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RAILWAY CONVENTION COMMITTEE

(2014)

(SIXTEENTH LOK SABHA)

MINISTRY OF RAILWAYS

(RAILWAY BOARD)

**Action Taken by Government on the
Observations/Recommendations of the Committee contained
in their Sixteenth Report (Sixteenth Lok Sabha) on Track
Upgradation & Modernisation**



सत्यमेव जयते

LOK SABHA SECRETARIAT

NEW DELHI

August, 2018 / Sharavana, 1940 (Saka)

TWENTY SIXTH REPORT
RAILWAY CONVENTION COMMITTEE

(2014)

(SIXTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

**Action Taken by Government on the
Observations/Recommendations of the Committee contained
in their Sixteenth Report (Sixteenth Lok Sabha) on Track
Upgradation & Modernisation**

Presented to Lok Sabha on 03.8.2018

Laid in Rajya Sabha on 03.8.2018



LOK SABHA SECRETARIAT

NEW DELHI

August, 2018 /Sharavana, 1940 (Saka)

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**COMPOSITION OF RAILWAY CONVENTION COMMITTEE
(2014)**

Shri Bhartruhari Mahtab, MP - Chairperson

Members

Lok Sabha

2. Shri Abhishek Banerjee
3. Shri Sanganna Amarappa Karadi
4. Shri K. Ashok Kumar
5. Shri Kamalbhan Singh Marabi
6. **Vacant***
7. Shri Ramen Deka**
8. Shri Janak Ram
9. Shri Rahul Ramesh Shewale
10. Shri Bharat Singh
11. Shri Liladharbhai Khodaji Vaghela
12. Shri K.C. Venugopal

Rajya Sabha

13. Shri Sanjay Seth#
14. Shri T.K. Rangarajan
15. Shri Prem Chand Gupta
16. Shri Abdul Wahab
17. Dr. V. Maitreya#
18. Shri Ranvijay Singh Judev

SECRETARIAT

- | | | | |
|----|------------------------|---|---------------------|
| 1. | Ms. Kavita Parsad | - | Joint Secretary |
| 2. | Shri M. K. Madhusudhan | - | Director |
| 3. | Shri D. R. Mohanty | - | Additional Director |

*Vacancy occurred w.e.f. 05th July, 2016 vice Smt. Anupriya Patel was appointed MOS.

** Nominated w.e.f. 01 August, 2018.

Nominated w.e.f. 07 June, 2018.

INTRODUCTION

I, the Chairperson, Railway Convention Committee (2014), having been authorized by the Committee, present this Twenty Sixth Report on Action Taken by Government on the Observations/Recommendations of the Committee contained in their Sixteenth Report (Sixteenth Lok Sabha) on Track Upgradation & Modernisation.

2. The Sixteenth Report was presented to Lok Sabha and also laid in Rajya Sabha on 10 August, 2017. The Ministry of Railways (Railway Board) furnished their replies on 09 February, 2018 indicating Action Taken on the Observations/Recommendations contained in the Sixteenth Report. The Committee at their sitting held on 02 August, 2018 considered and adopted this Report.

3. An analysis of the action taken by the Government on the Observations/Recommendations contained in the Sixteenth Report (Sixteenth Lok Sabha) of the Railway Convention Committee (2014) is given at Appendix-II.

4. For ease of reference, the Observations/ Recommendations of the Committee have been printed in bold letters in the Report.

New Delhi:
02 August, 2018
11 Sharavana, 1940 (SAKA)

BHARTRUHARI MAHTAB
CHAIRPERSON
RAILWAY CONVENTION COMMITTEE

CHAPTER - I

REPORT

This Report deals with action taken by Government on the Observations/Recommendations of the Committee contained in their Sixteenth Report (Sixteenth Lok Sabha) on the subject 'Track Upgradation and Modernisation':

2. The Sixteenth Report was presented to Lok Sabha on 10 August, 2017 and also laid in Rajya Sabha on the same day. It contained 14 Observations/Recommendations. Replies of Government in respect of all the Observations/Recommendations have been received and are categorized as under:-

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

Rec. Para Nos. 1,3,4,6,7,8,9,10,11,12,13 and 14.

Total: 12

Percentage: 85.7

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

Rec. Para No. Nil

Total: Nil

Percentage: Nil

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

Rec. Para No. 2 & 5.

Total: 02

Percentage: 14.3

- (iv) Observations/Recommendations in respect of which replies of the Government are interim in nature:
Rec. Para No. Nil

Total: Nil

Percentage: Nil

3. The Committee desire that Action Taken Note in respect of the Observations/Recommendations contained in Chapter-I of this Report be furnished to them at the earliest.

4. The Committee will now deal with some of their earlier Recommendations which either require reiteration or merit further comments based on the replies received from the Government.

I. Improvement in Track Infrastructure

(Recommendation Para No.-1)

5. In their Sixteenth Report, the Committee had observed with deep concern that while the increase in the level of traffic between the period 1950-51 and 2014-15 had been more than 14 times, the track infrastructure had not increased commensurately reportedly due to chronic and significant under investment in the Indian Railways. Expressing their considered opinion that track infrastructure, which was subjected to heavy wear and tear, must have to be improved to cope up with the extant and future traffic demands, the Committee had impressed upon the Railway Board to appropriately iron out the impediments for periodical track upgradation/renewal.

6. In their Action Taken Note, the Ministry have submitted as under:

“Activities relating to acquisition, construction and replacement of Railway assets are carried out under the Capital part of the Demands for Grants. Expenditure under this segment is incurred on construction of new lines, conversion of MG/NG lines into Broad Gauge, doubling of lines, and renewal of track, electrification, workshops and other plan activities. As the size of our economy has grown and the quantum of various economic activities has increased over the years, the Capital expenditure has also increased gradually as can be seen from the following table:-

Period	Capital Expenditure (Rs. In Cr.)
Actual 2012-13	50383
Actual 2013-14	53989
Actual 2014-15	58718
Actual 2015-16	93520
Actual 2016-17 (Provisional)	110016
BE 2017-18	131000

The Railways have been providing sizeable Outlays to capacity enhancement works under New Lines, Gauge Conversion and Doubling to ensure increase in track infrastructure of IR. From Rs.10,487 Cr in 2012-13, the expenditure on these activities has increased to Rs.43,082.60 Cr in BE 2017-18 as can be seen from the following table:-

(Rs. in Cr.)				
Year	New Lines	Gauge Conversion	Doubling	Total
Actual 2012-13	5301.82	2700.13	2484.73	10486.68

Actual 2013-14	5808.66	3103.30	2977.82	11889.78
Actual 2014-15	7139.39	3663.59	3880.59	14683.57
Actual 2015-16	20225.25	3735.41	10496.83	34457.49
Actual 2016-17 (Provisional)	22664.41	4428.52	11306.73	38399.66
BE 2017-18	21197.51	3884.42	18000.67	43082.60

Safety is accorded the highest priority by Indian Railways. There is no shortage of fund for safety related activity. The Government has created “Rashtriya Rail Sanraksha Kosh” (RRSK) in 2017-18 amounting to One Lakh Crore over a period of five years for safety improvement of Indian Railways.

Indian Railways have adopted robust track structure consisting of Pre-stressed Concrete (PSC) Sleepers, higher Ultimate Tensile Strength (UTS) rails, fan-shaped layout on Pre-stressed Concrete (PSC) Sleepers and Steel Channel Sleepers on girder bridges. Further improvement in track structure by use of 60kg rails, Thick Web Switches etc. is progressively adopted during primary track renewals. To ensure focused monitoring of renewal/replacement of track, Rs. 9,960.76 Cr have been provided to Track Renewals in 2017-18 under RRSK, which is an increase of Rs. 3585.30 Cr (56%) over the expenditure of last year.”

7. The Committee appreciate that the Railways have been providing sizeable outlays for Capacity enhancement works under New Lines, Gauge Conversions and Doubling to ensure increase in the track infrastructure of Indian railways. It is also encouraging to note that at present there is no shortage of fund for safety related activity which is accorded highest priority by the Indian

Railways. In view of the fact that an amount of Rs. 43,082.60 crore has been provided during 2017-18, which is four times more than what was allocated during 2012-13, for New Lines, Gauge Conversion and Doubling Works, in addition to a provision of Rs. 9,960 .76 crore under Rashtriya Rail Sanraksha Kosh (RRSK) for Track Renewals, the Committee impress upon the Ministry to ensure sustained and focused monitoring of targeted track expansion, upgradation and renewal so as to cater to the growing traffic scenario and safety aspects.

II. Track Renewal Targets (Recommendation Para No. 2)

8. In their earlier Report, the Committee had observed that as on 1st April, 2017, 7546 Kms of Track had been sanctioned for renewal in addition to the renewal of other P-way components viz. Turnouts, Bridge Timber Fittings, Ballast etc. As a short term measure, 3600 Kms Track had been planned for renewal during 2017-18 and the remaining during 2018-19. In view of the imperatives involved, the Committee had urged the Railway Board to accord top priority and sustained emphasis to the completion of track renewal programme as targetted for 2017-18 and 2018-19.

9. In their Action Taken Note, the Ministry have stated as under:
“Railway tracks are replaced through track renewal works, which is an ongoing process. Track renewal works are undertaken as and when stretch of track becomes due for renewal on the basis of criteria laid down in Indian Railway Permanent Way Manual on age/condition basis. The track renewal works are planned in advance every year and their execution are prioritized according to the condition of track and other factors ensuring all the time that track is in sound condition for running of trains.

As on 01.04.2017, 7546 Km of track length on Indian Railways is sanctioned for track renewal. Normally, track renewal works are completed in two to three years of sanction. For the year 2017-18, Budget Outlay of 9960.79 Crore has been allocated for track renewal works and a target of 3600 km has been kept. Upto December 2017, 2430 km track renewal has been carried out.

Railway Board has already made assessment of shortfall of rails for rail renewal after considering supply of rails from SAIL. To tide over the shortfall in supply of rails, global tender for 4.87 Lakhs MT rails has been invited.”

10. The Committee note that out of the 3600 Kms track planned for renewal during the financial year 2017-18, 2430 Kms track renewal has been carried out as on 31 December, 2017. The Committee further find that shortfall in supply of rails by Steel Authority of Indian Ltd. (SAIL) has impeded the track renewal programme for which a global tender for 4.87 lakh MT rails has

been invited to tide over the situation. In view of the Ministry's earlier submission that on an average 4000 to 5000 Kms track need to be renewed every year to keep the system in a healthy state, the Committee urge upon the Railway Board to expedite the process of procuring requisite rails through the global tender so as to ensure timely renewal of the annually projected and identified tracks.

III. Derailments/Accidents (Recommendation Para No. 5)

11. Taking note of 128 derailments/accidents during 2014-15 and 2015-16 out of which 47 incidents were due to poor maintenance or non-renewal of track, the Committee opined that such derailments/accidents might be attributed to the Railways' inability to identify patches/segments of Railway route/track which were more risk prone, non-renewal of track according to the prescribed time limit, lapses in monitoring and constraints in maintenance activities. The Committee, therefore, recommended that the Indian Railways should make concerted efforts to identify the most risk prone lines/routes, strengthen the monitoring system and repair/renew the track in time based on its degradation.

12. The Ministry, in their Action Taken Note have deposed as under:
"The track renewal works are planned in advance every year and their execution are prioritized according to the condition of track

and other factors ensuring all the time that track is in sound condition for running of track.

To overcome the major constraints for effective track maintenance activity in High density route, the availability of traffic block, a joint procedure order has been issued on 01.09.2017 and for its implementation monitoring is being done at higher level. With the implementation of this JPO, average block availability has improved for the period of 1 Sep 2017 to 31 Oct, 2017 from 53% of corresponding period of last year to 62% during current year.”

13. The Committee note that a Joint Procedure order (JPO) has been issued on 1st September, 2017 to overcome the major constraints for effective track maintenance activity in high density routes and monitoring is being done at higher level for its implementation as a result of which block availability has improved. However, the Committee are disappointed with the Ministry’s inaction on the recommendation made in the earlier Report for identifying Patches/segments of those routes tracks which are more risk prone and taking requisite action accordingly. While appreciating the Ministry’s efforts to improve block availability in high density routes for effective track maintenance activity, the Committee desire that similar urgency be displayed to identify more risk prone lines/routes so as to ensure timely action for avoiding derailments/accidents.

IV. Utilisation of Track Machines

(Recommendation Para No. 7)

14. In their earlier Report, the Committee had expressed concern to find that the utilisation of track machines by the Indian Railways was not optimal due to non-availability of assured corridor blocks for oversaturation of most of the routes. Taking note of a number of measures taken by the Railways on the infrastructure and operation sides to overcome the impediments, the Committee stressed utilisation of track machines available with the Zonal/Divisional Railways to the maximum extent possible so as to minimize extra expenditure and avoidable consumption of scarce maintenance blocks.

15. In their Action Taken Note, the Ministry have submitted as follows:

“For optimum utilization of available traffic blocks for track maintenance high output track machines such as High Output Ballast Cleaning Machine (HOBCM), High Output Shoulder Ballast Cleaning Machine (HOSBCM) and multifunctional integrated machines, Dynamic Tamping Express has been envisaged and is under procurement.

Also for assured traffic blocks for maintenance activity corridor blocks are being introduced in the working time tables of Zonal Railways.

In addition to the above, the system of mega block once or twice a week is also being implemented in some of the traffic sections by diverting/short terminating passenger trains.”

16. The Committee note that assured traffic blocks for maintenance activity in addition to the system of mega block are being introduced/implemented to enable the Zonal Railways to utilise the track machines to the optimum. The Committee desire that the momentum be maintained unabated so that the Zonal Railways are able to utilise the available machines to the maximum extent possible, thus minimising extra expenditure and prudently exploiting the scarce maintenance blocks.

New Delhi:

02 August, 2018

11 Sharavana, 1940 (SAKA)

BHARTRUHARI MAHTAB

CHAIRPERSON

RAILWAY CONVENTION COMMITTEE

RAILWAY CONVENTION COMMITTEE (2014)

MINUTES OF THE FIFTIETH SITTING OF THE COMMITTEE

The Committee sat on Thursday, the 02nd August, 2018 from 1030 hrs. to 1100 hrs. in Room No. 215, Chairperson's Chamber, Parliament House Annexe Extension, New Delhi.

PRESENT

Shri Bhartruhari Mahtab - Chairperson

Members

Lok Sabha

- 2 Shri K. Ashok Kumar
- 3 Shri Kamalbhan Singh Marabi
- 4 Shri Bharat Singh
- 5 Shri Rahul Ramesh Shewale
- 6 Shri L.K. Vaghela

Rajya Sabha

- 7 Shri T.K. Rangarajan
- 8 Shri Sanjay Seth

Secretariat

- 1 Smt. Kavita Prasad - Joint Secretary
- 2 Shri M. K. Madhusudhan - Director
- 3 Shri D. R. Mohanty - Additional Director

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee which was convened to consider and adopt four Draft Reports on the subjects (i) Maintenance of Rolling Stock; (ii) Internal Resource Generation by Indian Railways; (iii) Action Taken by Government on the Sixteenth Report (Sixteenth Lok Sabha) on

'Track Upgradation & Modernisation'; and (iv) Action Taken by Government on the Twentieth Report (Sixteenth Lok Sabha) on 'Vigilance in Indian Railways'. Giving an overview of the important Recommendations contained in the Draft Reports, the Chairperson solicited the views/suggestions of the Members.

3. The Committee then took up for consideration the said Draft Reports and adopted them after some discussion.

4. The Chairperson thanked the Members for their valuable suggestions and active participation in the deliberations of the Committee.

5. The Committee, then, authorized the Chairperson to finalize the Reports in the light of the factual verifications, if any, received from the Ministry and present the same to both the Houses of Parliament.

The Committee then adjourned.

(Vide Para No. 3 of the Introduction)

**ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON
OBSERVATIONS/RECOMMENDATIONS CONTAINED IN THE SIXTEENTH
REPORT OF THE RAILWAY CONVENTION COMMITTEE -2014
(SIXTEENTH LOK SABHA)**

		Total	Percentage
I.	Total number of Recommendations	14	-
II.	Observations/Recommendations which have been accepted by the Government: (Para Nos. 1,3,4,6,7,8,9,10,11,12,13 & 14)	12	85.07
III.	Observations/Recommendations which the Committee do not desire to pursue in view of the Government's replies: (NIL)	NIL	-
IV.	Observations/Recommendations in respect of which Government's replies have not been accepted by the Committee and which requires reiteration: (Para Nos. 2,12 & 14)	02	14.03
V.	Observations/Recommendations in respect of which final replies of Government are of interim in nature: (NIL)	NIL	-
Total		14	100%