has been taken by the Ministry last year that it will include no project in the Budget without obtaining necessary clearance. This decision was announced by the Minister in his Budget speech of last year i.e. 2000-01. This year the CCEA has also directed the Ministry of Railways that henceforth no project be included without first obtaining clearance.”

Priority

2.20 The Cabinet Committee on Economic Affairs (CCEA) has approved the prioritization of New Line and Gauge Conversion Projects on 9th November, 1998. The Ministry of Railways in their written reply have stated that the aforesaid prioritization approved by the CCEA is considered adequate for the present to exercise control over allocation of resources for progressing the projects. Normally funds are being provided as per the priority. However, regional balance is also being kept in view while deciding the yearly allocation for different projects. The categorization of projects in different priorities has provided control in allocation of resources for progressing projects as per the priority.

2.21 When suggested that the existing prioritization of projects require some orientation in view of the present financial trends, the Ministry of Railways, while agreeing stated that the matter will be examined exhaustively in consonance with the suggestion of the Committee.

2.22 The Committee in their 9th Report on ‘Demands for Grants (2001-02) of the Ministry of Railways’ had strongly recommended that existing priority of ‘Ongoing Projects’ be reviewed critically and that it must not be a mere categorisation of projects but realistic enough in terms of funding requirement. The Ministry of Railways in their action taken notes have agreed with the recommendation of the Committee and stated that they are in the process of prioritizing Ongoing Projects with a view to allocate resources optimally so that resources are not spread too thinly.

Allocation

2.23 Annual allocations to the various projects are being made taking into account the progress likely to be achieved on the project during the year and keeping in view the overall need and priority of the project. While allocating funds, regional balance based on area, population and throw forward of Projects in the State is also considered. The details of allocations made in the last eight years and the current year for New Lines and Gauge Conversion projects is as under:-

(Rs. in Crores)									
New Lines	95-96	96-97	97-98	98-99	99-00	00-01	01-02	02-03	03-04
A1-completed projects, residual works in progress (1 No.)	24	50	54.03	14.85	05	08	01	0.01	1
A2-Viable projects/those required on operational considerations (9 Nos.)	33.01	37.49	47.02	92.06	73.2	111.5	165.01	106.53	163.35
A3-Projects nearing completion and those which will get completed in 9 th Plan (5 Nos.)	23.57	28.84	24.77	47	49	61	55.49	53.02	50.18
B1-Projects in Jammu & Kashmir (2 Nos.)	51	41	104	120	120	130	140	436	530
B2- Projects in North East Region (6 Nos.)	35.5	33	71.02	99.9	87	85.1	80	133.01	159.99
B3-Projects involving major bridges costing over Rs. 100 cr.			15	03	07	07	20	55	90
C-Socially desirable projects (57 Nos.)	8.43	17.01	76.02	106.15	253.75	364.1	430.5	527.21	605.48
Projects taken up on strategic consideration (1 No.)	-	-	-	-	-	-	-		
Total	30	80.00							

(Rs. in Crores)									
Gauge Conversion	95-96	96-97	97-98	98-99	99-00	00-01	01-02	02-03	03-04
A1-completed projects, residual works in progress	627.06	469.29	566.85	231.62	134.5	81.6	17.35	14.05	3.05
A2-Viable projects/those required on operational considerations	302.73	324.06	231.08	343.86	238	258.07	293.07	311.88	405.17
A3-Projects nearing completion and those which will get completed	56.5	133.11	57.89	60.59	75	59.08	50.1	46.9	21.02
B1-Projects taken up on strategic considerations	-	-	36.17	20	30	25	25.4	100	60
B2- Projects in North East Region	-	10	53.84	40	111	120.2	125	193	141
C-Socially desirable projects	15	71.6	52.06	62.11	134.49	126.3	177.1	297.15	348.46
Total (70 Nos. of Projects)								962.98	979

As per the Ministry of Railways, the projects which have not been prioritised so far have not been included in this calculation.

2.24 In response to a query from the Committee regarding the number of projects completed at the end of Ninth Plan and likely to be completed during the Tenth Plan with the present rate of allocation of funds, the Ministry of Railways in their written reply stated as under:-

The number of projects which have already been completed at the end of 9th Plan are as under:

PLAN HEAD	TOTAL NO. OF PROJECTS	NO. OF PROJECTS ALREADY COMPLETED/WILL GET COMPLETED BY THE END OF 9 TH PLAN	NO. OF PROJECTS COMPLETED DURING 2002-03
New Lines	81	06	2
Gauge Conversion	71	22	1
Doubling	85	22	7
Metropolitan Transportation Projects	18	04	3
Railway Electrification	23	7	3

2.25 Adding further, the Ministry of Railways submitted:-

“The majority of projects under Plan Heads, Doubling, Metropolitan Transport Project & Railway Electrification are expected to be completed by the end of 10th Plan. As regards new lines and gauge conversions, the completion of projects will depend upon actual availability of resources. However, some of the projects identified for full completion during the 10th Plan are as under:-

PLAN HEAD	NO. OF PROJECTS TENTATIVELY PLANNED FOR FULL COMPLETION DURING 10 TH PLAN
New Lines	Panvel-Karjat
	Guna-Etawah
	Laxmikantapur-Namkhana
	Fatua-Islampur
	Tilaiya-Rajgir
	Daraunda-Maharajganj
	Katra-Faizabad
	Eklakhi-Balurghat
	Jammu Tawi-Udhampur
	Kakinada-Kotapalli
	Daitari-Banspani
	Bishrampur-Ambikapur
	Tamlulk-Digha
	Hubli-Ankola

Gauge Conversion	Gandhidham-Palanpur
	Gonda-Gorakhpur
	New-Jalpaiguri-Silliguri-New Bongaigaon
	Luni-Barmer-Munabao
	Secunderabad-Mudkhed, Jankhampet-Bodhan
	Katpadi-Pakala-Tirupati
	Guntur-Guntakal and Guntur-Kalluru with new line from Pendakallu to Gooty
	Cuddalore-Salem
	Arasikere-Hassan-Mangalore
	Rajkot-Veraval
	Surendranagar-Bhavnagar-Rajaula-Mahuwa with extn. Upto Pipavav and Sihor-Palitana
	Mudkhed-Adilabad
	Mansi-Saharsa

The completion of these projects will however depend upon availability of resources”.

2.26 When asked whether any perspective plan for completion of ongoing projects has been drawn by the Railways, the Ministry submitted that the availability of funds for the projects have considerably improved over the previous years. Addl. funds have also become available through various initiatives taken by the Ministry for the last two years. As of now there is a throw forward of projects of over Rs.44,733 crore and during 2003-04 total outlay for projects is about Rs.4800 crore including the funds likely to be available from other sources like State Government sharing, funds from Ministry of Defence, through BOT/SPV etc. Considering this, it appears feasible that the ongoing projects may get completed in a period of about 10 years provided some additional budgetary support is given to cover funding of some projects which may further be added to the ongoing shelf in the meantime.

2.27 The Ministry of Finance (Deptt. of Expenditure) when asked to suggest possible remedies to improve the precarious financial health of the Railways, submitted in writing the following:-

- (a) Rationalisation of freight and passenger fares to improve internal generation of resources. It may be noted that the share of internal resources in funding the plan expenditure has come down from 58% during the 8th Plan to 27.8% during 2002-03 (RE).

- (b) A freeze on new projects except those which are necessary from safety point of view and which are commercially viable projects.
- (c) Prioritisation of existing commitments for ongoing and pending projects so that scarce resources can be productively applied for last-mile project and for projects with high returns.
- (d) Improve operational efficiency of Railways to realize higher operational surplus by undertaking rationalization of the workforce, privatization of as many services as feasible, etc.

2.28 The representatives of the Ministry of Finance (Deptt. of Expenditure) responding to the tendency of the Ministry of Railways to include new projects in the Railway Budget almost every year without the prior approval of the Planning Commission and Expanded Board and without ensuring adequate resources for the same stated:-

“It is not a healthy practice to undertake new projects without prior approval of the Planning Commission. The project-wise allocation should be decided by the Planning Commission in consultation with the Ministry of Railways. Such project-wise allocation should be included in the Railway Budget”.

Capital/Budgetary Support

2.29 Capital from General Exchequer is a support received by Ministry of Railways from the General Exchequer in the form of ‘Capital’ and used mainly for creating capital assets like purchase of land, construction of new lines, electrification, metropolitan transport projects and investments in North Eastern Region. Railways pay dividend on the ‘capital’ invested by the Central Government. The present rate of Dividend is 7%, subject to certain concessions. However, the share of investment under ‘capital’ has been coming down over the years, from 75% of the Plan Size during the 5th Year Plan to 30.57% during the 9th Five Year Plan. The Capital Support received from the General Exchequer over the Five Year Plans is as under:-

(Rs. in crore)

Plan	Plan outlay other than Budgetary Support		Capital Support from General Exchequer	
	Amount	%tage of Annual Plan	Amount	%age of Annual Plan
I	280	66%	142	34%
II	467	45%	576	55%
III	545	32%	1140	68%
IV	397	28%	1031	72%

V	384	25%	1141	75%
VI	2783	42%	3802	58%
VII	9609	58.6%	6940	41.93%
VIII	24993	77.36%	7313	22.63%
IX	31284	*68.41%	14441*	*31.58%
2002-03	8290	67.23%	4040*	32.76%
2003-04 (BE)	8373.66	64.82%	4544.34*	35.18%

*** Contribution Under Special Railway Safety Fund from General Exchequer has not been included.**

2.30 Pleading for more central support during the Tenth Plan, the Chairman, Railway Board submitted as under:-

“We have also been pressing the Central Government for increasing the Central Assistance so that we could provide more funds for these projects. There has been some response but not the response that would make a substantial difference in the execution of these projects. Our Central Assistance, which had gone up to 75 per cent in the Fourth and the Fifth Plans, has come down to almost 22 per cent in the Seventh and Eighth Plans. This, in the Ninth Plan, has been slightly increased. It has come up from 22 per cent to 29 per cent but still that is much below the peak that we had achieved earlier. For the Tenth Plan, we are projecting a higher level of assistance... We hope and expect that with the assistance of the Committee and with the assistance of our hon. Minister, we might be able to get a little more Central Assistance than what we had been getting during the Ninth Plan.”

2.31 Notwithstanding the aforesaid, the Secretary, Planning Commission while submitting before the Committee stated as under:-

“Year after year, the allocation to the Railways from the Plan both in terms of percentage as well as in actual value terms has been increasing. In 1995-96, the budgetary support to Central Plan was Rs. 28994 crore. Out of which, the budgetary support to the Railways was Rs. 1150 crore which was 3.97 per cent. Similarly, in the next year, it went up to 4.64 per cent. Then, it went up to 5.07 per cent, then to 5.18 per cent, then to 5.78 per cent, and in 2000-01, it went up to 7.49 per cent. In the current year i.e. 2001-02, it is 6.46 per cent. It indicates that the Railways are getting fairly substantial share of the Central Plan allocation.”

2.32 Expressing their serious concern over the decreasing trend of internal resources and increasing market borrowings, the Secretary, Planning Commission further elaborated as under:-

“The borrowings of the Railways have been increasing whereas their internal resources which they are generating have been going down. In the Eighth Plan, the borrowing was 19 per cent whereas the internal revenue generated was 58 per cent. In 1997-98, the borrowings went up to 34 per cent but the internal resources came down to 42 per cent from 58 per cent. In 1998-99, the borrowings went up to 36 per cent and the internal resources were 39 per cent. In 1999-2000, the borrowings were 32 per cent, the internal resources were 39 per cent. In the next year, the borrowings were 35 per cent and the internal resources were 27 per cent. In the current year (2001-02), the anticipated borrowings are 36 per cent and the internal resources are 29 per cent which means from

58 per cent which they used to generate, came down to 29 per cent. That is exactly half. The borrowings which were 19 per cent, have gone to 36 per cent. The budgetary support has increased from 23 per cent to 35 per cent. So, there is obviously a problem here that the internal resources as they should have been generated have not been generated because of variety of reasons such as cross subsidization, or perhaps due to built in inefficiency and due to too much cost on the staff and less on the capital investment.”

2.33 Suggesting remedies to overcome the monetary constraints being faced by the Railways to execute the ongoing projects in time, the Secretary, Planning Commission stated:-

“Obviously, they (Railways) must firstly try to increase their internal resources. Raising the fares and cutting down the costs are the two obvious areas. Budgetary support, has been increasing to the extent that the Government can afford. But, ultimately the problem lies within the Railways. They should not undertake so many projects when no fund is available. Perhaps they should undertake only commercially viable projects and not the other ones. Leaving a project in between sends a very bad signal to everybody. It is therefore imperative that some introspection and stocktaking is done by the Railways. Besides the funds which are available, they must try to raise their internal resources and fare structure and cut down on the costs and inefficiencies.

At the same time they should focus on some of the projects which are nearing completion. For that, the Finance Minister has also been announcing that he is willing to give funds this year (2001-02) for completion of the last-mile projects. If they want additional funds, the same will be made available to them provided they can spend it. That is another problem because money is given and not spent as there is a certain capacity for spending money. If you are going to operate at the same pace, do not increase your level of spending and do not work 24 hours a day to complete a project, then I am afraid this problem will persist.

But we have been assured by the Finance Ministry that funding would be available despite fiscal deficit if these projects get completed within the next six months or so. Therefore, there has to be a selection. Not everything can be completed because of lack of funding. But certainly, extra funds would be available to complete those projects which are nearing completion, so that some achievements is there.”

2.34 Endorsing the views of the Secretary, Planning Commission, the Additional Secretary (Budget), Ministry of Finance submitted before the Committee as under:-

“The Hon. Committee would be aware that Government of India has agreed for creation of a Railway Safety Fund for Rs. 17,000 crore. This safety fund has to be applied for arrears of safety works which have been pending for ten or fifteen years. They have worked out a total sum of Rs. 17,000 crore to be spent over the next five year period, of which Rs. 12,000 crore has been committed as a Budgetary support from the Central Exchequer. Rs. 5,000 crore would be raised by Railways themselves as a safety surcharge on passenger fares. Of this Rs. 12,000 crore for the remaining six months of this year (2001-02), we have already committed to the Railways in writing that we shall be providing Rs. 1,000 crore. In addition, as the Secretary, Planning Commission has explained that ‘last mile’ projects which are pending completion, which are about to be completed, but they have no funds to complete them, we have agreed, in principle, to provide another Rs. 900 crore to them within the current year (2001-02).”

2.35 When asked whether there are any viable projects which are 3/4th completed and are pending due to non-availability of resources, the Ministry of Railways stated that there are no such viable projects which have been financially completed to the extent of 75% and are pending due to non-availability of resources. However, the projects are being progressed as per their operational priority and availability of resources.

Private Participation

2.36 The Ministry of Railways have informed the Committee that certain policy guidelines have been approved on 19th February, 2001 for participation of Private Sector/State Governments in development of rail infrastructure. These guidelines have been printed in the form of a 'brochure'. The Chief Secretaries of all the State Governments have been addressed to participate in development of rail infrastructure.

2.37 During evidence it came to the notice of the Committee that since the guidelines so approved are not attractive and clear, the private investors are hesitant to invest in Railways. When asked about the difficulties in attracting private investment in Railway Sector, the Chairman, Railway Board submitted as under:-

“We had started taking of BOLT, i.e., Built, Operate, Lease and Transfer system. We had called for certain tenders in which the private investors could invest in the constructions of new lines or gauge conversions. Certain conditions in consultation with many people including the investors were prepared and the tenderer were called. In two cases, we could finance the tenders. But in one case, the tender did not start the work. They backed out and only in one more case, they started the work. But there also they were not successful in getting the money from the lenders. There were certain deficiencies in the conditions which were prepared although they were prepared in consultation with all of them. Only when they started working, they realised that there are certain more deficiencies in the conditions, which have been prepared. Therefore, we have reprepared those conditions in the form of BOT-Built, Operate and Transfer instead of Built, Operate, Lease and Transfer. These conditions have been prepared again in consultation with the financial institutions like ICICI and IDBI as well as some of the major construction people who were interested in such types of constructions. They have also been consulted. Some of the financial institutions and banks have also been consulted.

Those conditions have been recently cleared by the Ministry of Law that conditions that have now been prepared are also okay and on the basis of that, we are again going to call for tenders for some more projects. But there is no major problem in asking the private investment in infrastructure and, that is that the gestation period of infrastructure is very long. If today we construct a new line, even if it is going to be a viable line, it may become viable only, after seven or ten years of construction.”

Supplementing the Chairman, the Member Engineering stated:-

“As you have suggested, we have gone in for National Rail Vikas Yojana. We have got money from that. We have also gone in for Maharashtra Railway Vikas Corporation where we have involved Maharashtra Government and we have gone in for BOT. So, we are mobilizing another Rs. 925 crore on this account. That makes total funds to the extent of Rs. 3,538 crore this year (2003-2004). In addition, we are having participation of Jharkhand Government, Karnataka Government, West Bengal Government and Tamil Nadu Government. We are likely to get Rs. 1,285 crore from them. So, as a result, the total money available for carrying out the projects in this year would be Rs.4,800 crore compared to Rs.2,890 crore only in the year 2002-2003... So, we are involving the State Governments. In National Rail Vikas Yojana, a number of projects have been evolved where we are going to get money from outside – from the World Bank, from the ADB. That process is on.”

Safety Related Works

2.38 Safety of passengers has become a challenge as a lot of rail accidents are taking place due to derailments, equipment/human failure, unmanned level crossings etc. To help the Railways, the Railway Safety Commission Report (Khanna Committee Report) recommended that the Central Government should provide Rs. 15000 crore to the Railways over a period of 5-7 years to rehabilitate their safety assets. The Union Government decided in 2000-01 to share a part of the newly imposed cess on petrol and diesel with the Railways to help them to improve rail safety. Moreover, during the year 2001-02 the Union Government have agreed with the Ministry of Railways to create a separate “Special Railway Safety Fund” having a total contribution of Rs. 17000 crore (Rs. 5000 crore to be funded by the Railways and Rs. 12000 crore by the Union Government) to be spent over a period of 5 years for the replacement and renewals of safety related assets.

2.39 Investment on safety related ongoing projects has been as under:-

- (i) The amount received as grant from the cess collected on petrol and diesel (as contribution to Railway Safety Fund) during the years 2000-01 to 2003-04 is as under:-

(Rs. in Crore)

Year	Amount Received Railway Safety Fund
2000-01	300.00
2001-02	300.00
2002-03(BE)	450.00
2002-03(RE)	264.00
2003-04(BE)	433.00

- (ii) The Contribution from General Exchequer towards Special Railway Safety Fund (SRSF) is as under:-

(Rs. in Crore)

Year	Contribution from General Finance
2001-02	1000.00
2002-03(BE)	1350.00
2002-03(RE)	1350.00
2003-04(BE)	1600.00

Contribution from General Exchequer towards Railway Safety Fund is given in (i) above.

- (iii) The expected collection from Safety surcharge on passenger fare is as under:-

(Rs. in Crore)

Year	Receipt from Passenger Fare Safety Surcharge
2001-02(Actual)	304.86
2002-03(BE)	860.00
2002-03(RE)	650.00
2003-04(BE)	710.00

To the extent that the collection under safety surcharge falls short of the budgeted amount, or the expenditure under SRSF is more, the short fall is being met with through contribution from Railways' normal revenues. Hence, the Railway's Contribution towards SRSF is as under:-

(Rs. in Crore)

Year	Contribution of SRSF
2001-02	434.28
2002-03(BE)	860.00
2002-03(RE)	960.00
2003-04(BE)	710.66

2.40 When asked about their ideal perspective Plan to combat safety related menace in the next 5 years, the Ministry of Finance apprised the Committee that the Ministry of Railways in their note for the Cabinet on creation of "Special Railway Safety Fund" submitted that the Railway Board Special Committee would continuously monitor the individual works and expenditure by following the procedure as under:-

- (a) Each of the assets should be identified and the replacement justified based on codal life and priority;
- (b) All such cases should be processed through a 'Special Works Programme' and approved by the Board;
- (c) Progress of works should be reviewed by the General Manager every two months, by the Board every 6 months, and by the Ministries of Railways/Finance/Planning Commission once a years; and
- (d) The details of the physical as well as financial progress of these works should be maintained separately and be available for outside scrutiny every 3 months.

2.41 Diversions of Funds

As per the Ministry of Railways, diversion of funds from one work/plan head within a particular source of funding is termed as "Reappropriation". Reappropriations on the Railways are carried out in accordance with the existing codal provisions (paras 376 & 377 of Indian Railway Financial Code Volume-1) and well laid down delegation of powers by Railway Board/Railways. According to these powers, the Ministry of Railways is permitted to re-appropriate any amount from one work/plan head to another within the same sources of financing. Indian Railway execute a large number of projects. The allocation of funds to these projects is based upon their actual progress, which in turn depends upon number of factors such

as availability of land, materials, contractual efficiencies, coordination with other Central and State authorities etc. During the year, therefore, depending upon the various physical parameters of the works and the possible changes in priority based on urgency, funds are required to be re-appropriated both to and from various works.

UDHAMPUR-SRINAGAR-BARAMULLA NEW LINE-NATIONAL PROJECT

2.42 During the study visit of the Committee to Srinagar in June, 2003, the GM, Northern Railway apprised the Committee that Udhampur-Srinagar Rail Link – a National Project was sanctioned in the year 1994-95 at a cost of Rs. 1500 crore. In 1995-96, the scope of the project was modified and extended upto Baramulla at a cost of Rs. 1900 crore. Thus, the original cost of the entire project was estimated to Rs. 3400 crore in 1995-96 which has escalated to Rs. 5400 crore at present with anticipated cost escalation of 5 per cent per annum. Giving reasons for the cost over run of the Project, he stated that the initial cost was calculated with comparative cost analysis method as the location survey was not conducted. He also told that the Prime Minister has declared 15 August, 2007 as the completion date for this project. He further informed the Committee that the construction work on Udhampur-Katra (0-30 Km.) Section is being carried out by Northern Railway Construction Organization, from km. 30-120 by Konkan Railway Corporation and from km. 120-287 by M/s IRCON. To facilitate the execution of the Project, the Railways have divided the entire project into following three Phases:-

- (i) Udhampur-Katra - 0-25 kms. with target date 31.03.2005.
- (ii) Katra-Qazigund - 25-167 kms. with target date 15.08.2007 and
- (iii) Qazigund-Baramulla - 167-287 kms. with target date 31.12.2005.

2.43 As per the representatives of the Northern Railway, the target date of Udhampur-Katra Section is achievable, and regarding Katra-Qazigund Section depends upon the security cover between Chenab and Banihal Section. The GM (NR) admitted that initially for this section aerial survey was done but now field survey has also been completed. With the required level of funding, the target date is possible to be achieved. Lastly the target date for Qazigund-Baramulla will depend upon the land acquisition by the State Government.

2.44 About the progress in land acquisition for the project, the Committee were informed that out of the 5296 kanals of land required for Phase Udampur-Katra Section, 5200 kanals has been acquired and as such no work is held up in this Phase for want of land. Regarding Katra-Qazigund Section against the request of 10,419 kanals of land, indent for 760 kanals have been submitted to J&K Government, but no land has been acquired so far. However, the State Government has allowed to commence the work on government land which constitute nearly 70 per cent of the project line.

2.45 For Qazigund-Baramulla Section out of 14,836 kanals of land required, 7992 kanals of land almost 50 per cent has been acquired up to May, 2003 and the entire land will be made available by the end of June, 2003. State Government of J&K have started taking up land acquisition as a mission area and there is a considerable progress in this regard during 2003-04. Although entire amount of Rs.377 crore have been deposited with State Government, however, there are problems in handing over the land because of physical obstructions put by land owners due to non-payment/lesser payment of compensation by the State Government.

2.46 The GM, Northern Railway apprised the Committee that the ideal requirement of funds on annual basis to complete the project within the target date will be as under:-

<u>Year</u>		<u>Amount</u>
2003-04	-	Rs.500 cr. (actually allotted during the year).
2004-05	-	Rs. 1000 cr.
2005-06	-	Rs. 1000 cr.
2006-07	-	Rs. 1000 cr.
2007-08	-	Rs. 350 cr.

2.47 The Committee were given to understand that although no special desk has been created for the project at Board level, however, an exclusive post of CAO (construction-II) in the rank of AGM has already been created to supervise the project work.

ANNEXURE-I														
INFORMATION IN RESPECT OF ONGOING PROJECTS COSTING ABOVE Rs.5 cr EACH ON INDIAN RAILWAYS (NEW LINES, GAUGE CONVERSION & DOUBLING)														
Slno	Name of Project	Railway Plan	Year of inclusion in Budget	Date/Month of clearance by competent authority	Original Cost Rs. In Crs.	Date of Project Completion (years, wherever fixed)	IRR of Project	Intermediate Period			Present Period			
								No. of Revisions completed on time	Cost of Escalation at revision	Prop. Date of completion	Revised Status as on 31-03-2003			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Puntamba-Shirdi	CR	NL	1997-98	14.10.99	30.00	Not Fixed	5.08	Nil	NA	NA	Not fixed	48.78	Final location survey has been completed. Land acquisition papers submitted to State Government. The work will be started as soon as the land becomes available.
2	Panvel-Karjat	CR	NL	1995-96	July, 96	89.00	Dec:2002	4.8	1	NA	NA	2003-04	137.44	All land has been acquired. Earthwork, bridge works and tunneling are in progress. Work is targeted for completion during 2003-04.
3	Baramati-Lonad	CR	NL	1997-98	Feb., 99	75.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	138.48	Final location survey completed. Land papers for Lonad-Phalton (27 km) submitted to State Government.
4	Amravati-Narkher	CR	NL	1993-94		175.30	Not fixed	10.41	NA	NA	NA	During 11th Plan	284.27	Land acquisition, earthwork, minor and major bridges are in progress. Amravati station building has been completed. Work is being progressed as per availability of resources.
5	Ahmednagar-Beech-Parli Vajinath	CR	NL	1995-96	Feb., 97	353.00	Not Fixed	3	Nil	NA	NA	Not fixed	353.08	Final location survey has been completed for 15 km from Ahmednagar end. Land acquisition plans & papers have been submitted to the State Govt. for this 15 km length. Final location survey in the remaining stretch is in progress. Earthwork and bridgework have been taken up.
6	Miraj-Latur	CR	GC	1993-94		314.15	Not Fixed	1.32	Nil	NA	NA	During 11th Plan	329.02	The work is being progressed in phases. Kuruduwadi to Pandharpur (52 km) has been completed and commissioned in March, 2001. Latur Road to Latur (33 km) completed in 2002-03. Earthwork and bridges are in progress in Kuruduwadi-Latur section.
7	Pakni-Solapur	CR	DL	2002-03		33.33	Not Fixed	Not available	Nil	NA	NA	Not fixed	38.52	Earthwork and bridges are in progress.
8	Pakni-Mahol	CR	DL	2003-04		42.73	Not Fixed	Not available	Nil	NA	NA	Not fixed	42.73	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
9	Divya Kalyan doubling of 5-6 line	CR	DL	1999-2000		48.00	March, 03	Not available	1	NA	NA	2003-04	48.06	Earthwork and bridges are in progress.
10	Panvel-Jasai-JNPT	CR	DL	2000-01		48.00	Not Fixed	Not available	Nil	NA	NA	Not Fixed	53.25	Earthwork and bridges are in progress.

Sno	Name of Project	Railway Plan	Year of inclusion in Budget	Date of clearance by competent authority	Original Cost Rs. In Crs.	Date of Project Completion (years), wherever fixed	IRR of the Project	(Rs. In crores)			Present Period	Status as on 31-03-2003	
								Intermediate Period	Present Period	Revised Cost			
								No. of Revisions of completion time	Cost of Escalation at revision	Prop. of completion on	Date of completion		
11	Lanjigarh-Jungarh	ECoR NL	1993-94		119.24	Not Fixed	4.38	Nil	NA	NA	Not fixed	100.05	In phase-I, work has been taken up from Lanjigarh to Bhawanipatha (31 Km). Land has been acquired partly. Earthwork and bridgeworks are in progress.
12	Angul-Sukinda Road	ECoR NL	1997-98	April, 97	245.58	Not Fixed	23.43	Nil	NA	NA	Not fixed	245.58	Final Location Survey has been completed. Soil exploration for all 17 major bridges has been completed. Land acquisition taken up.
13	Haridaspur-Paradeep	ECoR NL	1996-97	July, 96	121.00	Not Fixed	13.59	Nil	NA	NA	Not fixed	301.84	Final location survey has been completed. Land acquisition plans and papers have been submitted to State Govt. for 47 out of 84 villages. Possession of 14 villages has been handed over so far by State Govt. Work would be progressed as per availability of resources.
14	Daitari-Banspani	ECoR NL	1992-93		242.60	Not Fixed	16.43	Nil	NA	NA	2004-05	590.60	The line from Banspani to Joruli (11 km) has been completed. On Joruli-Keonjhar, track linking has been completed in 36 km and line is likely to be commissioned in June, 2003. Balance length is likely to be completed during 2004-05.
15	Khurda Road-Bolangir	ECoR NL	1994-95		355.38	Not Fixed	Not available	Nil	NA	NA	Not fixed	700.00	The work of final location survey for 120 km completed and the balance is in progress. The work from Khurda Road end has commenced where land is available with the Railway. Earthwork and minor bridges are in progress. Rs.5.16 cr has so far been deposited with the State Govt. for land acquisition.
16	Naupada-Gunupur	ECoR GC	1997-98	Sept., 02	66.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	91.30	The requisite clearances have been obtained. Detailed estimate is under process of sanction. Tenders have been processed.
17	Khurda Road-Puri PH-I	ECoR DL	2000-01		48.00	Not Fixed	Not available	Nil	NA	NA	Not fixed	47.29	Earthwork and minor bridges are in progress.
18	Rahama-Paradeep	ECoR DL	1997-98		37.35	Dec'2001	16.66	1	NA	NA	March, 2004	63.46	Earthwork & minor bridges are in progress.
19	Rajagarh-Nergundi	ECoR DL	1994-95		37.63	Mar-01	16.81	1	NA	NA	2003-04	82.86	The section from Rajatgarh to Salegaon has been completed. The balance section from Salegaon to Nergundi (8 km) is in advance stage of completion and is targeted for completion during 2003-04.
20	Tilagarh-Lanjigarh	ECoR DL	1997-98		100.10	Not Fixed	13.53	Nil	NA	NA	Lanjigarh-Norla Road (11 km) during 2003-04.	100.05	Kesinga-Norla Road (23 km) has been completed. Lanjigarh-Norla Road (11 km) is targeted for completion during 2003-04.

Sno	Name of Project	Railwa Plan y/	Yearo Date/M of inclu cean ce by in compet Budget authorit y	Original Cost Rs. In Crs.	Date of Project Completi on (years), wherever fixed	(Rs. In crores)			Present Period			
						IRR of the Project	No. of Revisio ns of completi on time	Cost of Escalator at each revisio n	Prop ortio n of completi on	Date of completi on	Revised Cost	Status as on 31-03-2003
21	Talcher-Cuttack-Paradeep (2nd Bridges on Mahanadi & Birupa)	ECoR DL	1996-97	93.10	Not Fixed	18.58	Nil	NA	NA	Not fixed	109.81	2nd Bridge on Birupa River :- Sub-structure work is in progress. 2nd bridge on Mahanadi River: Consultant has submitted the design and drawings. The work is to be done through ADB funding. Tenders are being floated as per ADB guidelines.
22	Nergundi-Cuttack-Raghunathpur	ECoR DL	1997-98	105.32	Not Fixed	16.81	Nil	NA	NA	Kapilas-Nergundi (3.5 km) and Nergundi-Birupa Cabin (3 km) during 2003-04 and rest by Dec, 05	112.86	Earthwork & bridges are in progress on Nergundi-Kendrapara Road section and Raghunathpur-Cuttack section.
23	Rajatgarh-Barang	ECoR DL	1999-2000	166.20	Not Fixed	17.26	Nil	NA	NA	Not fixed	166.16	Final location survey completed. Planning of works is in progress. Land acquisition processed. Geotechnical investigation for major bridge is in progress.
24	Sambalpur-Rengali	ECoR DL	2002-03	48.50	Not Fixed	Not available	Nil	NA	NA	Not fixed	NA	Preliminary arrangements are being made to start the work.
25	Cuttack-Barang	ECoR DL	2003-04	127.13	Not Fixed	9.6	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up. Project has been identified for implementation through Nantional Rail Vikas Yojana.
26	Khurda Road-Barang 3rd line	ECoR DL	2003-04	133.41	Not Fixed	15.8	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up. Project has been identified for implementation through Nantional Rail Vikas Yojana.
27	Sakri-Hassanpur	ECoR NL	1996-97	100.00	Not Fixed	1.32	Nil	NA	NA	Not Fixed	89.70	Land acquisition has been completed. Earthwork is in progress from Sakri to Kusheswarthan. Contracts for one major and minor bridges between Sakri and Neuri have been finalised.

Sno	Name of Project	Railway Plan	Year of Inclusion in Budget	Date of completion by authority	Original Cost Rs. In Crs.	Date of Project Completed (years), wherever fixed	IRR of the Project	(Rs. in crores)			Date of completion	Revised Cost	Status as on 31-03-2003
								No. of Revision	Cost Escalation	Prop. ratio			
28	Khagaria-Kusheshwarsthan	ECR NL	1996-97	Feb., 97	78.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	162.87	Final location survey has been completed. The land acquisition proposals have been submitted to State Govt. for all 12 villages (24.5 km) in Khagaria District and payment of Rs. 7.95 crs has been made to the State Govt. Possession of only 2 villages have been given upto 31-03-03. Earthwork in Khagaria yard has been completed. Contracts for earthwork for 6 km length from Khagaria end have been finalised and earthwork is in progress.
29	Ara-Sasaram	ECR NL	1997-98		120.00	Not Fixed	4.82	Nil	NA	NA	Sasaram-Nokha (20 km) during 2003-04.	189.14	Final Location survey has been completed. Land acquisition for 57 villages out of total 107 villages involving Rohlas & Bhopur Distt. has been done. Earthwork & bridges are in progress. Sasaram-Nokha (20 km) is targeted for completion during 2003-04.
30	Muzaffarpur-Shamari	ECR NL	1997-98		100.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	210.79	Final Location survey has been completed. Land acquisition has been processed and land for 14 out of 46 villages taken over. Rs.17.69 crore paid to State Govt. so far. Earthwork is in progress. Tenders for minor bridges invited.
31	Rajgir-Hisua-Tilaya	ECR NL	1998-99		49.50	Not Fixed	Negative	Nil	NA	NA	Jagdishpur-Tilaya (10 km) during 2003-04.	245.18	Final location survey completed. Land acquisition is in progress. Earthwork and minor bridges are in progress where land has been made available by the State Government. Jagdishpur-Tilaya (10 km) is targeted for completion during 2003-04.
32	Koderna-Tilaya	ECR NL	2001-02	Nov., 2001	307.71	Not Fixed	14.52	Nil	NA	NA	2005-06	307.71	Final location survey completed for 43 km length. Land acquisition application filed for 26 villages. Work would be taken up once land is handed over by State Government. Work is targeted for completion during 2005-06.
33	Kosi Bridge	ECR NL	2003-04		323.41	Not Fixed	Negative	Nil	NA	NA	Not fixed	323.41	New work included in the Budget 2003-04. Based on hydro/traffic model study, location and configuration of bridge has been fixed up. Tenders for earthwork and bridges in approaches have been processed. This is one of the mega bridge projects covered under National Rail Vikas Yojana.
34	Girdih-Koderna	ECR NL	1997-98	Sept., 98	145.00	Not Fixed	Negative	Nil	NA	NA	2006-07	386.75	Final location survey has been completed. Land acquisition has been processed and possession of 13 villages in Koderna Distt. taken over. Earthwork & bridges on Koderna-Maheshpur (20 km) has been taken up. Work is targeted for completion during 2006-07.

Sno	Name of Project	Railway Plan	Year of inclusion in Budget authority	Date of completion wherever fixed	IRR of the Project	(Rs. in crores)			Date of completion	Revised Status as on 31-03-2003
						Original Cost Rs. In Crs.	Intermediate Period	Present Period		
						No. of Revision of each section on time	Cost of Escalation attributable to time overrun	Proposed completion		
35	Fatua-Islampur Restoration	ECR NL	1998-99	Not Fixed	Negative	Nil	NA	NA	406.94	Fatua-Islampur (42 km) has been commissioned on 21-01-2003. On Dhaniawan-Biharsharif (38 km), land acquisition, earthwork and bridge works are in progress & on Biharsharif-Barbhanga-Sheikhpura section, final location survey has been completed and land acquisition is in progress.
36	Patna-Ganga bridge	ECR NL	1997-98	Not Fixed	Not yet known	Nil	NA	NA	624.47	Land acquisition papers filed for both the approaches with State Govt. Rs.28.7 crore paid to State Government towards cost of land. Boulder supply, minor bridges and earthwork is in progress. Substructure of main bridge in progress.
37	Munger-Rail Bridge on Ganga	ECR NL	1997-98	Not Fixed	Not yet known	Nil	NA	NA	921.00	Final location survey including detailed investigations completed. Earthwork and boulder supply is in progress. Pre-qualification bid for main bridge processed. This project has been included in National Rail Vikas Yojana.
38	Koderma-Ranchi	ECR NL	1998-99	Not Fixed	Negative	Nil	NA	NA	1028.00	Final location survey has been completed. Land papers have been filed with the State Govt. and part land taken over. Earthwork, bridges and other works have been taken up. Work is targeted for completion during 2006-07.
39	Mansi-Saharsa-Forbesganj PH I	ECR GC	1996-97	Not Fixed	2.6	Nil	NA	NA	89.50	Earthwork completed for 35 km length and all 13 minor bridges completed. 4 major bridges out of 10 have also been completed. Contracts for 5 bridges awarded to M/s IRCON and work is in progress.
40	Samaastipur-Khagaria	ECR GC	1997-98	Not Fixed	1.04	Nil	NA	NA	122.45	Earthwork is in progress. Contract for bridges is under process.
41	Jayanagar-Darbhanga-Narkatiaganj	ECR GC	1997-98	Not Fixed	5.88	Nil	NA	NA	324.73	The first phase earthwork in Jayanagar-Sitamathi (136 km) section in a length of 125 km has been completed and bridgework is in progress. Earthwork on Sitamathi-Raxaul-Narkatiaganj is in progress.
42	Barauni-Tilrath Bypass	ECR DL	2003-04	Not fixed	18	Nil	NA	NA	13.85	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate is being taken up.
43	Parsa Bazar-Punpun (Patna-Gaya, Phase-II)	ECR DL	1997-98	Not Fixed	Negative	Nil	NA	NA	14.60	Work completed, to be commissioned after CRS inspection.

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								No. of Revision	Cost of Escalation at each revision	Proportion of Escalation attributable to time overrun			
44	Mansi-Maheshkhunt	ECR	2003-04		15.32	Not fixed	NA	Nil	NA	NA	Not fixed	15.32	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate is being taken up.
45	Kaithar-Semapur	ECR	2002-03		17.23	Not fixed	NA	Nil	NA	NA	Not fixed	17.23	Earthwork and bridgework is in progress.
46	Gaya-Chakhand	ECR	2002-03		26.12	Not Fixed	1	Nil	NA	NA	Not fixed	26.12	Tenders for earthwork and minor bridges opened.
47	Karpurigram-Siho	ECR	1999-2000		32.67	Not fixed	29.69	Nil	NA	NA	2003-04	30.98	13 km section has been completed and balance 13 km is targeted for completion during 2003-04.
48	Taregna-Jahanabad	ECR	2002-03		43.62	Not fixed	1	Nil	NA	NA	Not fixed	43.62	New work included in the budget 02-03. Preliminary arrangements are being made to take up the work.
49	Punpun-Taregna (Patna-Gaya, Phase-III)	ECR	1999-2000		42.35	Not Fixed	Negative	Nil	NA	NA	2003-04	44.72	Earthwork, major and minor bridges are in progress.
50	Chhapra-Hajipur	ECR	1999-2000		49.64	Not fixed	17.77	Nil	NA	NA	Not fixed	73.06	Earthwork and bridges have been taken up.
51	Jahanabad-Bela	ECR	2003-04		75.00	Not fixed	1	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate is being taken up.
52	Laxmikantapur-Namkhana	ER	1987-88		39.16	Not Fixed	4.4	Nil	NA	NA	March, 04.	100.88	The section from Laxmikantapur to Kakdwip (34.5 km) have been completed and commissioned. The land acquisition for Kakdwip-Namkhana (13 km) completed except for 1.7 km length. Earthwork and bridges are in progress. Kakdwip-Namkhana is targeted for completion during 2003-04.
53	Deogarh-Dumka	ER	1998-99	Feb. 99	180.00	Not Fixed	Negative	Nil	NA	NA	2006-07	172.98	Final location survey has been completed. Part land handed over to railways. Earthwork and bridges have been taken up. Work is targeted for completion during 2006-07.
54	Mandarhili-Rampurhat via Dumka	ER	1995-96		170.00	Not fixed	Negative	Nil	NA	NA	Dumka-Rampurhat targeted for completion by 31-03-2007 and rest during 11th Plan.	254.06	Final location survey has been completed. Land papers for entire length have been submitted to State Government and land acquired for 52 villages. Earthwork and bridgeworks are in progress.

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								Intermediate Period	Intermediate Period	Present Period			
								No. of Revision completed on time	Cost Escalation at the end of period	Prop. of work completed	Revised Cost		
55	Tarakeshwar-Bishnupur	ER	2000-01	Feb. '2000	260.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	276.00	Final location survey from Tarakeswar to Kodlabani (43 km) and 17 km from Bishnupur end completed and is in progress in balance portion. Land acquisition papers have been submitted to State Govt. and payment of Rs.19.09 cr made. Contracts for earthwork and minor bridges for the first section (5 km) have been awarded and work would be taken up once land is handed over.
56	Deogarh-Sultanganj	ER	2000-01	Feb. '2000	282.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	312.00	Final location survey in Banka-Sultanganj and Banka-Bhilia Road is in progress and rest is completed. Estimate from Deogarh to Katuria (31 km) & Banka-Barahat has been sanctioned. Land acquisition papers for these sections have been submitted to State Govt. Earthwork and bridgeworks are in progress.
57	Kajra-Kiul	ER	2002-03		21.45	Not Fixed	NA	Nil	NA	NA	Not fixed	NA	Detailed estimate is under scrutiny. Tenders for earthwork and minor bridges processed.
58	Chandpara-Bongaon	ER	2003-04		27.48	Not Fixed	NA	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
59	Barharwa-Tripahar	ER	2003-04		40.00	Not Fixed	1	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
60	New Alipur-Akra PH-1	ER	1996-97		11.82	Dec:2001	14.61	1	NA	NA	Completed	17.86	Track linking completed. Yard remodelling in progress.
61	Barasat-Hasanabad doubling with electrification PH-1 (Barasat-Sondalia)	ER	2000-01		27.00	Not Fixed	Not available	Nil	NA	NA	Not Fixed	23.65	Earthwork and minor bridges are in progress.
62	Barupur-Magrahat	ER	2001-02		31.81	Not Fixed	Not available	Nil	NA	NA	Not fixed	30.09	Detailed estimate sanctioned.
63	Sonarpur Canning PH-1 (Sonarpur-Ghuitari Sharif)	ER	2000-01		36.00	Not Fixed	26.85	Nil	NA	NA	Not Fixed	30.47	Earthwork and bridges are in progress.
64	Ahmedpur-Sainthia	ER	2002-03		31.61	Not Fixed	Not available	Nil	NA	NA	2004-05	31.61	Estimate is under scrutiny in Board's office.

Sno	Name of Project	Railway	Plan	Year of inclusion in Budget	Date/ Month of clearance by competent authority	Original Cost Rs. In Crs.	Date of Project Completion (years), wherever fixed	IRR of the Project	(Rs. in crores)			Present Period	Revised Status as on 31-03-2003
									Intermediate Period	Present Period	Present Period		
									No. of Escalator revision of revision completed on time	Prop. to complete on	Date of completion	Revised Cost	
65	Barupur-Lakshmikanpur PH-I(Barupur-Dakshin Baraisat)	ER	DL	2000-01		49.00	Not Fixed	Not available	Nil	NA	NA	31.82	Earthwork and bridges are in progress.
66	Tarakshwar-Sheoraphulli PH-I (Sheoraphulli - Naikul)	ER	DL	2000-01		41.00	Not Fixed	Not available	Nil	NA	NA	38.88	Earthwork and bridges are in progress.
67	Habra-Chandpara	ER	DL	2000-01		40.81	Not Fixed	1	Nil	NA	NA	40.81	Final Location Survey has been completed. Tenders have been processed.
68	Bandel-Jirat	ER	DL	2001-02		47.00	Not Fixed	Not available	Nil	NA	NA	50.68	Final location survey completed. Estimate sanctioned. One tender for earthwork finalised.
69	Gurup-Shaktigarh 3rd line	ER	DL	1996-97		41.42	Not Fixed	13.8	Nil	NA	NA	52.39	Earthwork and bridgework are in progress.
70	Bolpur-Ahmedpur	ER	DL	2000-01		49.00	Not Fixed	16.12	Nil	NA	NA	54.80	Earthwork and bridges are in progress.
71	Kalinarayanpur-Krishnanagar including Ext. as GC from Krishnanagar-shantipur and New line Krishnanagar to Chartala	ER	DL	2000-01		40.00	Not Fixed	Not available	Nil	NA	NA	102.50	Contracts for earthwork & bridges finalised and work taken up on Kalinarayanpur-Krishnanagar section.
72	Etawah-Mainpuri	NCR	NL	1997-98	Sept. 2001	120.00	Not Fixed	Negative	Nil	NA	NA	129.70	Final Location Survey has been completed. Estimate sanctioned. Land papers for all 38 villages submitted to UP Govt.
73	Agra-Etawah via Fatehabad and Bah	NCR	NL	1999-2000		108.00	Not Fixed	Negative	Nil	NA	NA	214.90	Final Location Survey has been completed. Papers for land acquisition from Bhandar-Shamshabad for 18.4 km submitted to State Govt. and land in 9 villages taken over. Earthwork and minor bridges have been taken up where land has been made available by State Government.

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							IRR of the Project	No. of Revision completed on time	Cost Escalation at revision completion				
74	Guna-Elawah via Shivpuri	NCR NL	1985-86		337.30	31/12/2003	2.87	1	NA	NA	March, 2005	400.00	Guna-Bhind section has already been commissioned. The work on last phase from Bind to Elawah new line is in progress. This involves construction of 3 major bridges on the rivers Chambal (9x76.2 mts), Kuwari (6x45.75+1x76.2 mts) and Yamuna (10x61 mts) which are in progress. Land acquisition, earthwork, etc. are in progress.
75	Lalitpur-Satna & Rewa-Singrauli	NCR NL	1997-98	Sept. 98	925.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	925.00	Work is being taken up in phases. Final location survey from Lalitpur-Khajuraho (167 km) and Mahoba-Khajuraho (66 km) has been completed. Land acquisition has been processed. Earthwork and bridge works are in progress where land has been made available by the State Govt.
76	Mathura-Achhnera	NCR GC	1995-96	July 95	20.00	Not Fixed	13.38	Nil	NA	NA	Not fixed	33.67	It is planned to do this work alongwith Kanpur-Kasganj-Mathura gauge conversion.
77	Lohgara-Kataidandi	NCR DL	2003-04		64.46	Not Fixed	Not available	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
78	Kanpur-Chanderi	NCR DL	2002-03		11.85	Not Fixed	16	Nil	NA	NA	Not fixed	11.85	Work is in progress.
79	Tundla-Yamuna Br.	NCR DL	1995-96		24.60	Dec 2001	Not available	Nil	NA	NA	Not fixed	22.32	In phase-I, work of Tundla-Etmadpur has been completed.
80	Manikpur-Cheonki PH-I Doubling of Manikpur-Katayadandi	NCR DL	2000-01		48.00	Not Fixed	Not available	Nil	NA	NA	March, 2005	46.16	Balance work will be taken up as per traffic requirement. Earthwork and bridges are in progress.
81	Cheonki-Lohgara	NCR DL	2002-03		49.40	Not Fixed	NA	Nil	NA	NA	Not fixed	49.51	Detailed estimate sanctioned. Tenders have been processed.
82	Kanpur-Panki 3rd line	NCR DL	1995-96		20.00	Dec 2001	16.94	Nil	NA	NA	Not fixed.	63.36	Earthwork, bridges and other works are in progress.
83	Duraunda-Maharajganj	NER NL	1997-98	June 2001	8.56	Not Fixed	Not available	Nil	NA	NA	Completed	8.56	Work completed. to be commissioned after CRS inspection.
84	Rampur-Laikuan-Kathgodam ROB on NH	NER NL	1995-96		5.30	Not Fixed	Not available	Nil	NA	NA	Not fixed	22.20	General arrangement drawing has been approved by the Ministry of Road Transport and Highways. Detailed estimate from State Government awaited.
85	Katra-Fatzebad	NER NL	1994-95		51.26	Not Fixed	0.3	Nil	NA	NA	Completed	95.57	Work completed. to be commissioned after CRS inspection.

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								No. of Revisions completed on time	Cost of Escalation of revision attributable to time overrun	Date of completion	Revised Cost	
86	Gonda-Bahraich-Sitapur-Lucknow PH I	NER GC	1997-98	Sept. 2001	48.00	Not Fixed	5.14	Nil	NA	Not fixed	73.42	Earthwork is in progress.
87	Kaptanganj-Thane Sivan-Chhapra	NER GC	1999-2000	Sept. 2001	268.00	Not Fixed	Negative	Nil	NA	Not fixed	320.10	Earthwork and bridges are in progress.
88	Gonda-Gorakhpur Loop with Anandnagar Nautanwa	NER GC	1997-98	Mar. 2002	250.00	Not Fixed	7.04	Nil	NA	Not fixed	381.17	Earthwork is in progress. Contract for minor bridges between Gorakhpur-Nautanwa has been awarded.
89	Kanpur-Kasganj-Maithura	NER GC	1997-98		395.00	Not Fixed	21.30	Nil	NA	Not fixed	651.03	Earthwork and bridgework are in various stages of progress in different sections. Earthwork and bridgework on Bareilly-Lalkuan has also been taken up.
90	Jarwal Road-Burfiwal (Patch Doubling)	NER DL	2000-01		23.80	Not fixed	15.69	Nil	NA	2003-04.	18.40	Earthwork and bridgework are in progress.
91	Gorakhpur-Sahajanva	NER DL	1996-97		25.00	Not fixed	13.95	Nil	NA	Not fixed	61.51	Earthwork is in progress.
92	Dudhnoi-Depra	NFR NL	1992-93		22.33	Not Fixed	Negative	NA	NA	Not Fixed	22.33	Land acquisition papers were submitted to State Govt. in July, 1997. However, Meghalaya govt. has not made available the land so far due to resistance from local people. Work on this project would be taken up only after the land becomes available and will be completed within 2 years of land being made available.
93	Harmuli-Itanagar	NFR NL	1996-97	Feb., 97	156.00	Not Fixed	Negative	Nil	NA	Not fixed	156.00	Survey for an alternative alignment at the request of State Govt. from Bedati to Itanagar (45 km) has been taken up. The work would be taken up once alignment is finalised.
94	Eklakhi-Balrighat	NFR NL	1984-85		128.00	Not Fixed	Not available	Nil	NA	Daulatpur-Balrighat by March, 04 and rest by Mar., 07.	274.41	Eklakhi to Daulatpur has been completed. Track linking has been completed upto Maikpur. Between Maikpur & Balrighat, earthwork, land acquisition and minor bridges are in progress.

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							IRR of the Project	No. of Escalation of revision completed on time	Prop. Portion at Escalation attributable to time overrun			
95	New Maynaguri-Joghicha	NFR NL	2000-01	Feb., 2000	733.00	Not Fixed	Negative	Nil	NA	NA	Not Fixed	Final location survey completed and report is under finalisation. Tenders for earthwork for widening of bank for gauge conversion portion from Maynaguri Road to Chandrabanga (19 km) have been awarded.
96	Kumarghat-Agartala	NFR NL	1996-97	July, 96	575.00	Not Fixed	2.17	Nil	NA	NA	2006-07	Kumarghat-Manu (21 kms) has been commissioned on 27-12-02. Possession of 775.7 hectares of land out of total of 789.50 hectares has been taken and land acquisition in balance portion is in progress. Earthwork and bridgework in the entire length are in progress. Tunneling has been taken up. Progress adversely affected due to severe militant activities on the project section.
97	Diphu-Karong PH	NFR NL	1997-98	Sept., 98	800.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	1600.00 On the request of Govt. of Manipur, survey for Jiribam-Imphal as an alternative alignment has been completed. As per the report, cost of Jiribam-Imphal (97.9 km) has been assessed as Rs.748.86 cr. with a rate of return of (-) 19.39%. Work has been processed for obtaining requisite approvals.
98	Bogibee bridge	NFR NL	1997-98	Sept., 97	1000.00	Not Fixed	Not yet known	Nil	NA	NA	Not fixed	1767.36 Final location survey has been completed. Papers for land acquisition have been submitted to State Govt. Work of collection of boulders, approach road and 4 major bridges is in progress.
99	Katakhal-Bairabhi	NFR GC	1997-98	Feb., 99	200.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	88.70 The work would be taken up once Lurding-Silchar is in advance stage of completion.
100	Kathar-Jogbani (including Kathar-Radhikapur)	NFR GC	1997-98	Sept., 2001	257.00	Not Fixed	3.95	Nil	NA	NA	April, 05	403.38 Earthwork and bridges are in progress on Kathar-Jogbani and Kathar-Barsoi-Radhikapur sections. Earthwork completed for 23 km length between Barsoi-Ralgani.
101	New Jaipaguri-Siliguri-New Bongaigaon	NFR GC	1997-98	Feb., 99	380.00	Not Fixed	6	Nil	NA	NA	New Jaipaguri-Samuktala Road 180 km during 2003-04 & rest 2004-05.	523.17 Earthwork, bridgework and other works are in progress. The mega block for conversion from New Jaipaguri to Samuktala Road has started on 01-12-02 and is targeted for completion during 2003-04. Work on Alipurduar-Bamanhat branch line is also in progress.

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								No. of Revisions completed on time	Cost Escalation in each revision	Prop. of completion	Date of completion	Revised Cost	
102	Lumding-Sitchar	NFR	1996-97	July, 96	648.00	Not Fixed	Negative	Nil	NA	NA	During 11th Plan	1491.69	Final location survey completed, 324.33 hec. of land out of 365 hec. between Lengting to Dtokcherra have been acquired. Earthwork and bridges are in progress. Tunnel work has also been taken up. Work adversely affected due to poor law and order condition prevailing in the area.
103	Kumarganj-Ekikhi	NFR	2002-03		17.06	Not Fixed	Not available	Nil	NA	NA	Not fixed	17.06	Detailed estimate sanctioned. Tenders have been processed
104	Harishchandrapur-Kumarganj	NFR	2001-02		63.22	Not Fixed	Not available	Nil	NA	NA	2004-05	63.22	Earthwork and bridges are in progress.
105	Kalka-Parvanoo	NR	1997-98	Jan. 99	23.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	36.99	Final location survey for Kalka-Parvanoo had been completed and land papers submitted to State Govt. State Government have now proposed to terminate the line at Tipra instead of Parvanoo for which resurvey is being done.
106	Taran Taran-Gomdwal	NR	1997-98	Dec. 97	25.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	37.51	Requisite clearances have been obtained. Final location survey and other preliminary works have been completed. Land plans and papers have been submitted to State Govt. and Rs.3 crore paid to them. Work will be taken up once land becomes available.
107	Abohar-Fazilka	NR	1997-98	Sept. 2001	72.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	72.00	Final location survey completed and preparation of plans & estimates have been taken up. Land papers for entire section (15 villages) submitted to State Government.
108	Nangaldam-Takwara	NR	1981-82		33.50	Not Fixed	Negative	Nil	NA	NA	Unachararata (16 km) during 2003-04 and rest during 11th Plan	210.00	The first phase from Nangal Dam to Una has been commissioned. In Phase-II, Una-Churaru Takwara (16 km) has been taken up. The work of earthwork, minor & major bridges is in progress and is targeted for completion in 2003-04.
109	Chandigarh-Ludhiana	NR	1997-98	Sept. 98	150.00	Not Fixed	6.03	Nil	NA	NA	Not fixed	325.00	The work has been taken up in first phase from Chandigarh to Morinda (45 Km). Earthwork and bridge works are in progress. Final location survey for Morinda-Ludhiana has also been completed and land acquisition processed.
110	Jammu Tawi-Udhampur	NR	1981-82		50.00	Dec-01	0.5	2	NA	NA	March, 04.	480.00	The line from Jammu to Bajalla (11 Km) has been completed and commissioned in 1992. Work is in advance stage of completion in remaining section and targeted for completion in 2003-04.

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								Intermediate Period	Cost Escalation at the end of each revision completed on time	Prop. Portion of Escalation attributable to time overrun		
111	Udhampur-Srinagar-Baramulla	NR	1994-95	March, 95	1500.00	Not Fixed	Negative	nil	NA	NA	Udhampur-Katra & Katra-Baramulla by March, 2005 and Katra-Baramulla by 15-08-2007.	On Udhampur-Katra section, entire land has become available. Earthwork, bridgework and tunneling is in progress. On Quazigund-Baramulla section, land acquisition, earthwork and bridgework have been taken up. Work for Srinagar station building is in progress. Detailed survey for Katra-Quazigund has been taken up. The work from Katra to Quazigund has been entrusted to M/s KRCL and M/s IRCON in order to enable completion of the project by 15th August, 2007.
112	Rohtak-Jakhal	DL	2003-04		47.79	Not Fixed	Not available	Nil	NA	NA	Not fixed	NA New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
113	Hapur-Kankather	DL	2003-04		97.74	Not Fixed	Not available	Nil	NA	NA	Not fixed	NA New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
114	Sahibabad-Anand Vihar - 3rd & 4th line	DL	2003-04		49.22	Not Fixed	Not available	Nil	NA	NA	Not fixed	NA New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
115	Aligarh-Ghaziabad 3rd line	DL	2003-04		250.73	Not Fixed	13.67	Nil	NA	NA	Not fixed	NA New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
116	Dayabasti-Grade separator	DL	1999-2000		25.48	Not Fixed	Not available	Nil	NA	NA	Not fixed	NA New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
117	New Delhi-Tilak Bridge 5th and 6th line	DL	1998-99		36.00	Not Fixed	16.85	Nil	NA	NA	Not fixed	33.74 Final location survey has been completed. Earthwork and construction of retaining wall is in progress.
118	Amroha-Moradabad	DL	1999-2000		49.00	Not Fixed	17	Nil	NA	NA	2003-04.	51.41 Earthwork, minor and major bridges are in progress.
119	Amroha-Kankather	DL	2000-01		48.00	Not Fixed	Not available	Nil	NA	NA	Not Fixed	56.98 Final location survey has been completed and detailed estimate has been sanctioned Earthwork and bridges are in progress.
120	Zafrabad-Utratia PH-II (Zafrabad-Srkrishnagar)	DL	2000-01		48.00	Not Fixed	Not available	Nil	NA	NA	Not Fixed	61.08 Final location survey has been completed and detailed estimate has been sanctioned Earthwork and bridges are in progress.

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								No. of Escalation	Cost Revision	Prop. on completion			
121	Utratia-Chandraulii NR and Sultanpur-Bandhua Kalan	DL	1998-99		47.12	Not Fixed	20.28	Nil	NA	NA	Not fixed	61.32	Earthwork and minor bridges are in progress.
122	Jalandhar-Pathankot-Jammu Tawi	DL	1997-98	Mar. 2002	486.00	Not Fixed	15.92	Nil	NA	NA	Suchipind Bhogpur (25 km) in 2003-04 and complete project in the year 2007.	408.69	Earthwork and bridges are in progress.
123	Ajmer-Pushkar	NWR NL	2000-01	Feb. 2000	67.00	Not fixed	Negative	Nil	NA	NA	Not fixed	67.00	Final location survey completed. Land acquisition plans and papers have been submitted to State Govt.
124	Kolayat-Phalodi	NWR NL	2002-03		171.00	Not fixed	Not available	Nil	NA	NA	Dec. 2004	163.93	This project is being done through funds of Ministry of Defence. Final location survey has been completed and detailed estimate sanctioned. Land plans have been submitted to State Government for acquisition of land.
125	Dausa-Gangapur	NWR NL	1996-97	Feb., '97	151.84	Mar-02	Negative	Nil	NA	NA	Not fixed	208.63	Final location survey has been completed. Land acquisition papers submitted to State Govt. Work will be taken up once land becomes available.
126	Pipra Road-Bilara	NWR GC	1993-94		258.00	Not Fixed	8.53	Nil	NA	NA	Not Fixed	45.66	Tenders have been processed.
127	Sriganganagar-Sarupsar	NWR GC	1997-98	Dec. 02	69.00	Not Fixed	11.52	Nil	NA	NA	Not fixed	106.09	Requisite clearances have been obtained recently. Preparation of plans and estimate has been taken up.
128	Agra-Bandikui	NWR GC	1995-96	April, 95	88.73	Not Fixed	13.44	Nil	NA	NA	Bandikui-Bharatpur (98 km) during 2003-04. Rest - 2004-05.	161.03	Earthwork, bridges and ballast supply are in progress. Bandikui-Bharatpur (98 km) is targeted for completion during 2003-04.
129	Viramgam-Jodhpur, Bhidi-Samdari-Luni	NWR GC	1990-91		267.00	Not Fixed	Negative	Nil	NA	NA	Not Fixed	244.74	This work was sanctioned in 1990-91 as a part of Kandla-Bhatinda rail link. The work was earlier given lower priority in view of gauge conversion of Delhi-Ahmedabad. The work is being taken up. Tenders for the work have been invited.

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								No. of Revisions of completion time	Cost Escalation of revision	Prop or to completion	Date of completion	Cost	
130	Rewari-Sadulpur	NWR	GC	1997-Sept. 98	198.00	Not Fixed	8.5	Nil	NA	NA	Not fixed	282.76	Detailed survey has been completed and estimate is under process. Tenders for earthwork and bridgework processed.
131	Luni-Barmer-Munabao	NWR	GC	1997-Sept. 98	240.00	Mar-02	0.5	Nil	NA	NA	2003-04	283.94	Gauge conversion of Luni-Sandari (50 km) has been completed and commissioned on 14-12-2002. Mega block for Sandari to Jasai (150 km) is in progress. Jasai-Munabao is also targeted for completion during 2003-04.
132	Ajmer-Udaipur-Chittaurgarh	NWR	GC	1996-Sept. 97	252.00	2002-03	4.63	Nil	NA	NA	Udaipur-Chittaurgarh (114 km) in 2004-05. And rest during 11th Plan	455.18	The work of earthwork, bridges and tunneling is in progress between Udaipur and Chittaurgarh (114 km). Tenders for major bridges have been processed for Ajmer-Chittaurgarh section.
133	Phulera-Marwar-Ahmedabad	NWR, WR	GC	1993-94	280.00	Not fixed	13.68	Nil	NA	NA	Phulera-Ahmedabad complete	637.35	Phulera-Ahmedabad has been completed and commissioned. Residual works are in progress. Gauge conversion of Rewari-Delhi 2nd line is also a part of this work where formation works have been completed. Conversion of this line will be dovetailed with conversion of adjoining MG sections.
134	Kakinada-Kotapalli	SCR	NL	1997-Apr. 98	51.00	Not Fixed	10.93	Nil	NA	NA	2003-04	66.80	Earthwork & bridgeworks are in progress. The work is targeted for completion during 2003-04.
135	Gadwal-Raichur	SCR	NL	1997-Feb. 99	92.63	Not fixed	Negative	Nil	NA	NA	Not fixed	108.91	Final location survey has been completed. Detailed estimate has been sanctioned. Land acquisition has been processed.
136	Macherla-Nalgonda	SCR	NL	1997-Sept. 98	48.00	Not fixed	5.86	Nil	NA	NA	Not fixed	125.09	Final location survey completed. Detailed is under process of sanction.
137	Nandyal-Yerraguntla	SCR	NL	1997-July, 96	155.74	Not fixed	7.82	Nil	NA	NA	Not fixed	164.36	Land acquisition for first 46 km in Cuddapah District has been completed. Penmar Bridge (38x18.3m) tenders have been opened and under finalisation. Construction of island platform at Yerraguntla station completed. Tenders for earthwork and minor bridges between Yerraguntla and Jammalamadugu have been processed.
138	Kotapalli-Narsapur	SCR	NL	2000-Feb. 01	330.00	Not fixed	Negative	Nil	NA	NA	Not fixed	329.05	Final location survey between Kotipalli-Amalapuram completed including geo-technical investigations for Gowthami Bridge. Survey for balance length is in progress.

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							Original Cost Rs. In Crs.	Date of Project Completion (years), wherever fixed	IRR of Project			No. of Escalation at revision of each revision completed on time	Cost of Escalation attributable to overrun
139	Peddapalli-Karimnagar-Nizamabad	SCR NL	1993-94		316.21	Not fixed	6.33	2	17.73	47.6	Not fixed	382.83	Peddapalli to Karimnagar (35.53 km) has been commissioned. On Karimnagar to Nizamabad (142 km), work is in progress where land acquisition has been taken up. Earthwork and bridges are in progress on Karimnagar-Jagthyal section.
140	Munirabad-Merboobnagar	SCR NL	1997-98		380.00	Not fixed	1.67	Nil	NA	NA	Not fixed	420.12	Final Location Survey has been completed. Land acquisition plans for 11 km from Gingera end and 15 km from Mahbubnagar end (total 26 km) have been submitted to State Govt. Work between Yermaras and Krishna (15 km) is nearing completion.
141	Gulbarga-Bidar	SCR NL	1997-98	Feb. '99	242.00	Not fixed	1.64	Nil	NA	NA	Not fixed	460.00	Final location survey has been completed and detailed estimate processed. Land acquisition has also been processed.
142	Katpad/Pakala-Tirupati	SCR GC	1992-93	Dec. '92	220.57	Not fixed	5.0	Nil	NA	NA	Complete	130.49	Work has been completed in 2002-03.
143	Mudkhed-Adilabad	SCR GC	1984-85		117.97	Not fixed	6.87	Nil	NA	NA	2005-06	170.00	The work is now being done through railway funds after failure of BOLT contractor. Earthwork, bridges etc. are in progress.
144	Akola-Purna	SCR GC	2000-01		228.00	Not fixed	16.42	Nil	NA	NA	Not fixed	245.50	Earthwork and bridges are in progress between Purna-Hingoli (81.5 km).
145	Dharmavaram-Pakala	SCR GC	1997-98	Sept. 2001	251.00	Not Fixed	5.68	Nil	NA	NA	Not fixed	251.22	Detailed survey completed and estimate is under process.
146	Secunderabad-Mudkhed & Jankhampet-Bodhan	SCR GC	1997-98	Sept. '97	283.52	Not fixed	21.18	Nil	NA	NA	March, 2005	287.83	The work from Mudkhed-Nizamabad (89 Km) and Jankhampet-Bodhan (20 km) completed. On Nizamabad-Bolarum section, earthwork, bridge works and other works are in progress.
147	Guntur-Guntakal & Guntakal-Kalluru New line from Pendakallu to Gooty	SCR GC	1992-93	Dec. '92	386.39	Not fixed	13.45	Nil	NA	NA	Not fixed	516.10	Guntur to Guntakal and New line portion from Pendakallu-Gooty (29 Km) has been completed and commissioned. The work on Guntakal-Kalluru (40.26 km) section will be done alongwith Dharmavaram-Pakala Gauge Conversion.
148	Raichur-Guntakal	SCR DL	2003-04		136.62	Not Fixed	17.45	Nil	NA	NA	Not fixed	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
149	Vijaywada-Krishna Canal 3rd line	SCR DL	1996-97		23.52	Not fixed	28.69	Nil	NA	NA	Complete	41.86	Work completed, to be commissioned after CRS inspection.

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								Intermediate Period	No. of Escalation of revision completed on time	Cost of Escalation of revision			
150	Balapalle-Pullampet - Ph-I of Gooty-Renigunta	SCR DL	2000-01		48.00	Not Fixed	14.12	Nil	NA	NA	2003-04	74.77	Earthwork and bridges are in progress. The project is targeted for completion during 2003-04.
151	Hospet-Guntakal	SCR DL	1996-97		105.80	Not Fixed	20.24	Nil	NA	NA	Bellary-Tornagallu (30 km) in 2003-2004.	154.14	Earthwork and bridges are in progress.
152	Gudur-Renigunta	SCR DL	1997-98		139.70	Mar-02	14.42	1	NA	NA	35 km completed. 18 km part length to be completed in 2003-04.	157.33	35 km has so far been completed and commissioned. Earthwork, bridge works are in progress in remaining section. Part length (18 km) is targeted for completion during 2003-04.
153	Gooty-Renigunta - SCR Patch doubling	SCR DL	2001-02		304.50	Not Fixed	14.12	Nil	NA	NA	Not fixed	304.50	Earthwork and bridges are in progress on Pullampeta-Bakrapeta section. Remaining works are to be done through ADB funding for which tenders have been processed.
154	Bishrampur-Ambikapur	SECR NL	1997-98	Aug. 98	40.00	Not Fixed	0.45	Nil	NA	NA	2004-05	47.49	The final location survey has been completed. Private land acquired. For forest land matter is under correspondence with the State Government. Earthwork and bridge works are in progress.
155	Dallirajahara-Jagdalpur	SECR NL	1995-96		369.00	Not Fixed	16.25	Nil	NA	NA	Not fixed	369.00	This line is to be constructed on a cost sharing basis among Ministry of Railways, Ministry of Steel, Chhattisgarh Govt and National Mineral Development Corporation (NMDC). The cost of the first phase work from Dallirajahara to Rowghat (95 km) is to be borne entirely by Ministry of Steel. Steel Authority of India Ltd. has been requested to deposit Rs. 50 crore with Railways for taking the work on Dallirajahara-Rowghat section. However, they have not responded so far. SAIL is yet to get clearance for mining in Rowghat area from Ministry of Environment & Forests.

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								No. of Revision	Cost Escalation at each revision	Prop. Date of completion	Revised Cost	
156	Jabalpur-Gondia including Balaghat Katangi	SECR GC	1996-97	Feb., 97	385.83	Not Fixed	9.58	Nil	NA	NA	510.53	On Gondia-Balaghat (42 km) section, all preliminary works have been completed and mega block has been taken from 17-01-03. Bridge on Bagh river (7 x 60') is in progress. On Jabalpur-Balaghat section, land acquisition in 12 Km stretch for detoured alignment near Jabalpur have been processed and work has been taken up. Gondia-Balaghat section (41 km) is targeted for completion during 2003-04.
157	Korba-Gevra Road	SECR DL	1998-99		29.39	Not Fixed	23.1	Nil	NA	NA	46.80	Mid section track linking for 2.5 km in Kusumunda-Gevra Road completed. In Korba-Kusumunda section earthwork and bridgework is in progress.
158	Akaltara-Champa	SECR DL	1994-95		40.80	Not Fixed	20.51	Nil	NA	NA	60.69	Akaltara - Najia-Hasdeo (23 km) has been completed and commissioned. The balance work including Hasdeo bridge has also been completed. Yard remodelling of Champa Yard is being taken up.
159	Bilaspur-Urkura	SECR DL	1997-98		151.52	Not Fixed	20.51	Nil	NA	NA	227.36	Mid section work in Bilaspur-Dagori (23 km) and Nipania-Bhatapara (15 km) has been completed. Only the switch over portion is left for which non-interlocking block is required which is planned in June, 03 in view of heavy traffic. Bhatapara-Silyari (41 kms) is to be done through ADB funding for which tenders are being processed.
160	Jharsuguda Bypass	SECR DL	2002-03		19.62	Not Fixed	14.92	Nil	NA	NA	NA	Preparations of plans and estimate has been taken up.
161	Howrah-Amra	SER NL	1974-75		31.42	Not Fixed	7.76	Nil	NA	NA	154.30	Howrah-Mahendralal nagar (36 km) have been completed. Part land between Mahendralal nagar-Amra (12 km) has been handed over. Earthwork & minor bridges are in progress. The section is targeted for completion during 2003-04.

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								Intermediate Period	Intermediate Period	Intermediate Period			
								No. of Escalators of revision completed in time	Cost of Escalators of revision attributed to time overrun	Prop. of completion			
162	Tamiluk-Digha	SER NL	1984-85		72.99	Not Fixed	2.53	Nil	NA	NA	2004-05	293.97	Tamiluk-Deshpran-Nachanda section (46 Km) has been completed. Work is in progress in balance section.
163	Rupsa-Bangriposi	SER GC	1996-97	Aug. 96	58.00	Not Fixed	5.41	Nil	NA	NA	Not fixed	78.94	In Ph-I, gauge conversion of Rupsa-Bangriposi section (52 km) is planned. Earthwork and bridges are in progress.
164	Bankura-Damodar River Project	SER GC	1998-99	Feb. 99	100.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	174.73	Earthwork, bridges and other works are in progress. 55% earthwork and 60% minor bridges have been completed.
165	Ranchi-Lohardaga with extension to Tori	SER GC	1996-97	Feb. 97	147.00	Not Fixed	3.79	Nil	NA	NA	2004-05	185.31	Earthwork and bridgework are in progress on Ranchi-Lohardaga section. On Tori-Lohardaga (44 km) new line portion, final location survey has been completed and alignment firmed up. Land acquisition has been processed. Earthwork tenders under finalisation and work on one major bridge is in progress.
166	Tikiapara-Santragachi IV line	SER DL	2000-01		22.50	Not Fixed	NA	Nil	NA	NA	Not fixed	22.50	Preparations of plans and estimate has been taken up.
167	Panskura - Haldia PH-I	SER DL	2000-01		48	Not Fixed	Not available	Nil	NA	NA	Not Fixed	26.02	Earthwork and bridges are in progress in 8 km length from Panskura end. 17000 cum earthwork and one minor bridge completed.
168	Goelkera-Manoharpur 3rd line (Chakradharpur - Bondamunda Section)	SER DL	1997-98		186.91	Not Fixed	16.95	Nil	NA	NA	Not fixed	186.92	Work has lower operational priority.
169	Kuttipuram-Guruvayur	SR NL	1999-00	Dec. 02	90.00	Not fixed	Not available	Nil	NA	NA	Not fixed	137.71	Requisite clearances have been obtained. Preparations are being made to take up the work.
170	Kottayam-Erumeli	SR NL	1997-98	Mar., 2002	200.00	Not Fixed	Negative	Nil	NA	NA	Not fixed	200.00	Final location survey is in progress.
171	Karur-Salem	SR NL	1996-97	April, 97	136.00	Not fixed	11.19	Nil	NA	NA	Salem-Nammak at (51 km) in 2004-2005.	229.88	In PH-I, work is being done from Salem to Namakkal (51 km). Earthwork and bridges are in progress on the entire project. Bridge over Kaveri river is in progress.
172	Angamali-Sabarimala	SR NL	1997-98	Sept. 98	550.00	Not fixed	Negative	Nil	NA	NA	Not fixed	550.00	Final location survey is in progress. Part estimate has been processed for Angamali-Perumbavoor (18 km). Land acquisition papers for all the villages in the section submitted to State Govt.

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							No. of Revision completed on time	Cost Escalation at revision attributable to time overrun	Prop. of Cost			
173	Villupuram-Pondicherry	SR	1997-98	30.00	Not Fixed	9.14	Nil	NA	NA	2003-04	43.83	Earthwork and bridge work is in progress. Gauge conversion block between Villupuram and Chinnababu Samudram (21.8 km) is in progress. The work is targeted for completion during 2003-04.
174	Villupuram-Katpadi	SR	2000-01	175.00	Not fixed	0.44	Nil	NA	NA	Not fixed	175.00	Detailed estimate is under process.
175	Trichy-Manamadurai	SR	2000-01	175.00	Not fixed	12.79	Nil	NA	NA	Not fixed	187.91	Detailed estimate has been sanctioned. Preparation of drawings for bridges are in progress. Contract for minor bridges in one reach awarded.
176	Cuddalore-Salem via Vriddhachalam	SR	1999-2000	198.68	Not Fixed	21.53	Nil	NA	NA	Vaddalur-Cuddalore (30 km) - 2003-04.	198.68	The work is to be done on cost sharing basis with State Govt. (50:50). The gauge conversion of Vriddhachalam-Vaddalore (27 km) completed and Vaddalore-Cuddalore (30 Km) is targeted for completion during 2003-04.
177	Tiruchirappalli-Nagore-Karaikal	SR	1995-96	100.00	Not fixed	12.18	Nil	NA	NA	Not fixed	213.36	The section from Trichy to Thanjavur (50 km) has been completed and commissioned. Earthwork and bridgeworks beyond Thanjavur have been taken up. Nagapattinam-Velankkani has been approved as a part of this work where land acquisition is in progress. Bridgework has been taken up. Tenders for earthwork and minor bridges processed.
178	Thanjavur-Villupuram main line	SR	1998-99	223.00	Not Fixed	15.42	Nil	NA	NA	Thanjavur Kumbakonam (39 km) during 2003-04.	231.00	Earthwork and bridges have been taken up for Thanjavur-Kumbakonam (39 Km) section which is targeted for completion during 2003-04. The section has been blocked w.e.f. 01-04-03 to expedite works.
179	Madurai-Rameswaram	SR	1997-98	240.00	Not Fixed	3.46	Nil	NA	NA	Madurai-Manamadurai - June, 04; Manamadurai-Rameshwaram - Dec., 05	243.00	Earthwork and bridges are in progress between Madurai & Manamadurai.

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								IRR of the Project	No. of Escalation of revision completed on time	Cost of Escalation of revision completed on time	
180	Quilon-Trunelveli-Tenkasi-Vrudhagar	SR	GC	1997-98	Feb. 99	280.00	Not Fixed	7.13	Nil	NA	Vrudhagar-Rajapalayam has been commissioned during 2002-03. Rajapalayam-Tenkasi (61 km) is targeted for completion during 2003-04. On Vrudhagar-Tenkasi & Trunelveli-Truchchendur, bridge work and earthwork are in progress. Final location survey in the ghat section between Senkottal and Punalur (50 km) to ease gradient and curves to suit BG is in progress.
181	Ambaturai-Kodaikanal Road	SR	DL	2003-04		22.95	Not fixed	Not available	Nil	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
182	Chennai Beach-Korukkupet	SR	DL	2003-04		59.58	Not fixed	17.59	Nil	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
183	Mavelikara-Kayankulam	SR	DL	2003-04		21.84	Not fixed	5.1	Nil	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
184	Cheppad-Kayankulam	SR	DL	2003-04		21.48	Not fixed	2.9	Nil	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
185	Injgur-Coimbatore	SR	DL	1996-97		25.10	Not Fixed	24.85	Nil	NA	38.67 Doubling between Coimbatore north has been commissioned on 31-03-03. Ballasting has been taken up in remaining section.
186	Ernakulam-Mulanturutti	SR	DL	2001-02		53.23	Not fixed	Not available	Nil	NA	53.23 Earthwork and bridgework is in progress.
187	Altipattu-Korukkupettai	SR	DL	1999-2000		40.00	Not fixed	34	Nil	NA	70.56 Ennore Creek Bridge (13 x 25.75m + 4 x 12.12m) is in progress. Earthwork is also in progress.
188	Kuttiyuram(Shoranur)-Calicut	SR	DL	1994-95		63.28	Not Fixed	3.47	Nil	NA	178.23 The work of bridges and earthwork is in progress. 30 km is targeted for completion during 2003-04.

Sno	Name of Project	Railwa y/ Plan	Year of inclusion in Budget	Date of clearance by competent authority	Original Cost Rs. In Crs.	Date of Project Completion (years), wherever fixed	IRR of the Project	(Rs. In crores)			Revised Status as on 31-03-2003	
								Intermediate Period	Present Period	Cost		
								No. of Revisions of cost estimate on time	Cost of Escalation attributable to time overrun	Date of completion		
189	Calicut-Mangalore	SR DL	1995-96		240.00	Dec 2002	3.47	Nil	NA	2004-05	563.08	212 Km out of 221 Km have been completed. Balance is in progress.
190	Pattabiram-Tiruvalur 4th line (15.06 km) & Tiruvallur-Arakkonam 3rd line (26.83 km)	SR DL	2002-03		71.94	Not fixed	14.47	Nil	NA	2003-04	NA	Work has been included in Supplementary Budget 2002-03 in December, 2002. Preparations of plans and estimate has been taken up.
191	Kottur-Harihar	SWR NL	1995-96	May, 95	66.00	Not Fixed	1.92	Nil	NA	Not fixed	124.03	Final location survey has been completed. Land acquisition has been processed. An amount of Rs.2.08 crore have been deposited towards the cost of land. Earthwork and minor bridges are in progress. State Govt. is sharing 2/3rd cost of the this project.
192	Kadur-Chickmagalur-Sakleshpur	SWR NL	1996-97	July, 96	157.00	Not Fixed	Negative	Nil	NA	Not fixed	157.00	Earthwork and minor bridges are in progress in 40 km length. Soil investigation for one tunnel (300 m) and two viaducts is in progress.
193	Bangalore-Sayanganlam	SWR NL	1998-99	Feb. '99	225.00	Not Fixed	Negative	Nil	NA	Not fixed	225.00	Final Location Survey has been completed from Bangalore to Chamrajanagar and is in progress in balance portion. Land acquisition plans will be processed once the Final Location Survey is over and alignment has been fixed up.
194	Hassan-Bangalore	SWR NL	1997-98	Feb., 97	295.00	Not Fixed	Negative	1	115.38	39.1	412.91	Land is available between Hassan and Shravanbelagola (42 km) and Bangalore to Neelamangala (16 km). Earthwork and bridgework in these stretches are in progress. Hassan-Shravanbelagola (42 km) is targeted for completion during 2003-04.
195	Hubli-Ankola	SWR NL	1997-98	Feb., 97	610.50	Not fixed	10.59	Nil	NA	Not fixed	997.58	Final location survey has been completed. Land acquisition plans have been submitted to the State Govt for part length (47.75 Km). Earthwork and bridgework is in progress where land is made available.
196	Mysore-Chamarajanagar	SWR GC	1997-98	Sept. '2001	175.00	Not Fixed	3.14	Nil	NA	Not fixed	175.00	Earthwork and bridgework have been taken up between Ashokapuram and Nanjagud.

Sno	Name of Project	Railwa Plan Y/	Yearo Date/M onth of clearan ce by in compet Budg ent authorit y	Original Cost Rs. In Crs.	Date of Project Completi on (years), whenever fixed	IRR of the Project	Intermedate Period			Date of Present completi on	Revised Cost	Status as on 31-03-2003		
							No. of Revisio n com pleti on time	Cost at Escal atio n	Prop ortio n of Escal attrib ution to time over un					
197	Solapur-Gadag	SWR	GC	1993- 94	March, 95	208.72	Not fixed	10.85	Nil	NA	NA	2005-06	276.00	The work is being done in phases. Solapur-Holgi (16 km) and Holgi to Bijapur (94 km) has been completed. Earthwork, bridgework and ballast collection is in progress on rest of section from Bijapur to Gadag. This is one of the projects identified through KRIDE. State Govt. will bear 50% cost of this project.
198	Arasikere-Hassan- Mangalore	SWR	GC	1994- 95	179.66	Not fixed	13.88	3	6.33, 3.33, 20.17, 20.04, 05	0.73, 9.22, 3.264	312.43	Arasikere-Hassan-Sakleshpur has been completed. Work is in progress in balance length. Track linking of 25 km completed Mangalore-Kabakaputtur (40 km) section and balance is in progress. Kabakaputtur-Sutramanya Road (42 km) is targeted for completion during 2003-04. This is one of the projects identified through KRIDE.		
199	Bangalore-Hubli- Shimoga- Taluppa	SWR	GC	1992- 93	232.20	Mar-95	8.97	1	117.56	50.6	432.08	Bangalore-Hubli & Birur-Shimoga has been completed and commissioned. Earthwork and bridges are in progress on Shimoga-Taluppa (97 km) section.		
200	Bangalore- Kengeri with Elect.	SWR	DL	1995- 96	20.73	Not Fixed	30.63	Nil	NA	NA	27.89	Earthwork and bridgeworks are in progress. Karnataka Govt. is sharing 2/3 cost of work.		
201	Kengeri- Rammagaram	SWR	DL	1997- 98	45.00	Not Fixed	19.68	Nil	NA	NA	64.54	Earthwork and bridgeworks are in progress. Karnataka Govt. is sharing 2/3 cost of work.		
202	Yeshwanpur- Tumkur	SWR	DL	1997- 98	80.00	Not Fixed	11.04	Nil	NA	NA	91.82	Earthwork and bridges are in progress.		
203	Whitefield- Kuppam	SWR	DL	1992- 93	105.00	Not fixed	19.83	Nil	NA	NA	162.23	Whitefield to Bangalorepet (47 km) has been completed and commissioned. Track linking completed for further 10 km during 2002-03. the entire work is targeted for completion during 2003-04.		
204	Ranganj Mandi- Bhopal	WCR	NL	2000- 01	425.00	Not fixed	Negative	Nil	NA	NA	425.00	Final location survey completed. In first phase, work from Ranganjmandi to Dhalewar (25.72 km) is proposed to be taken up. Land acquisition papers submitted to State Govt.		
205	Gandhinagar- Kalo	WR	NL	2000- 01	52.00	Not fixed	Negative	Nil	NA	NA	49.96	Final location survey has been completed. Detailed estimate sanctioned. Land plans have been submitted to State Govt. Tenders processed for Kalo-Adrai Moti section.		

Sno	Name of Project	Railway/	Year of inclusion in Budget	Date of clearance by competent authority	Original Cost Rs. In Crs.	Date of Project completion (years), wherever fixed	(Rs. In crores)			Present Period Date of completion	Revised Status as on 31-03-2003	
							IRR of the Project	No. of Escalator revision each	Cost of Escalator revision			
206	Godhra-Indore Via Dahod	WR	1989-90		297.00	Not fixed	11.62	Nil	NA	During 11th Plan	900.00	This work is planned for execution in phases. The first phase work between Dewas & Maksi has been completed. Final location survey for Godhra-Indore completed and estimate is under process.
207	Bhildi-Vrangam	WR	1990-91		115.66	Not fixed	22.54	Nil	NA	Not fixed	134.80	The project consists of gauge conversion of 104.36 km between Vrangam to Patan and construction of new line of 52.64 km between Patan & Bhildi. In 1st phase, earthwork and bridges are in progress on Vrangam-Mehsana section (65 km). P-Way and signalling of this section is proposed to be taken up under BOT for which contracts have been awarded. The work is likely to be completed during 2004-05 depending upon progress of BOT contractor.
208	Neemuch-Raitam	WR	1993-94		65.00	Not fixed	10.65	Nil	NA	Not fixed	167.51	Earthwork, bridges, etc. are in progress.
209	Gadhidham-Palanpur	WR	1998-99	Oct. 2000	318.00	Mar-03	25.36	1	NA	Not fixed.	344.63	Detailed estimate has been sanctioned. Earthwork and bridgework are in progress. Government of Gujarat has shown willingness to share part cost of project along with other beneficiaries. MOU in this connection is being prepared. This project has been included under National Rail Vikas Yojana.
210	Rajkot-Veraval	WR	1994-95		100.00	Not fixed	11.37	Nil	NA	Rajkot-Junagadh complete	359.80	Rajkot-Junagadh section completed during 2002-03. Land acquisition for Veraval-Somnath new line has been taken up. Junagadh-Veraval, Veraval-Somnath new line is targeted for completion during 2003-04 where earthwork and bridges are in progress.

Sno	Name of Project	Railway Plan	Year of inclusion in Budget	Year of clearance by competent authority	Original Cost Rs. In Crs.	Date of Project completion (years) wherever fixed	(Rs. In crores)			Present Period Date of completion	Revised Cost	Status as on 31-03-2003
							IRR of the Project	No. of Escalation	Cost of Revision			
211	Surendranagar-Bhavnagar	WR GC	1996-97	April, 97	337.00	March 2002	13.46	1	NA	NA	372.00	The work of conversion of main line from Surendranagar to Rajula (251 km) with connectivity to Pipavav (18 km) has been done through Special Purpose Vehicle (SPV) consisting of Ministry of Railways and GPP. This work has been completed and commissioned for goods traffic during 2002-03. Dhola-Bhavnagar and Rajula-Mahuva are targeted for completion during 2003-04.
212	Surat-Kosamba (Phase-I)	WR DL	2000-01		49.00	Not fixed	14.72	Nil	NA	NA	49.00	Detailed estimate has been prepared and is under process of sanction.
213	Kalappal-Phanda/Maksi-Bhopal	WR DL	1990-91		53.00	Not fixed	11.18	Nil	NA	NA	53.00	Detailed estimate has been sanctioned. Tenders have been processed.
214	Akodia-Shujatpur	WR DL	2003-04		31.36	Not fixed	Not available	Nil	NA	NA	NA	New work included in the Budget 2003-04. Preliminary arrangements like preparation of plans and estimate are being taken up.
NOTE (i) 50 nos. of projects which have been completed and commissioned but are appearing in the pink book on account of financial adjustments/residual works have not been shown in the above list.												
(ii) Date/Month of clearance is given only in those cases where projects have been included in the budget without obtaining requisite clearances.												
ABBREVIATIONS:												
CR	Central Railway			NWR		North Western Railway						New Lines
ECOR	East Coast Railway			SCR		South Central Railway			NL			Gauge Conversion
ECR	East Central Railway			SECR		South Eastern Railway			GC			Doubling
ER	Eastern Railway			SER		South Eastern Railway			DL			Not Applicable
NCR	North Central Railway			SR		Southern Railway			NA			
NER	North Eastern Railway			SWR		South Western Railway						
NFR	Northeast Frontier			WCR		West Central Railway						
NR	Northern Railway			WR		Western Railway						

LIST OF ONGOING PROJECTS UNDER M.T.P. PLAN HEAD

(Rs. In crores)

S. No.	Name of the project	Railway	Year of inclusion in the Budget	Initial Status			IRR of the projects	No. of Revision of estimate of completion time	Intermediate Period	Present Period	Revised cost	Status
				Original Cost	Estt. date of completion	Cost of revision at each item						
1	Belapur-Seaood-Uran electrified double line	CR/ MUMBA 97	1996-	401.80	Mar. 2002	6.47	1	495.44			495.44	Work of important bridge on Panvel Creek, construction of minor bridges, subway and work at Sompada Car shed are in progress. The progress of work being executed by CIDCO is poor due to their financial crunch.
2	Thane-Turbhe Nerul/Vashi part of corridor no. 1 in New Mumbai	CR/ MUMBA 96	1995-	135.30	Mar. 2003	16.53	1	403.39			403.39	Civil works for second line are nearing completion. Electrification and signalling works are in progress. Slow progress of construction of station buildings by CIDCO is affecting the completion of work.
3	Belapur-Panvel-doubling of commuter double line as part of East-West Corridor	CR/ MUMBA 96	1995-	142.87	Mar. 2000	3.96		279.83			280.31	Commissioned in April, 2000. Residual works being executed by CIDCO are in progress.
4	Thane-Mumbra 5th & 6th line	CR/ MUMBA 02	2000-	49.34							49.34	Pending approval of Planning Commission awaited.
5	Santacruz-Borivli 5th line	WR/ MUMBA 96	1995-	64.17	Mar. 2000	9.81	1	82.42	16		82.86	Commissioned in July, 2002.

S. No.	Name of the project	Railway	Year of inclusion in the Budget	Original Cost	Est. date of Project Completion	IRR of the projects	(Rs. In crores)		Propor. Date of completion of	Present Period Revised Cost	Status	
							Intermediate No. of Revision of each item of completion time	Cost of escalation at each item of completion time (in %)				
1	2	3	4	5	6	7	8	9	10	11	12	13
6	Virar-Dahanu Road-Auto Block Signalling	WFR/MUMBA	1997-98	25.44	Mar. 2001	14.32	1	27.19			27.19	Commissioned in April 2002.
7	Mumbai Urban Transport Project (MULTP)	WFR/CR MUMBA	2003-4	3125.20		10.94					3125.2	New Work included in the Budget 2003-04. Status of on-going sub-works seperately is detailed below:
a)	Kurla-Thane 5th & 6th line (Phase I: Kurla-Bhandup)	CR/MUMBA	1995-96	48.04	Mar. 2001	20.00	1	97.39	12		102.90	Work of earthwork, supply of ballast, track linking, major bridges, foundation and erection of OHE structures and other works are in progress in stretches which are free from encroachments. 500 hutments are yet to be shifted by State Govt. for removal of these. project monitoring unit of State Govt., which is responsible for rehabilitation has been asked to expedite.
b)	Kurla-Thane 5th & 6th line (Phase II: Bhandup-Thane)	CR/MUMBA	1997-98	46.69	Dec. 2001	18.00	1	56.79			56.79	Earthwork, supply of ballast, bridges and 22 KV aerial feeder obstructing 5th & 6th line by underground cable between Bhandup-Mulund and Mulund-Thane section is in progress. There are 454 hutments and 86 shops on railway land, out of which 72 shops have been removed so far.
c)	Quadrupling between Borivli and Virar	WFR/MUMBA	1995-96	131.35	June, 2002	14.43	1	401.66			401.70	Works for earth work, major & minor bridges, yard remodelling and quarters are in progress. Work on important bridge No. 73 & 75 on Vasal Creek is also in progress. 4.2 Lac cum out of 7.64 lac cum earthwork have been completed. All minor bridges have been completed.
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S. No.	Name of the project	Railway	Initial Status			Intermediate Period			Present Period		Revised cost	Status
			Year of Inclusion in the Budget	Original Cost	Estt. date of Project Completion	IRR of the projects	No. of Revision each of complete time	Cost of escalation at each attribute to time over run (in %)	Propor tion of of Date of completion	Present Period		
1	2	3	4	5	6	7	8	9	10	11	12	13
d)	Vihar-Dahanu Road- Development of facilities for introduction of EMUS and terminal facilities	WR/ MUMBA 01	2000-01	25.82	Mar. 2004		1	29.09	78	Mar. 2007	29.09	Work in progress.
8	Dum Dum-Tollygani Design & Construction of Rapid Transit System alongwith Extn. from Tollygani to Garia	Metro Kolkata	1972-73-1999-00	140.00		1	4	2401.69		Mar. 2007	2624.64	Work for construction of foundation and substructure of the viaduct in 6 sub-sections out of 7 is in progress.
9	Circular Railway including Extn. from Princepghat- Majarhat, Dum Dum-NSC Bose Airport & Ultadanga-Rajarhat Ph.I.	Metro Kolkata	1997-98-1999-00	75.36	Mar. 2000		3	192.92		Dec. 2004	242.42	The work of Princepghat to Majarhat is progressing satisfactorily. Construction of line from Dum Dum Cantt-NSC Bose Airport is being delayed due to delay by various authorities in clearance of alignment. Efforts are being made to get the approvals early. For Ultadanga-Rajarhat, the alignment is being finalised in consultation with competent authorities.
10	Barasat-Hasnabad electrification		1998-99	37.70	Mar. 2002	13.40		36.90			37.70	Commissioned in December, 2002.
11	Ranaghat-Bongaon electrification		1997-98	18.33	Mar. 2001	14.00		14.78			14.78	Commissioned in March, 2001.
12	Ranaghat-Gede electrification		1997-98	30.61	Mar. 2001	12.89		32.35			32.35	Commissioned in December, 2000.
13	Chennai Beach-Thirumalai Phase-I	SR/ Chennai	1983-84	53.46		11.21	2	268.87	28			Commissioned in October, 1997.

(Rs. in crores)

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S. No.	Name of the project	Railway	(Rs. in crores)												Status
			Year of Inclusion in the Budget	Original Cost	Initial Status	IRR of the projects	No. of Revision of items	Intermediate Cost of escalation at each item	Period of escalation-completion attributable to time over run (in %)	Present Date of completion	Revised cost	13			
1	2	3	4	5	6	7	8	9	10	11	12	13			
14	Thirumallai to Velacheri MRTS Phase-II	SR/ Chennai	1996-97	605.70	Mar. 2002	9.87	-	684.32		June. 03	691.04	The substructure works for the entire elevated section has been completed. Superstructure work is also in advanced stage of completion. Work on station building and ballastless track is in progress.			
15	Chennai Beach-Chengalpatu Gauge Conversion from MG to BG	SR/ Chennai	1998-99	271.04	Mar. 2004	8.68	-	455.24			545.68	Gauge conversion from Chennai Beach-Tambaram Beach-Egmore in Feb., 2003. The section from Tambaram-Chengalpatu is likely to be completed by March, 2004.			
16	Hyderabad-Multi Model Suburban Commuter Transport System.	SCR/ Secunderabad	2000-01	69.96				69.64		Not fixed	69.64	The upgradation of infrastructure has been completed, except two stations viz. 'Lakdi Ka Pool' & 'Neckless Road' where the land has recently been acquired and handed over to railway by State Govt. Work is in progress at these two stations. Other arrangement for introduction of train services are being made.			

LIST OF ONGOING PROJECTS UNDER RAILWAY ELECTRIFICATION PLAN HEAD

Sl. No.	Name of the project	Railway	Plan	Year of inclusion in Budget	Date/Month of completion by authority	Initial Status			Intermediate			Present Period		Status
						Original Cost (Rs. in crs.)	Date of Project completion (years) whether ever fixed	IRR of the project	No. of Revisions of each revision	Cost of Escalation at Escalation attribution to time over-run	Date of completion	Revised cost Rs. crs		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Sitarampur-Danapur Mughalsarai	ER	RE 92	1991-92	Jan-92	240.40	Mar-99	21.8	2	NA	NA	Feb-02	385.12	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.
2	Bokaro Steel City- Murf-Hatta-Bondamunda-Barsuan/Kiriburu	SER	RE 92	1991-92	Jan-91	113.02	Mar-98	19.7	3	NA	NA	Sep-02	291.81	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.
3	Ambala-Moradabad	NR	RE 93	1992-93	Jan-92	147.47	Mar-98	15.1	2	NA	NA	Mar-04	157.76	The work on section Saharampur-Moradabad was initially frozen due to operational considerations and has been defrozen in Nov. 98 and execution taken in hand thereafter. The cost escalation mainly due to material modifications sanctioned at later stage

Sl. No.	Name of the project	Railway	Plan	Year of inclusion in Budget	Date/Month of completion by authority	Initial Status			Intermediate			Present Period	Revised cost Rs. crs	Status	
						Original Cost (Rs. in crs.)	Date of Project completion (years) wherever fixed	IRR of the project	No. of Revisions of each	Cost escalation at Escalation attributable to time over-run	Date of completion				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
4	Renigunta-Guntakal	SCR	RE	1992-93	Jan-92	177.02	Mar-98	17.9	1	NA	NA	Mar-04	168.34	The work was initially frozen due to operational considerations and has been defrozen in No.98 and execution taken in hand thereafter. At present, work is being taken up on Renigunta-Nandalur section.	
5	Chandil-Muri-Barkakana	SER	RE	1992-93	Jan-92	32.22	Mar-97	18.1	1	NA	NA	Mar-99	47.67	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.	
6	Bandel-Katwa	ER	RE	1992-93	Mar-92	45.51	Mar-96	4.00	1	NA	NA	Mar-97	50.28	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.	
7	Lucknow-Kanpur	NR	RE	1997-98	Apr-98	48.40	Mar-2000	8.18	Nil	NA	NA	Mar-2000	60.63	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.	

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Sl. No.	Name of the project	Railway	Plan	Year of inclusion in Budget	Date/Month of completion by authority	Initial Status		IRR of the project (years) wherever fixed	Intermediate			Date of completion	Present Period	Status
						Original Cost (Rs. in crs.)	Date of completion (years)		No. of Revisions of each revision	Cost escalation at Escalation attributable to time over-run	Date of completion			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
8	Udhna-Jalgaon	WR	RE	1997-98	Sep-96	124.39	Mar-02	15.3	2	NA	NA	Dec-03	141.99	The work is in progress. The completion schedule has been modified on considerations of funds availability. The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.
9	Kharaipur-Bhubaneswar	SER/RE	RE	1997-98	Feb-97	268.55	Mar-02	14.8	2	NA	NA	Dec-03	317.36	The work is in progress. The completion schedule has been modified on considerations of funds availability. The cost escalation is mainly due to material modifications sanctioned at later stage.
10	Bhubaneswar-Kottavalasa	ECO	RE	1997-98	Sep-96	292.22	Mar-02	14.3	2	NA	NA	Mar-04	321.07	Main work completed. Work is in progress on Khurda Road-Puri section(44 RKM) which was included as Material Modification at later stage. The cost escalation is mainly due to material modifications sanctioned at later stage.

Sl. No.	Name of the project	Railway	Plan	Initial Status				Intermediate				Status			
				Year of inclusion in Budget	Date/ Month of completion by competent authority	Original Cost (Rs. in crs.)	Date of Project completion (years) wherever fixed	IRR of the project	No. of Revisions of each revision attributable to time over-run	Cost of escalation at Escalation attribute	Prop- ortion of Escalation		Date of completion	Present Period Revi- sed cost Rs. crs	
11	Ludhiana-Amritsar	NR	RE	1997-98	Apr-98	97.79	Mar-02	4.76	1	NA	12	13	14	15	The work is in progress. The completion schedule has been modified on considerations of funds availability. The cost escalation is mainly due to material modifications sanctioned at later stage.
12	Kusunda-Jamuniatand	ECR	RE	1997-98	Dec-98	13.61	Mar-01	22.7	1	NA	NA	NA	Jan-03	16.42	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage. The cost escalation is mainly due to material modifications sanctioned at later stage.
13	Tambaram-Chengalpattu-Villupuram and Chengalpattu-Arakkonam	SR	RE	1999-00	Aug-99	35.06	Mar-03	20.5	1	NA	NA	Mar-05	38.44	Completed except Kanchipuram-Arakkonam (28 RKM) which is tentatively targeted for completion by Mar.05. The cost escalation is mainly due to material modifications sanctioned at later stage.	
14	Ernakulam-Trivandrum	SR	RE	1999-00	Aug-2000	147.89	Mar-04	18.00	1	NA	NA	Mar-05	162.03	The work is in progress. The cost escalation is mainly due to increase in scope of work.	

Sl. No.	Name of the project	Railway	Plan	Year of inclusion in Budget	Date/Month of completion by competent authority	Initial Status			Intermediate			Date of completion	Revised cost Rs. crs	Status
						Original Cost (Rs. in crs.)	Date of completion (years) whether ever fixed	IRR of the project	No. of Revisions of completion	Cost escalation at each revision	Proportion of Escalation attributable to time overrun			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
15	Patna-Gaya	ECR	RE 00	1999-00	Jan-02	41.24	Mar-03	6.17	1	NA	NA	Jun-03	36.44	The work is in progress.
16	Circular Rly. around Lucknow Area	NR	RE 01	2000-01	Sept-2000	24.23	Mar-02	NA	1	NA	NA	Oct-02	33.34	The work has been completed. The cost escalation is mainly due to material modifications sanctioned at later stage.
17	Krishnanagar-Lalgola	ER	RE 01	2000-01	Feb-2000	72.12	Mar03	5.01	1	NA	NA	Mar-05	72.12	The preparatory work progress. The completion schedule has been modified on considerations of funds availability.

STATUS REGARDING TELECOM PROJECTS

Name of the projects	Brief Description n Zone/ Division Track/ Constitute	Date Project Launch	Initial Status			Intermediate Period			Present Period	Remarks	
			Esti Project Cost Rs. Crs.	Est Date of Project Completion	IRR of the Project	No of revisions of completion time	Cost of escalation at each revision	Proportion of escalation attributable to time			Date of Completion
Chakradharpur- Rourkela - Jharsuguda: OFC in replacement of DOT cable.	SER	98-99	20.95	31.3.01	NA	Nil	Nil	Nil	30.11.01	20.69	Work commissioned on 30-11-01. System handed over to Open Line on 26 March 2002. Fund allotted in 03-04 for adjustment of debit and credit.

PENDING PROJECTS AWAITING REQUISITE CLEARANCES

(Rs. in crores)

Sno	Name of Project	Railway Plan	Year of inclusion in Budget	Date/No. of clearance by competent authority	Original Cost Rs. in Crs.	Date of Project Completion (years), wherever fixed	IRR of the Project	No. of Revisions completed on time	Escalation on each revision	Cost at Escalation	Proportion of Escalation attributable to time overrun	Date of completion	Revised Cost	Status
1	Azimganj (Nasipur)-Jiyaganj up to the Ghat	ER	2001-02		22.78	Not Fixed	Negative	Nil	NA	NA	NA	Not fixed	22.78	The proposal was sent to Planning Commission. Planning Commission vide their OM dated 12.3.2003 have not agreed with the proposal in view of large throw forward of ongoing projects and need to re-prioritise the projects.
2	Kakinada-Pilnapuram	SCR	1999-2000		41.66	Not Fixed	8.08	Nil	NA	NA	NA	Not fixed	61.70	The proposal was sent to Planning Commission. Planning Railway has not supported the proposal. Railway has been asked to conduct detailed analysis of various alternatives.
3	Bangalore-Whitefield-Bangalore City-Krishnarajapuram	SWR	1997-98		85.00	Not Fixed	Negative	Nil	NA	NA	NA	Not fixed	85.00	The work is being reviewed from operational point of view.
4	Delhi Sarai Rohilla-Gurgaon	RE	2001-02		12.00	Not fixed	5.81	Nil	NA	NA	NA	Not fixed	NA	The project report is under examination in the Ministry.
5	Mughalsarai-Jafarabad	RE	1999-2000		49.96	Not fixed	26.76	Nil	NA	NA	NA	Not fixed	NA	The proposal was sent to Planning Commission. Planning Commission has raised certain observations and the proposal is being reviewed.
6	Khurja-Meerut-Saharanpur	RE	1996-97		89.21	Not fixed	14.99	Nil	NA	NA	NA	Not fixed	NA	The proposal was appraised by Planning Commission and recommended by Expanded Board. However, it is being reviewed.
7	Thane-Diva 5 th and 6 th line	MTP	2000-01		49.34	Not fixed	Available	Nil	NA	NA	NA	Not fixed	49.34	Proposal has been sent to Planning Commission for appraisal in March 2003.
ABBREVIATION														
NL	New Lines													
DL	Doubling													
RE	Railway Electrification													
MTP	Metropolitan Transport Project													

CHAPTER-III

RECOMMENDATIONS/OBSERVATIONS

- 3.1 The Committee note that as on 1.4.2003 there are 300 ongoing, 7 pending and 3 frozen projects in the Railways' Pink Book. Out of these ongoing/pending projects, 233 projects are in progress at present having a throwforward of Rs.44,733 crore while 74 projects have been completed with some residual works to be executed. These ongoing projects comprise of 82 New Lines, 70 Gauge Conversions, 116 Doublings, 15 Metropolitan Transport (MTP) and 17 Railway Electrification Projects with a throwforward of Rs.24,450 crore, Rs.10149 crore, Rs.4911 crore, Rs.4385 crore (including the share of State Governments) and Rs.838 crore respectively which poses a severe financial burden for the Indian Railways. The Committee further note that the Railway Projects are mainly financed through general budgetary support and also from the revenues generated from market borrowings and internal generation. The total outlay for these projects during 2003-04 is about Rs. 4800 crore including Rs.2210 crore from sources other than normal Budgetary Support like State governments sharing, funds from Ministry of Defence and through Built Operate and Transfer (BOT)/ Special Purpose Vehicle (SPV). As per the Ministry of Railways at the present rate of allocation, without considering escalation, the expected time for completion of these ongoing projects, category wise, would be 13 years for New Lines, 10 years for Gauge Conversion, 6 years for MTP, 5 years for Doubling and 4 years for Railway Electrification. Due to acute constraint of resources, the completion target of projects at present are fixed on year to year basis keeping in view the progress of the work and availability of resources. The Committee also find that after excluding the projects which have been completed physically, the percentage viability of the existing ongoing projects is very low particularly in the case of New Line projects (10 %), Gauge Conversion (38 %) and MTP (33 %). The Ministry of Railways have attributed this low viability to the projects taken up for providing rail infrastructure in backward and other regions on social considerations and projects taken up in far flung areas such as Jammu & Kashmir and North East region to bring socio-economic development.

According to the Ministry of Railways, the throwforwards in majority of the projects under plan heads viz., Doubling, MTP and Railway Electrification are manageable and expected to be completed by the end of 10th Plan but the real problem of funding lies with the New Line and Gauge Conversion projects which will depend on actual availability of funds. The Committee attributes the present precarious financial state of the Railways to unabated addition of new projects every year without ensuring adequate allocations, declining share of internal revenue from 58% in VIII Plan to 21% in the 2002-03, increase in market borrowings from 19% in VIII Plan to 36% in 2001-02 and increase in staff cost upto 56% of the total working expenses from 1998-99 onwards. The Committee, having taken into account all these factors, find that the Indian Railways are actually at cross-roads at present, finding difficult to realize their identity, objectives and goals. Taking a holistic view of the entire economic, administrative and social perspectives of the Indian Railways, the Committee strongly recommend for an urgent crisis-management approach on the part of Railways to reassess and rejuvenate their financial health in view of the mammoth throwforwards.

3.2 The Committee feel that it is a high time for the Railways to introspect themselves and opt for a stocktaking exercise into their objectives and achievements. They therefore, recommend that the Railways should restrain their market borrowings and operating cost to the minimum and increase their internal generation of revenues to the optimum extent. Railways must overcome their built-in inefficiency and increasing Operative Costs. They are of the firm view that it can be done only by restructuring the entire administrative edifice of the Railway Board, rationalizing the freight and passenger fare policy, establishing a mechanism for tariff fixation, improving operational productivity and efficiency, undertaking a vigorous commercial management and upgrading safety infrastructure.

3.3 The Committee have reasons to believe that funding is not the sole cause of the slow progress in the execution of projects. There are varied drawbacks such as spending capacity of the Railways and lack of proper and effective coordination between the project executing authorities at project site and administrative machinery at the Centre. There is also a major defect in the planning of a project where no time frame for completion and phase to phase funding is ensured. The Committee are of the considered

view that unless a vigorous and professional approach towards the project selection, proper planning and execution of the same is adopted, nothing is going to deliver tangible results. Therefore, they recommend that a mechanism like a Project Management Cell be evolved and established at all levels from the project sanctioning authority to the executing authority in the Railway Board to ensure effective implementation of the projects in a time bound manner and for planning and to see each and every project separately so that funds required over different periods of time for completion of the project is known.

3.4 As per the Ministry of Railways, the Budgetary Support as a part of the Annual Plan has witnessed a decreasing trend. It was 75% in the Vth Plan, which has drastically come down to 23% in the VIII Plan after the establishment of the Indian Railway Finance Corporation in December, 1986, which was incorporated with the sole objective of raising money from the market to finance partly the Plan Outlay and the developmental needs of the Railways. The Budgetary Support has now increased to 35% (approximately) in the year 2003-04. During the course of evidence, the Committee were apprised by the representatives of the Ministry of Finance and the Planning Commission that the Budgetary Support has increased in terms of percentage as well as in absolute term during the last 5-6 years. It has increased to 6.46% in 2001-02 from 3.97% in 1995-96 as a part of Central Plan. In absolute term also it has increased from Rs. 1141 crore (75 % of the Annual Plan) in the V Plan to Rs. 14445 crore approximately (average 31 % of the Annual Plans of the Railways) in IX Plan. Further they stated that providing additional funds to the Railways to execute the ongoing projects is not a problem provided the Railways assure to deliver results. However, they emphasized that the Railways must select the last-mile projects and prioritize them realistically enough to complete the same in a time-bound manner. The Committee, having analyzed the scope of funding from the Central Exchequer, have reached the conclusion that the Ministry of Railways must workout an effective strategy and prepare a project-wise priority of their projects in consultation with the Planning Commission and the Ministry of Finance within three months so as to execute those projects first which ensure 100% results. They further emphasize that the project executing authorities must be made accountable for all causes of delay in execution except in the case of natural calamity and want of funds.

- 3.5 The Committee noticed that the Ministry of Railways have included in the past 103 projects (41 new lines, 51 gauge conversion, 3 doubling, 5 MTP and 3 Railway Electrification) in their Pink Book in between 1992-93 to 1998-99 without requisite clearance from the Planning Commission, Expanded Board and Cabinet Committee on Economic Affairs (CCEA) with the stipulation that these would be taken up after taking necessary clearances from these agencies. They also note that since the year 2001-2002, the Railways have taken a policy decision not to include any project in the budget in future without obtaining necessary clearance from the required agencies. However, it has been noticed by the Committee that new projects are being included in the budget without the consultation and clearance from the aforesaid agencies in the garb of material modification and extension of the project. The Committee categorically disapprove of such tendencies on the part of the Railways and strongly recommend that a complete moratorium be imposed on inclusion of new projects in the budget at least for the next five years, except those which are required on strategic, operational such as New Mayanguri-Jogighopa New Line Project and safety requirements, so that the existing shelf of pending projects is cleared to a maximum extent.
- 3.6 To mobilize alternative resources for funding and expeditious completion of its existing projects, the Railways have issued in February, 2001 policy guidelines for participation by outside agencies on the basis of various models of public – private partnership schemes. During the evidence, the Committee were apprised that under the Built, Operate, Lease and Transfer (BOLT) System certain conditions were framed and the tenders were called, but due to deficiencies in these conditions, private investors were hesitant to invest in Railways. Therefore, the Railways have now reframed these conditions in the form of Built, Operate and Transfer (BOT) in consultation with the financial institutions such as ICICI, IDBI and major construction agencies. These conditions have now been cleared by the Ministry of Law and a fresh tenders would be called for. They have further informed that the Railways have already entered into Memorandum of Understanding (MoU) with the State Governments of Karnataka, Jharkhand, Maharashtra and Tamil Nadu for sharing capital cost of certain identified projects to the extent of 2/3rd of the project cost. Similarly, in case of Andhra Pradesh, sharing of cost of certain projects has been agreed upon 50 : 50 basis and in case of West Bengal, sharing of 1/3rd of the cost by the State for extension of Metro Railway from Tollygunge to Garia. Though the Committee note the efforts made by the Ministry of

Railways in mobilizing alternative sources for funding the projects, however, they are of the firm view that serious efforts are still required to be made by the Railways to actualize the private sector participation. They recommend that a Task Force consisting of the representatives of the Planning Commission and the Ministries of Railways, Finance and Programme Implementation be constituted to look into afresh into the entire perspective of private sector participation in the development of rail infrastructure and make recommendations thereon in a time bound manner.

3.7 The Committee note with concern that the existing criteria for prioritization of projects as approved by the Cabinet Committee on Economic Affairs in November, 1998 has led to unproductive results. They find that because of the large shelf of ongoing projects particularly under New Lines and Gauge Conversion, the limited resources available with Railways get spread thinly over a large number of projects leading inevitably to a very long completion period. The fund invested in the project gets locked up and does not yield any return. The Committee, therefore, are of the view that under the prevailing financial situation, the existing criteria requires a thorough review so as to allocate the funds to the ongoing projects based on realistic needs. The priority criteria must lead to a result oriented fund allocation process. The Railways should give priority to those projects which augment the capacity of the Railway system in high density corridors apart from investment needed for ensuring safety and reliability of the services. The Committee, therefore recommend that the Ministry of Railways should carry out a fresh exercise on prioritization of projects considering the available budget allocation as well as need to complete as many projects as possible within a reasonable time period. The Committee would like to be apprised of the action taken by the Ministry in this regard.

3.8 During their study visit to Srinagar in June, 2003, the Committee were informed that the Udhampur-Srinagar-Baramulla 287 kms. New Line National Project was sanctioned in two phases. Udhampur-Srinagar Section was sanctioned in the year 1994-95 at an estimated cost of Rs.1500 crore and later in 1995-96 it has been modified and extended up to Baramulla at an estimated cost Rs. 3400 crore. The Committee were apprised that the cost of the project had now escalated to Rs.5400 crore reasons being the initial cost was calculated on comparative cost analysis method as the final location survey was not conducted due to project alignment passing through difficult terrain in some sections. The Committee were given to understand that the location survey has now been completed. The land acquisition process by the State Government particularly in

Qazigund-Baramulla stretch is slow despite the deposit of Rs.377 cr. by the Railways with the State Government for disbursement of compensation. The target date for phase-I Udhampur-Katra is achievable if the required level of funding is made available, Katra-Qazigund depends upon adequate security cover and handing over the required land by the State Government and Qazigund-Baramulla depends upon timely acquisition of land by the State Government.

The Committee while identifying the gray areas such as availability of proper security to the man power executing the projects, allocation of adequate fund as per requirement, recruitment of man power and acquisition of land from the State Government express their apprehension about the further cost escalation and timely completion of this project. They are of the view that for timely implementation of the project, integrated coordination among the concerned agencies like Prime Minister's Office, Planning Commission, Ministries of Finance, Home Affairs and Railways and the State Governments of J&K are necessary. This integrated coordination among these agencies will definitely provide a synergic effect to boost the implementation of the project. They, therefore, recommend that a Project Management Authority under the administrative control of PMO involving the representatives from the PMO, the Ministry of Railways, the J&K Government and the Project executing agencies be constituted to coordinate and oversee the progress of the project in a holistic and synchronic manner. The Committee would like to be kept apprised of the action taken in this regard.

- 3.9 The Committee would also like the Ministry of Railways to expedite the implementation of the projects as mentioned in the minutes of the Eighteenth sitting of the Committee held on 24.09.2003.

New Delhi
24 September, 2003
2 Asvina, 1925 (Saka)

K. YERRANNAIDU
Chairman,
Standing Committee on Railways