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**STANDING COMMITTEE ON RAILWAYS  
(2021-22)**

**(SEVENTEENTH LOK SABHA)**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**ELEVENTH REPORT**

**DEMANDS FOR GRANTS**

**(2022-23)**



**LOK SABHA SECRETARIAT**

**NEW DELHI**

March, 2022/Phalguna, 1943 (Saka)

**ELEVENTH REPORT**

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(2021-22)**

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(RAILWAY BOARD)**

**DEMANDS FOR GRANTS  
(2022-23)**

**Presented to Lok Sabha on 14.03.2022**

**Laid in Rajya Sabha on 14.03.2022**



**LOK SABHA SECRETARIAT**

**NEW DELHI**

**March, 2022/Phalguna, 1943 (Saka)**

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**COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2021-22)**@

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri T.R. Baalu
3. Smt. Ranjanben Dhananjay Bhatt
4. Shri A. H. Khan Choudhury
5. Shri Kaushalendra Kumar
6. Ms. Diya Kumari
7. Smt. Jaskaur Meena
8. Smt. Satabdi Roy<sup>#</sup>
9. Ms. Chandrani Murmu
10. Smt. Keshari Devi Patel
11. Shri Mukesh Rajput
12. Shri N. Reddeppa
13. Shri Achyutananda Samanta
14. Shri Sumedhanand Saraswati
15. Shri Arvind Sawant
16. Dr. Amar Singh
17. Smt. Sangeeta Kumari Singh Deo
18. Shri Kodikunnil Suresh
19. Shri Gopal Jee Thakur
20. Sadhvi Pragya Singh Thakur
21. Dr. Farooq Abdullah<sup>^</sup>

**RAJYA SABHA**

22. Shri Narhari Amin
23. Shri Chh. Udayanraje Bhonsle
24. Shri H.D. Devegowda
25. Smt. Phulo Devi Netam
26. Ms. Saroj Pandey
27. Shri Ashok Siddharth
28. Dr. Sumer Singh Solanki
29. Shri Binoy Viswam
30. Prof. Manoj Kumar Jha<sup>\*</sup>
31. Vacant

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@ Constituted w.e.f. 13.09.2021 vide Lok Sabha Bulletin Part II No. 3192 dated 09.10.2021.

\* Nominated as Member w.e.f. 14.10.2021 vide Rajya Sabha Bulletin Part II No. 61163 dt 18.10.2021

# Nominated to the Committee w.e.f. 01.12.2021 vide Lok Sabha Bulletin Part II No. 3440 dated 01.12.2021 in place of Shri Sunil Kumar Mondal

^ Nominated as Member w.e.f. 07.02.2022 vide Lok Sabha Bulletin Part II No. 4134 dt 07.02.2022

**LOK SABHA SECRETARIAT**

- |    |                        |   |                     |
|----|------------------------|---|---------------------|
| 1. | Shri Prasenjit Singh   | - | Addl. Secretary     |
| 2. | Smt. Maya Lingi        | - | Director            |
| 3. | Shri R.L. Yadav        | - | Additional Director |
| 4. | Smt. Archana Srivastva | - | Deputy Secretary    |

## INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2021-22) having been authorised by the Committee to submit the Report on their behalf, present this Eleventh Report on 'Demands for Grants (2022-23) of the Ministry of Railways'.

2. The Committee considered the Demands for Grants (2022-23) pertaining to the Ministry of Railways which were laid on the Table of the House on 2<sup>nd</sup> February, 2022. This Report is based on facts and figures submitted by the Ministry of Railways and the depositions made by the representatives of the Ministry of Railways (Railway Board) before the Committee on 22.02.2022. The Committee considered and adopted the Report at their sitting held on 09.03.2022. Minutes of the related sittings are given in the Appendix to the Report.

3. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for appearing before the Committee and furnishing the information that the Committee desired in connection with the examination of the Demands for Grants (2022-23). They would also like to place on record their appreciation for the assistance rendered to them by the officials of Lok Sabha Secretariat attached to the Committee.

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

New Delhi;  
09 March, 2022  
18 Phalguna, 1943 (Saka)

**RADHA MOHAN SINGH**  
**Chairperson**  
**Standing Committee on Railways**

## **REPORT**

### **PART-I CHAPTER-I**

#### **INTRODUCTORY**

The Indian Railways (IR) being the third largest network in the world under single management and with over 68,103 route kms, strives to provide safe, efficient, competitive and world class transport system. Despite facing the unprecedented COVID related challenges, Indian Railways (IR) has not only been able to move millions of people but also able to keep national supply chain running. An average of 1835 track km per year of new track length has been added through new-line and multi-tracking projects during 2014-2021 as compared to the average of 720 track kms per day during 2009-14. IR is also adopting indigenous new technology such as KAVACH, Vande Bharat trains and redevelopment of stations to have safe and better journey experience. During FY 21, IR carried 1.23 billion tonnes of freight and 1.25 billion passengers. In addition, despite COVID -19 pandemic, revenue earning from freight loading (excluding loading by Konkan Railway Corporation Ltd. (KRCL) was 1230.9 million tonnes in 2020-21 as compared to 1208.4 million tonnes during 2019-20. Passengers originating were 1250 million in 2020-21 as compared to 8086 million in 2019-20.

2. Safety of the passengers and safe upkeep of railways assets are the topmost priority of IR. With a continuing focus on safety of passengers, the number of consequential train accidents has come down from 59 in 2018-19 to 55 in 2019-20 (pre-Covid) and further to 22 in the last in 2020-21. In order to strengthen the agriculture sector, as on 31st December 2021, IR has operated 1,841 Kisan Rail services, transporting approximately 6.0 lakh tonnes of perishables including fruits and vegetables.

3. CAPEX has been increased substantially for IR from an average annual CAPEX during 2009-14 of Rs.45,980 crores to Rs.2,15,058 crores during 2021-22 (BE). IR is targeting for 100% electrification of its network by December 2023.

4. In order to provide better amenities, IR has embarked on providing Wi-Fi internet services at all stations (excluding halt stations). As on 5th December 2021, total 6,087 Railway Stations have been equipped with Wi-Fi facility.

## **National Railway Plan**

5. The National Rail Plan lays down the road map for capacity expansion of the railway network by 2030 to cater to growth up to 2050. It envisages the creation of a future ready railway system that is able to not only meet the passenger demand but also increase the modal share of railways in freight to 40-45% from the present level of 26-27%. The target of 40-45% modal share for railways is necessary from the perspective of sustainability and also from the national commitments made globally for reducing emission levels.

6. In addition to these critical projects, the Ministry of Railways has also targeted 100% electrification of its network by December 2023 upgrading Delhi-Mumbai & Delhi-Kolkata corridors to 160 kmph and also elimination of level crossings on the Golden Quadrilateral/Golden Diagonal routes. On completion of Vision 2024 projects, in the second half of the decade, the aim is to commission new Dedicated Freight Corridors and also High Speed Passenger Corridors, besides multitracking and signaling upgradation of congested routes.

7. The following announcements have been made in the Union Budget 2022-23:

- (i) Annual plan of Railways is Rs.2,45,800 Crore for the year 2022-23, the maximum amount ever proposed for Railways by the Government.
- (ii) 'One Station-One Product' which aims to encourage indigenous and special products and crafts of India through providing display and sale outlets on railway stations.
- (iii) 'Gati Shakti Master Plan' to reduce the logistic cost and enhance export competitiveness etc.

8. The prominent areas of attention for Railways for the year 2022-23 are as under:-

- > Introduction of Kavach-an indigenous 'Train Warning and Protection System' (TWPS).
- > Integration of Railways and Posts for transportation of rail parcels to provide door to door service.
- > Introduction of 400 Vande Bharat Express Trains.



## CHAPTER-II

### **BUDGET ANALYSIS**

9. After the merger of the Railway budget with the General Budget from the year 2017-18, the Railway receipts and expenditure have been a part of the documents of the General Budget. The expenditure of the Railways is now a part of Demands for Grants of the Ministry of Finance like other Ministries/Departments of Government of India. The entire expenditure of Railways is now covered in 'Demand for Grant No. 85' with sub-sections as 'Revenue' and 'Capital'.

10. The Demands pertaining to the Ministry of Railways for the year 2022-23 were laid in Lok Sabha on 01.02.2022. The Demands for Grants (2022-23) of the Ministry of Railways are detailed as under:

(Rs. in thousands)

Sl. No.	Details	Total Demand (2022-23)	
		Voted	Charged
	<b>Revenue</b>		
1	Indian Railways – Policy Formulation, Direction, Research, and other Miscellaneous Organization	2535,01,00	5,00,00
2	General Superintendence and Services on Railways	9496,77,19	1,32,81
3	Repairs and Maintenance of Permanent Way and Works	18031,42,39	31,61
4	Repairs and Maintenance of Motive Power	6495,78,90	1,10
5	Repairs and Maintenance of Carriages and Wagons	18027,89,95	1,05
6	Repairs and Maintenance of Plant and Equipment	9371,67,34	4,66
7	Operating Expenses – Rolling Stock and Equipment	18118,70,95	1,05
8	Operating Expenses – Traffic	40525,42,00	8,00
9	Operating Expenses – Fuel	29622,20,00	2,60,00
10	Staff Welfare and Amenities	8914,56,25	4,75
11	Miscellaneous Working Expenses	7764,55,19	478,44,81
12	Provident Fund, Pension and Other Retirement Benefits	63432,99,84	10,16
13	Appropriation to Funds	67460,00,00	-
14	Other Transport Services	3267,13,00	-
	<b>Total Revenue</b>	<b>303064,14,00</b>	<b>488,00,00</b>

	<b>Capital</b>		
15	Assets – Acquisition, Construction and Replacement	329089,70,00	98,00,00
	<b>Grand Total (Revenue + Capital)</b>	632153,84,00	586,00,00

11. The Railway Budget Statement shows the total revenue receipts, revenue and works expenditure, distribution of excess of receipts over expenditure and position of various Funds viz., Depreciation Reserve Fund, Development Fund, Pension Fund, Capital Fund, RRSK and Railway Safety Fund.

12. The Revenue receipts of the Railways consist of earnings from passenger traffic, other coaching earnings (which include parcels and luggage), earnings from goods traffic and sundry earnings like rent, catering receipts, interest and maintenance charges from outside bodies, commercial utilisation of land and air space, commercial publicity on rolling stock and station buildings, reimbursement of operating losses of strategic railway lines by the Ministry of Finance, etc.

13. There are also other Miscellaneous receipts like receipts of Railway Recruitment Boards from sale of application forms and examination fees, etc. and Government's share of surplus profits which includes receipts from subsidised Railway companies in which the Government has no capital interest. The total of Revenue and Miscellaneous receipts makes up the total receipts of the Railways.

14. The portion of the earnings which is due to the Railways during the financial year but has not actually been realized is held in a "Suspense" account. The expenditure incurred by the Railways is on Revenue account and on Works account.

15. The Revenue account consists of Ordinary Working Expenses incurred by the various Departments on the Railways in their day-to-day working and other miscellaneous expenditure like the expenditure on Railway Board, Audit, Surveys and other miscellaneous establishments etc. The Revenue Account also includes appropriation to the Depreciation Reserve Fund and the Pension Fund.

16. The Indian Railways are financed primarily through the following three sources:

- (i) Budgetary Support from the Government.

- (ii) Internal Resources (Passenger and freight earnings from leasing Railway lands, other coaching, other sundry heads and RRB earnings).
- (iii) Extra Budgetary Resources (EBR)(which include market borrowings, PPP, institutional financing and Foreign Direct Investment).

17. The total Capital Outlay for the Ministry of Railways for the year 2022-23 has been kept at Rs.2,45,800 cr including Rs.200 cr from Nirbhaya Fund. The share of Gross Budgetary Support (GBS), Internal Resources (IR) and Extra Budgetary Resources (EBR) and Actual Expenditure 2019-20, 2020-21, Budget Estimates, Revised Estimates and Actuals for 2021-22 (upto 31.01.2022) 2021-22, and Budget Estimates 2022-23 are shown in the following table –

(Rs. in crore)

	Actual 2019-20	Actuals 2020-21	BE 2021-22	RE 2021-22	Actuals 2021-22 (upto 31.01.22)	BE 2022-23
Gross Budgetary Support	67478	29923*	107300	117300	87328.68	137300
%age to total Capex	45.57%	19.28%	49.89%	54.56%	64.74%	55.86%
Internal Resources	1685	2062	7500	2500	1422.95	7000
%age to total Capex	1.14%	1.33%	3.49%	1.16%	1.05%	2.85%
Extra Budgetary Resources	78902	123196	100258	95200	46133.19	101500
%age to total Capex	53.29%	79.39%	46.62%	44.28%	34.20%	41.29%
Total CAPEX	148064	155181	215058	215000	134885	245800

\* Excludes loan of Rs. 79,398 cr to Railways

18. In regard to the recovery ratio in terms of finances after the train operations started after Covid-19 pandemic, the challenges faced/dealt by Indian Railways and whether all the services have been normalized, the Ministry of Railways, in their written replies, submitted as under:

“Freight revenue to end of January, 2022 is Rs.114,940.58 cr. reflecting a impressive growth of 22.9% over corresponding period of last year. Passenger revenue to end of December 2021, was also on path of recovery and has grown by 306% over corresponding period of last year. Total traffic revenue, to end of January, 2022, is exhibiting a growth of 41% over corresponding period of last year. However, due to impact of recent surge in Covid 19, Railways may face revenue gap in the current fiscal.

For the ensuing fiscal year, keeping in view the rapid progress of vaccination and weakening of the pandemic, Railways have fixed an optimistic total traffic revenue target of Rs.2,39,500 cr. in BE 2022-23 based on highest ever freight loading target of 1475 MT and improvement in originating passenger to normal.”

19. On being asked about the adverse impact of the COVID-19 pandemic on the Railways' finances and train operations and how the Ministry will bridge or reduce the resource gap, the Ministry of Railways in their written replies submitted as under:

“A part of the resource gap, arising due to realization of lesser revenue than projected from Passenger, is being attempted to be offset through higher goods revenue. The surge in the pandemic during Dec'21 to Jan'22 had hampered the recovery trend of passenger traffic seen till Nov'21. To minimize the resource gap, expenditure control measures have been put in place. However, in the eventuality of resource gap in the current fiscal, Ministry of Finance has been approached to extend appropriate support to meet inevitable expenditure.

The revenue receipt target in Budget Estimates for 2022-23 has been formulated assuming to be normal year with normal growth trajectory. Keeping in view the rapid progress of vaccination and weakening of the pandemic, Railways are hopeful to generate total traffic revenue target of Rs.2,39,500 cr. in BE 2022-23 based on highest ever freight loading target of 1475 MT and improvement in originating passenger to normal level along with effecting economy in the expenditure which would generate enough net revenue to meet its obligations.”

20. The details of operations of freight and passenger trains during the last three years, the Ministry replied as under:

“Railways had to confront resource gap in 2019-20 and 2020-21 due to impact of Covid 19 on Railway operations. To compensate the same, the Government has extended a Special Loan of Rs.63,000 cr for the Covid related resource gap and Rs.16,398 cr for liquidating adverse balance occurred in Public Account in 2019-20. In the current fiscal all out efforts are being made to maximise the Railway revenue and restricting revenue expenditure. However, due to the recent surge in Pandemic, Indian Railways may face resource gap in 2021-22 also.

During the lockdown period following the outbreak of COVID-19 in March 2020, freight movement was affected due to the decline in demand and disruption in the road transportation and labour services at loading and unloading terminals. However, Railways managed to keep the movement of essential transportation uninterrupted ensuring that there was no shortage of coal for power plants and other essential commodities like foodgrains, fertilizer etc. Record foodgrain loading was done to supply foodgrains to States under the Prime Minister Garib Kalyan Ann Yojna (PMGKAY). After the easing of lockdown by Ministry of Home Affairs Railways took a number of steps to move more freight traffic by Railways and the shortfall of freight traffic of 70 million tonnes during the period April, 2020 upto July 2020 as compared to the corresponding period of last year has not only been made good but also surpassed the same. Indian Railways excluding KRCL have loaded 1230.94 million tonnes freight from April, 2020 to March, 2021 as against 1208.41 million tonnes during the corresponding period of previous financial year.

During the second wave of COVID-19 pandemic from April-21, running staff who are directly involved in train running were impacted to some extent. However,

during that period, Railways were able to ensure the transportation of essential commodities, and there was no shortage of coal for power plants and other essential commodities like foodgrains, fertilizer etc. In the current year upto January 2022, Indian Railways have loaded 1159.31 million tonnes including KRCL, registering a growth of 17.07 percent over corresponding period previous year.

Cancellation of normal train services during pandemic induced lockdown, and their subsequent restoration lead to a number of issues regarding Railways' parcel services and leasing contracts of parcel space in Parcel Vans and Brake-vans (SLR).

Due to the cancellation of all passenger-carrying train services, the supply of essential items throughout the country (which had been using the parcel services) got disrupted. To overcome this problem and to ensure that supply-chains of essential items are maintained across the country, Parcel Special trains and time-tabled Parcel trains were introduced. Further, to cater to the demand of parcel traffic, loading of parcels in General (GS) coaches was permitted. Also, old coaches were converted to auto-carrier (NMG) stock, which were also used to transport parcels.

To facilitate movement of perishables and agri-produce and to help the farming community, Kisan Rail train services were introduced from 07.08.2020. Till the end of January 2022, more than 1,950 Kisan Rail train services have been operated on 158 routes, transporting approximately 6.5 lakh Tonnes of perishable consignments.

During the phased restoration of train services, several issues pertaining to parcel leasing contracts were encountered. The issues were deliberated in consultation with the Finance Directorate, and instructions/ clarifications were issued to Zonal Railways to facilitate smooth re-starting of leasing contracts post restoration of passenger trains.

The time-tabled Parcel trains were rationalized as gradually more-and- more passenger carrying trains were restored. The utilization of these trains is being monitored on a regular basis, and trains are being discontinued/ introduced on the basis of available demand and presence of other trains on the specific routes. With a view to contain the spread of COVID-19 pandemic Indian Railways discontinued the operation of passenger carrying trains w.e.f. 23rd march, 2020 and only special trains keeping in view the suggestions and concerns of state Governments and the health advisories issued from time to time. Since November, 2021 Indian Railways have operationalised the special trains with regular number, rationalised time table and fare as applicable for various classes of travel. In view of the pandemic situation passenger trains are being operated as special services and their operation is being constantly monitored. As on 14 Feb, 2022, 1685 Mail/Express services, 1732 Passenger services and 5320 Sub-urban services were in operation.”

21. In the year 2021-22, the Ministry of Railways had informed the Committee that they have received a loan of Rs.79,398 Cr. to meet the resource gap related to Covid-19 pandemic, which was utilized in Pension fund. When asked about its impact on Railway finances, the Ministry of Railways, in their written replies, submitted as under:

“The loan has been utilized for appropriation to Pension Fund for liquidating the adverse balance in the fund occurred in 2019-20 as also for meeting pension expenditure in 2020- 21.

Both the loans have a moratorium period of three years and the loan of Rs.63,000 cr is interest free. The loans are also repayable in annual installments spreading over five and twenty years. Possibilities of various reliefs and waiver of loan have also been stipulated in the terms and conditions subject to achievement of certain performance related parameters.

Thus, the loan has enabled Railways to sustain itself in the challenging times of the pandemic. With restoration of normalcy in passenger services and return of railway revenues to normal growth trajectory in 2022-23, Railways are hopeful to meet the revenue expenditure from own revenue receipt.”

22. During evidence, the representatives of the Ministry of Railways informed as under:

“वर्ष 2019-20 और वर्ष 2020-21 में कोविड संबंधित संसाधनों में अंतर के परिणामस्वरूप पेंशन के खर्चों को पूरा करने के लिए रेलवे को सरकार से 79,398 करोड़ रुपये का लोन लेना पड़ा। वित्त वर्ष 2021-22 के दौरान अवसंरचना के विकास के लिए 2.15 लाख करोड़ की पूंजी आबंटन की गई है। जनवरी, 2022 तक का व्यय 1 लाख 34 हजार 885 करोड़ रुपये है, जबकि यह जनवरी, 2021 में 1 लाख 13 हजार 99 करोड़ रुपये था। बहरहाल, चालू वर्ष में पिछले वर्ष की तुलना में भारतीय रेल के ओवरऑल फाइनेंशियल परफॉर्मेंस में जबरदस्त बदलाव आया है। जनवरी, 2021 के अंत तक 25.4 परसेंट की गिरावट की तुलना में जनवरी, 2022 तक रेलवे के कुल ट्रैफिक रेवेन्यु में 41 परसेंट की वृद्धि हुई है। लोडिंग में वृद्धि के परिणामस्वरूप जनवरी, 2021 के अंत तक 1.1 परसेंट गिरावट की तुलना में जनवरी, 2022 के अंत तक माल ढुलाई में 17.1 परसेंट की वृद्धि हुई है। इस वर्ष जनवरी, 2022 के अंत तक राजस्व में सुधार के बावजूद रेलवे के पास लगभग 31 हजार 814 करोड़ का संसाधन अंतर है।

23. Further, they deposed before the Committee as under:

“सरकार ने पिछले दो वर्षों में कोविड से संबंधित संसाधनों के अंतर से निपटने के लिए रेलवे का समर्थन किया है। हम इस वर्ष के संभावित रिसोर्स गैप को दूर करने के लिए सरकार से इसी तरह की सहायता प्राप्त करने के लिए माननीय समिति के समर्थन की अपेक्षा है।”

## ANNUAL PLAN 2022-23

24. The Annual Plan for the year 2022-23 is as under:

Sl. No.	Head	Annual Plan						
		2019-20		2020-21		2021-22		2022-23
		RE	Actual	RE	Actual	RE	Actual (31.12.2021)	BE
1.	Gross Budgetary Support (GBS)	68104.64	67477.50	29250.00	29922.80	117300.00	87328.68	137300.00
2.	Internal Resources	5000.00	1685.09	3875.00	2062.04	2500.00	1422.95	5000.00
3.	RRSK	17500.00	15023.88	2000.00	314.25	25000.00	18677.13	12000.00
4.	Market borrowing under extra budgetary support	65471.00	66292.52	113567.00	107261.15	70200.00	39893.15	66500.00
5.	Funding through PPP	17776.33	12609.38	15000.00	15935.04	25000.00	6240.04	35000.00
6.	Total Market borrowing (4+5)	83247.33	78901.90	128567.00	123196.19	95200.00	46133.19	101500.00
7.	CF							2000.00
8.	DRF	1000.00	523.82	750.00	671.91	1000.00	551.28	2000.00
9.	DF	1500.00	1137.39	1125.00	1075.88	1500.00	871.67	1000.00
10.	RRSK	17500.00	15023.88	2000.00	314.25	25000.00	18677.13	12000.00
11.	EBR (institutional finance)	31440.00	32916.05	28000.00	27635.47	37248.00	23134.48	35500.00
<b>Total Plan Size (1+2+4+5)</b>		<b>156351.97</b>	<b>148064.47</b>	<b>161692.00</b>	<b>155181.03</b>	<b>215000.00</b>	<b>134884.82</b>	<b>245800.00</b>

25. As regards, the proposed allocation for 2022-23 and the extent of variation, if any, between the two, the Ministry of Railways in their written replies submitted as under:

(Rs. in crore)

		RE 2019-20	RE 2020-21	RE 2021-22	BE 2022-23
1	GBS	68105	29250	107300	137300
2	Internal Resources	5000	3875	2500	7000
3	RRSK	17500	2000	25000	12000
4	Market Borrowings	34031	34567	32952	31000
5	PPP	17776	15000	25000	35000
6	<b>Total (4+5)</b>	<b>51807</b>	<b>49567</b>	<b>57952</b>	<b>66000</b>
7	CF				2000
8	DRF	1000	750	1000	2000
9	DF	1500	1125	1500	1000
10	RRSK	17500	2000	25000	12000
11	EBR (IF)	31440	28000	37248	35500

12	EBR(S)	0	51000	0	0
13	<b>Total Plan Size</b>	<b>156352</b>	<b>161692</b>	<b>215000</b>	<b>245800</b>

The proposed and allotted allocation for 2022-23 is enclosed as under: The variation is of Rs.20000 crores.

<b>Proposed Annual Plan 2022-23</b>	
	(Rs. In Crore)
Budgetary Support (Capital)	109800
Railway Safety Fund	20000
RRSK	30000
Nirbhaya Fund	200
Gross Budgetary Support	160000
Internal and Extra Budgetary Support	
Internal Resources	14700
Market Borrowing by IRFC	30000
EBR Institutional Finance	
Funding through Public Private Partnership	20000
Total EBR	64700
Total Plan Size	224700

<b>Allotted amount Annual Plan 2022-23</b>	
	(Rs. In Crore)
Budgetary Support (Capital)	97100
Railway Safety Fund	30000
RRSK	10000
Nirbhaya Fund	200
Gross Budgetary Support	137300
Internal and Extra Budgetary Support	
Internal Resources	7000
Market Borrowing by IRFC	31000
EBR Institutional Finance	35500
Funding through Public Private Partnership	35000
Total EBR	101500
Total Plan Size	245800

26. On being asked regarding the main objectives/thrust areas of the Annual Plan 2022-23, the Ministry replied as under:

“The main objectives/thrust areas of the Annual Plan 2022-23 are the projects/works required for safe running of trains, removal of infrastructural bottlenecks and creation of capacity which will help Railways enhance its modal share.



These projects/works include Dedicated Freight Corridor (3 existing and 3 future), Mumbai Ahmedabad High Speed Rail, Semi-high speed (Delhi-Mumbai and Delhi-Howrah), Signaling, Doubling/Multi tracking, New line, Gauge conversion, Loco and loco sheds, Rolling stock, Energy management, Railway Electrification, Track machine, Telecom, Terminal facility, ROB/RUBs, Bridges, Metro transport (sub-urban), Track renewal and Private train project.

Indian Railways have also prepared a National Rail Plan (NRP) for India – 2030. The Plan is to create a ‘future ready’ Railway system by 2030. The NRP is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%.”

27. In regard to the reasons for under achievement in the works related to new lines, doubling, gauge conversion, electrification till 31<sup>st</sup> December 2021, the Ministry in their written reply submitted as under:

“As far as Railway Electrification is concerned, total 1,926 route Km have been electrified during financial year 2021-22 upto 31st December 2021, against electrification of 1,903 route km in corresponding period of financial year of 2020-21. Further, all efforts are being made in this regard and target of electrifications shall be achieved during 2021-22.

S.No.	Particulars	For 2021-22	
		Annual Target (in Kms)	Achievement (in Kms) till 28.02.2022
1.	New Lines (Kms)	300	133
2.	Gauge Conversion (Kms)	500	360
3.	Doubling (Kms)	1600	1460

The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc. and all these factors affect the completion time of the project(s) due to which the confirmed time frame for completion of projects cannot be ascertained at this stage. However, Railways is making all the efforts for expeditious completion of projects.

Despite, lockdown, restrictions imposed on account of COVID-19 pandemic early this year, abnormal extended rains in most parts of country, the pace of construction and other infrastructure development activities has again picked up momentum. Due to meticulous planning, prioritization of projects and focused approach of execution, infrastructure works are now in full swing and railways is striving hard to achieve the targets.”

28. During evidence, the representatives of the Ministry of Railways deposed before the Committee as under:

“क्षमता संवर्धन की हमारी नीति को बनाए रखने के लिए, संशोधित व्यय वर्ष 2021-22 की तुलना में न्यू लाइन्स 30 प्रतिशत, डबलिंग 14 प्रतिशत, ROB या RUB 60 प्रतिशत के आवंटन में पर्याप्त वृद्धि की गई है। जम्मू-कश्मीर, हिमाचल प्रदेश, उत्तराखंड और नॉर्थ ईस्टर्न क्षेत्र की national projects को भी संशोधित व्यय 2021-22 में आवंटन की तुलना में 51% अधिक परिव्यय आवंटित किया गया है। DFCCIL, NHRCL and KMRCL जैसी प्रमुख परियोजनाओं के total allotments को भी आरई 2021-22 की तुलना में 20% अधिक परिव्यय प्रदान किया गया है।

(i) The Budget allotted to DFCCIL and NHRCL in 2022-23 in comparison to RE 2021-22 is as under :-

<b>F.Y.</b>	<b>DFCCIL</b>	<b>NHRCL</b>	<b>Total</b>
<b>RE 2021-22 (In crore)</b>	15353.18	11687.80	27040.98
<b>BE 2022-23 (In crore)</b>	11724.55	19102.00	30826.55
<b>Difference</b>	(-3628.63)	(+7414.80)	(+3785.57)
<b>% increase w.r.t RE 2021-22</b>	-23%	+63%	+14%

29. When asked to detail the measures taken/contemplated by the Railways to achieve the targets fixed for 2022-23, they, in their written replies, submitted as under:

“The aim of Government is to make Indian Railways the growth engine of the economy. To this end, Government has increased investment and introduced modern technology while focusing on safety, speed and service to passengers, which is evident from increasing trend of CAPEX aimed at implementing the objectives/thrust areas of the Annual Plan.”

30. On being asked about additional measures being taken to augment the internal resources, the Ministry of Railways, in their written replies, submitted as under:

“With sharp rise in staff cost and pension expenditure pursuant to implementation of 7th Central Pay Commission recommendations, Railway’s capacity to generate internal resources was affected adversely in 2017-18. However, with stabilization of staff cost and increase in Railway’s revenues, internal resource generation improved in 2018-19 vis-à- vis 2017-18. Railways had estimated further improvement in Railways’ internal resource generation in 2019-20. However, due to adverse impact of Covid 19 pandemic, Railways had to face

resource gap in 2019-20 and 2020-21. As a result, Railways could make bare minimum contribution from Railway's internal resources for Capex. In 2021-22 also, due to ongoing adverse impact of the pandemic on Railway's revenue receipt, Railways anticipate a resource gap and have made bare minimum provision from Railway's revenue for Capex.

The revenue receipt target in Budget Estimates for 2022-23 has been formulated assuming to be normal year with normal growth trajectory. Keeping in view the rapid progress of vaccination, weakening of the pandemic and with special emphasize on increasing the share of non-fare revenue in Railways' revenue, Railways are hopeful of achieving the budgeted revenue target and generate much higher internal resource for supplementing the Capex. Accordingly, highest ever freight loading target of 1475 MT and originating passenger at pre Covid level has been kept."

31. The Head wise allocation furnished by the Ministry of Railways is as under:

"The Capital outlay for Budget Estimates 2022-23 has been fixed at Rs.245800 cr (inclusive of Rs.200 cr of Nirbhaya Fund). The Revised Estimates 2021-22 for Capital expenditure on works were Rs.215000 cr (inclusive of Rs.200 cr of Nirbhaya Fund).

BE 2022-23 has therefore been fixed at Rs.30800 cr higher than RE 2021-22, the increase being 14.3%. An allocation-head wise comparison of RE 2021-22 and BE 2022-23 outlays is shown in the following table:

(Rs in cr)

<b>Allocation-heads</b>	<b>RE 2021-22</b>	<b>BE 2022-23</b>	<b>Variation</b>
Capital	81700	97300	+15600
Cap.Fund		2000	+2000
DRF	1000	2000	+1000
DF	1500	1000	-500
RSF	10600	30000	+19400
RRSK	25000	12000	-13000
EBR(IRFC-Bond)	32952	31000	-1952
EBR(Institutional Fin)	37248	35500	-1748
EBR(Partnership)	25000	35000	+10000
<b>Total Capex</b>	<b>215000</b>	<b>245800</b>	<b>30800</b>

BE 2022-23 for Capital expenditure witnesses increase in comparison to RE 2021-22 in Gross Budget Support (GBS) segment by Rs.20000 cr in Internal Resources by Rs.4500 cr. EBR in BE 2022-23 is higher by Rs.6300 cr as compared to EBR in RE 2021-22."

32. When the attention of the Ministry was drawn to CAG Report (No. 13/2021), point that for the last three years, the entire lease charges (principal component) of Indian Railways Finance Corporation (IRFC) were paid from budgetary support, the Ministry of Railways in their written replies reasoned as under:

“This ministry is in complete agreement with the observation of Hon’ble committee that repayment of principle component of lease charges should have been made from Capital Funds. However, it is to be noted that due to inadequacy of internal resources in recent years (2017-18 to 2021-22 RE) appropriation to Capital Fund has not been possible. Since, repayment of lease charges is an obligatory payment and cannot be defaulted or deferred, the same had to be paid from budgetary support. The codal provisions also allow repayment of principle component of lease charges from budgetary support. The ongoing Railway works have not been impacted due to diversion of a part of budgetary support towards repayment of principal component of lease charges, as adequate fund provision has been made through budgetary support and extra budgetary resources.

With containment of pandemic, Railways have estimated higher internal resource generation in 2022-23 and accordingly estimated to appropriate Rs.2360 cr. to Capital Fund to meet a part (Rs.2000 cr.) of the repayment liability of the principle component of lease charges of to IRFC.”

33. Asked about the utilization of the ‘Special Loan for Covid 19 related resource gap’ granted during the year 2021-22 to the tune of Rs.79,398 cr, the Ministry of Railways in their written replies submitted as under:

“The Government has provided a total of Rs.79,398 cr - Rs.63,000 cr as ‘Special Loan for COVID related resource gap’ and another loan of Rs.16,398 cr towards liquidating adverse balance in Pension Fund in 2019-20 which was appropriated to Railways’ Pension Fund in 2020-21.”

34. CAG Report further observed that the total receipts of Railways registered a decrease of 8.30% during 2019-20 as compared to an increase of 6.47% in 2018-19, which was mainly due to a decline of 10.94% in freight earnings and 16.20% in Sundry earnings. Also, there was a heavy dependence on the transportation of Coal in freight transport, which accounted for 48.82% of freight earnings. On being asked to furnish the steps being taken in this regard, the Ministry, in their written replies, submitted as under:

“C&AG in Para 1.1 (1) of its Report No. 13 of 2021 has commented on the trend of railway receipts during 2019-20. Similarly, in Para 1.2.3 (a) of the said Report, C&AG has pointed out Railways’ heavy dependence on coal for freight revenue.

With regard to decrease of Railways’ total receipts by 8.30% in 2019-20 compared to 6.47% increase in 2018-19, it is stated that this was caused by drop in loading in 2019-20 vis-à-vis 2018-19 & other adjustments and the adverse impact of Covid 19 pandemic on Railway traffic in general and passenger traffic in particular towards the closing month of the year and consequential lock down. The adverse impact of the pandemic on Railway revenues continued in 2020-21.

As regards over dependence on coal, it is admitted that over the years, coal has been the predominant commodity in Railways’ freight basket. However, diversification of freight basket is an important aspect of IR’s action plan to regain

freight market share. In this context, IR is focusing on (a) long lead iron ore movement, (b) fly ash from power plants, (c) sugar from Uttar Pradesh to western ports, (d) rice bran from Bihar to Kerala, (e) sand from Madhya Pradesh and Bihar, (f) agro products (onions, chillies, spices) and automobiles to Bangladesh and (g) automobile traffic diverted from road. As a result higher loading has been seen in Raw material for steel plants, Pig iron and finished steel, Iron ore, Cement, Food grains, Mineral Oil (POL), Container service and Balance other goods to end of January, 2022 over corresponding period of last year.”

35. Asked to furnish the details of road map made for implementation of Annual Plan of Rs.2,45,800 cr. for the year 2022-23, inclusive of the major areas of shortfall and measures taken by Railways to overcome the shortfalls during 2021-22 and the corrective action taken in this regard, the Ministry, in their written replies, submitted as under:

“The roadmap for implementation of the Annual Plan 2022-23 include the projects/works required for safe running of trains, removal of infrastructural bottlenecks and creation of capacity which will help Railways enhance its modal share.

These projects/works include Dedicated Freight Corridor (3 existing and 3 future), Mumbai Ahmedabad High Speed Rail, Semi-high speed (Delhi-Mumbai and Delhi-Howrah), Signaling, Doubling/Multi tracking, New line, Gauge conversion, Loco and loco sheds, Rolling stock, Energy management, Railway Electrification, Track machine, Telecom, Terminal facility, ROB/RUBs, Bridges, Metro transport (sub-urban), Track renewal and Private train project.

The global pandemic of Covid-19 has been the biggest challenge around the world and all out efforts are being made to achieve the targets in spite of its adverse impact.

Indian Railways have also prepared a National Rail Plan (NRP) for India – 2030. The Plan is to create a ‘future ready’ Railway system by 2030. The NRP is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%.”

## **INTERNAL RESOURCES**

36. Noticing that the Internal Resources continued to show a downward trend from year to year, the Committee asked the Ministry to specify the reasons for the downward trend of the generation of Internal Resources from year to year over the last few years, the rationale for reduction in budgetary allocation at RE 2021-22, the concrete initiatives taken to increase the internal resources of the Railways, the Ministry replied as under:

“Contribution from Railways’ internal resources to capex is determined primarily on the basis of Railways’ internal resource generation after meeting all obligatory revenue expenses while taking note of the capex needs from internal resource segment.

The internal resources target of Rs. 7500 cr. in BE 2021-22 was fixed assuming a normal year. However, due to continued impact of Covid 19 on Railway operations, Railways had to revise its internal resource target downwards.

The Ministry has however been taking measures on a continuing basis to improve the financial position and internal resource generation. The endeavour comprises of a combination of initiatives aimed at maximizing revenue receipts and minimizing controllable revenue expenses. Revenue enhancing measures, inter alia, include targeting progressively higher traffic throughput, expansion of commodity basket, effective and innovative marketing strategies to capture more and more traffic, creation of additional capacity and optimum utilization of the existing rail infrastructure including rolling stock, enhancement in productivity and efficiency, improvement of passenger interface, periodic rationalization of fare and freight rates and focus on increasing the share of non-fare revenue sources in Railways’ total revenue. Expenditure control measures include strict economy and austerity measures, improved man-power planning, better asset utilization, inventory management, optimizing fuel consumption etc. Railways’ efforts towards improving the finances and internal generation have however been adversely affected under the impact of the COVID 19 pandemic on rail operations and revenue. With the rapid progress of vaccination and weakening of the pandemic, Railways are hopeful that Railway would generate a revenue of Rs.2,39,500 cr. target kept in BE 2022-23 based on highest ever freight loading target of 1475 MT, improvement in originating passenger to normal level along with initiatives mentioned above, Railway would be able to meet the internal resource target of Rs.7,000 cr kept in BE 2022-23.”

37. The details of the percentage share of internal resources in the total capital expenditure of the Indian Railways for the last 3 years, the Ministry of Railways replied as under:

“xxxx	xxxx	xxxx	xxxx
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The internal resources target of Rs.7500 cr. in BE 2021-22 was fixed assuming a normal year. However, due to continued impact of Covid 19 on Railway operations, Railways had to revise its internal resource target downwards.

xxxx	xxxx	xxxx	xxxx”
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38. The Committee enquired whether the effectiveness of RRSK and the objectives achieved so far, the Ministry of Railways in their written replies submitted as under:

- “• Rashtriya Rail Sanraksha Kosh (RRSK) created in 2017-18 for critical safety related works to curb the accidents including un-manned level crossings.

- Primary focus is on reduction of Collision, Derailments and unmanned level crossing accidents (causing 90% of accidents on IR).

Rashtriya Rail Sanraksha Kosh (RRSK) was created in 2017-18 for critical safety related works to curb the accidents including accidents at un-manned level crossings, with a corpus of Rs.1 lakh crore for five years, having annual outlay of Rs.20,000 crore. The major areas/works that have been carried out through RRSK funds since 2017 are as under:

- Civil Engineering Works (fixed infrastructure): Mainly Track, Bridges, ultrasound testing/rail weld system etc.
- Safety works at Level Crossings including elimination of LC/ROB/RUB/Subways, etc.
- Mechanical & Electrical Engineering: Wagon and Coach Designs, AC EMUs, Locomotive Maintenance, Crew Management systems etc.
- Electrical Engineering: Replacement of OHE, masts/portals, transformers, cables, earthing, panels, wiring, etc.
- Safety works at stations: FOBs, High Level Platforms, Trolley pathways for inter platform transfer etc.

The primary focus under RRSK is on reduction of Collision, Derailments and unmanned level crossing accidents (causing 90% of accidents on Indian Railways). Since the creation of RRSK in the year 2017-18, the number of train accidents and fatalities therein, have decreased continuously, as can be seen from the following table:

Year	No. of Consequential Train Accidents	No. of Fatalities
2017-18	73	58
2018-19	59	37
2019-20	55	5
2020-21	22	4

### EXTRA BUDGETARY RESOURCE (EBR)

39. In BE 2022-23, the EBR has been kept at Rs.1,01,500 Cr. Compared to RE 2021-22 of Rs.95,200 Cr i.e., an increase of 6.6 percent. When asked to explain the impact of increased EBR on the financial health of Railways, the Ministry, in their written replies, stated as under:

“The details of Capex of last three years is given below:

	2018-19	2019-20	2020-21
Total Capex (Rs.in cr)	133377	148064	155181
Internal Resources (Rs. in cr)	4663	1685	2062
Internal resource as % of total Capex	3.50%	1.14%	1.33%

Railway projects are highly capital intensive and require huge amount of investment for execution. Capital expenditure on projects is met primarily from Gross Budgetary Support (GBS) from Government of India and is supplemented with Extra Budgetary Resources (EBR). The EBR segment consists of funds from borrowings through Indian Railway Finance Corporation (IRFC) under Bonds and Institutional Finance. These funds are utilised mainly for procurement of rolling stock and execution of remunerative projects of Doubling and Electrification. EBR(P) indicates estimated investment from non-Railway stake holders like corporations, public undertakings, State Governments and other authorities in Railway Projects.

The outlay under EBR in RE 2021-22 was Rs.95200 cr and it has been increased to Rs.101500 cr in BE 2022-23. Higher investment through EBR has been estimated considering larger investment in the Rail sector through the various PPP initiatives. The overall allotment would again be reviewed at RE stage. Provision under rolling stock and infrastructure finance is need-based and keeping in view the overall debt liability.”

## OPERATING RATIO

40. Details of the Operating Ratio and likely achievement made till March 31, 2022 for the last five years is as shown below :-

Sl.No.	Year	BE	RE	Actuals
1	2018-19	92.8	96.2	97.29
2	2019-20	95.0	97.46	98.36
3	2020-21	96.28	96.96	97.45
4	2021-22	96.15	98.93	
5	2022-23	96.98		

41. As per the Ministry, “Railways’ Operating Ratio (OR) is calculated at the close of the year when the whole year’s financial performance is compiled. OR target in current year’s RE is 98.93%.

“Due to Covid related resource gap, Railways appropriated less than required amount to Pension Fund in 2019-20 and 2020-21. With required level of appropriation to Pension Fund from Railway Revenues in Actual 2019-20 and 2020-21, the Operating Ratio would be 114.19% and 131.55%.”

42. The Committee desired to know about the reasons/factors anticipated while keeping BE 2022-23 for operating ratio to 96.98%, the Ministry in their written reply submitted as under :-

“Keeping in view the rapid progress of vaccination and weakening of the pandemic, Railways have fixed operating ratio target of 96.98% in BE 2022-23 based on highest ever freight loading target of 1475 MT and improvement in



originating passenger to normal level along with effecting economy in the expenditure.”

43. In regard to the appropriate parameter for reducing Operating Ratio indicating the good health of Railway finances and the long-term measures that are being taken to decrease the operating ratio to a permissible limit, the Ministry in their written reply submitted as under :-

“The Operating Ratio for Railways in a year should be considered appropriate/reasonable if the same ensures adequate Net Revenue for catering to Railways’ Capex needs from internal resources during a year after fully meeting its revenue expenditure.

It is however humbly submitted that due to impact of Covid pandemic on passenger revenue along with rise in staff cost arising out of implementation of periodic pay commissions etc. were not entirely within the control of this Ministry. Further, the ever growing social service obligations of Railways which have risen to the level of over Rs.54,851 cr in 2020-21 also reflect adversely on Railways’ Operating Ratio.

As regards the long term measures, Railways have been putting thrust on capacity improvement works like Dedicated Freight Corridor, doubling/quadrupling and electrification etc. Ongoing last mile projects and priority projects are getting ring fenced allocation for early completion so that these along with the capacity enhancement projects enhance traffic throughput substantially and thereby to railway revenues. These are expected to contribute to improvement in the operating ratio to a reasonable level.”

44. The Committee then pointed the observation made in CAG Report, (Report 13/2021) that Operating Ratio which was 97.29% in 2018-19, had increased to 98.36% in 2019-20. If the actual expenditure on Pension payments been taken into account, the actual Operating Ratio would have been 114.35%. In this regard, the Ministry, in a written reply, submitted as under:

“In the year 2019-20, Railways achieved an Operating Ratio (OR) of 98.36% with a deterioration over the OR of 97.29% in 2018-19. The OR in 2019-20 was calculated as per the standard methodology as defined in the Indian Railway Finance Code Vol 1 taking into account the actual appropriation to Pension Fund i.e. Rs.20,708 cr against a pension expenditure of Rs.49,187.89 cr. Railways had to appropriate less than required amount from Railways revenues to Pension Fund due to Covid related resource gap in 2019-20.

While calculating OR as per standard methodology, this Ministry was fully aware that the OR of 98.36% was not reflective of the true financial position of Railways. To ensure complete transparency in reflecting true and fair picture of the state of Railway finance, a disclosure of the would-be OR (114.19%) of Railways with

required level of appropriation to Pension Fund was made in the Union Budget Document.”

### **RASHTRIYA RAIL SANRAKSHA KOSH (RRSK)**

45. Rashtriya Rail Sanraksha Kosh (RRSK) was created in the year 2017-18 with a corpus of Rs.1 lakh crore intended over a period of five years for critical safety related works. Accordingly, a provision of Rs.20,000 crore was made in Budget Estimate (BE) 2017-18 out of RRSK to fund essential works for ensuring safety.

46. The Fund under RRSK shall be deployed to finance works under plan heads Rolling Stock, Level Crossings, Road Over/Under Bridges, Track Renewal, Bridge Works, Signal and Telecommunication Works, other Electrical Works, TRD Works, Machinery and Plant, Workshops and Training/HRD.

47. The ‘Rashtriya Rail Sanraksha Kosh (RRSK)’ has completed its tenure of 5 years. When asked about the progress/achievements made in the RRSK and whether the appropriation to the fund from all the resources have been made in full, the Ministry of Railways, in their written replies, submitted as follows:

“The Rashtriya Rail Sanraksha Kosh (RRSK) was introduced for a period of five years from 2017-18. The year 2021-22 was the final year of its currency. The position of expenditure under RRSK is shown in the following table. It would be seen that till 2021-22, an expenditure of Rs.74444.18 cr has been incurred out of RRSK, with contribution from GBS of Rs.70000 cr and from Internal Resource of Rs.4444.18 cr. A provision of Rs.12000 cr has also been made in BE 2022-23 with contribution from GBS being Rs.10000 cr and from Internal Resources of Rs.2000 cr.

(Rs in cr)

	<b>Actual 2017- 18</b>	<b>Actual 2018- 19</b>	<b>Actual 2019- 20</b>	<b>Actu al 2020- 21</b>	<b>RE 2021- 22</b>	<b>Total (2017- 18 to 2021- 22)</b>	<b>BE 2022- 23</b>	<b>Total (incl BE 2022- 23)</b>
Total RRSK exp	16090.73	18015.32	15023.88	314.25	25000.00	74444.18	12000.00	86444.18
[of which -								
contribution from GBS	15000.00	15000.00	15000.00	0	25000.00	70000.00	10000.00	80000.00
contribution from IR]	1090.73	3015.32	23.88	314.25	0	4444.18	2000.00	6444.18

In 2020-21, due to resource constraints, EBR funds were deployed for Capital expenditure. Accordingly, expenditure of Rs.50515.29 cr was incurred under EBR(Spl), as a one-time-arrangement, on works previously charged to Capital, RSF and RRSK.

48. On being asked to detail about the impact of Covid pandemic on RRSK, the Ministry of Railways, in their written replies, submitted as under:

“There has been a steady pace of expenditure out of RRSK over the years. There was no impact of Covid19 period on RRSK expenditure on safety related works as can be gauged from the above table. In 2020-21 when sufficient GBS funds were not available under RRSK, expenditure was incurred under EBR(Spl), as a one-time arrangement. As such adequate expenditure on safety works continued to be incurred without any impact of Covid-19.”

49. Furnishing the major areas/works that have been carried out through RRSK funds since 2017, the Ministry of Railways informed as under:

“The major areas/works that have been carried out through RRSK funds since 2017 are as under:-

- i. Civil Engineering Works (fixed infrastructure): Mainly Track, Bridges, ultrasound testing/rail weld system etc.
- ii. Safety works at Level Crossings including elimination of LC/ROB/RUB/Subways, etc.
- iii. Mechanical & Electrical Engineering: Wagon and Coach Designs, AC EMUs, Locomotive Maintenance, Crew Management systems etc.
- iv. Electrical Engineering: Replacement of OHE, masts/portals, transformers, cables, earthing, panels, wiring, etc.
- v. Safety works at stations: FOBs, High Level Platforms, Trolley pathways for inter platform transfer etc.”

50. Regarding the details of financial and physical targets and achievements made in the fund right from its inception till the FY 2021-22, the Ministry of Railways in their written replies submitted as under:

“Rashtriya Rail Sanraksha Kosh (RRSK) was created in 2017-18 for critical safety related works to curb the accidents including accidents at un-manned level crossings, with a corpus of Rs.1 lakh crore for five years, having annual outlay of Rs.20,000 crore. The primary focus under RRSK is on reduction of Collision, Derailments and unmanned level crossing accidents (causing 90% of accidents on Indian Railways). Since the creation of RRSK in the year 2017-18, the number of train accidents and fatalities therein have decreased continuously, as can be seen from the following table:-

<b>Year</b>	<b>No. of Consequential Train Accidents</b>	<b>No. of Fatalities</b>
2017-18	73	58
2018-19	59	37
2019-20	55	5
2020-21	22	4

The year wise Capex Planned and Expenditure incurred under RRSK during the period 2017-18 to 2020-21 is as under:-

Year	Capex Planned (Rs, in Cr)	Expenditure (Rs, in Cr)
2017-18	20000	16074.63
2018-19	20000	18022.9
2019-20	20000	15025
2020-21	23035.62	29165.86

51. In regard to downward trend of appropriations to the RRSK ever since it was introduced with the objective to finance critical safety related works and whether the very purpose of the creation of the fund was defeated, the Ministry of Railways, in their written replies, submitted as under:

“The RRSK was introduced for a period of five years from 2017-18. The year 2021-22 was the final year of its currency. The position of expenditure under RRSK is shown in the following table. It would be seen that till 2021-22, an expenditure of Rs.74444.18 cr has been incurred out of RRSK, with contribution from GBS of Rs.70000 cr and from Internal Resource of Rs.4444.18 cr. A provision of Rs.12000 cr has also been made in BE 2022-23 with contribution from GBS being Rs.10000 cr and from Internal Resources of Rs.2000 cr.

(Rs in cr)

	Actual 2017-18	Actual 2018-19	Actual 2019-20	Actual 2020-21	RE 2021-22	Total (2017-18 to 2021-22)	BE 2022-23	Total (incl BE 2022-23)
Total RRSK exp	16090.73	18015.32	15023.88	314.25	25000.00	74444.18	12000.00	86444.18
[of which -								
contribution from GBS	15000.00	15000.00	15000.00	0	25000.00	70000.00	10000.00	80000.00
contribution from IR]	1090.73	3015.32	23.88	314.25	0	4444.18	2000.00	6444.18

In 2020-21, due to resource constraints, EBR funds were deployed for Capital expenditure. Accordingly, expenditure of Rs.50515.29 cr was incurred under EBR(Spl), as a one-time-arrangement, on works previously charged to Capital, RSF and RRSK.

Thus, with a steady pace of expenditure, continued and assured contribution from GBS, the objective of creation of the Fund for financing critical safety related works has been achieved to a great extent. NITI Aayog has appreciated

Railways' progress on safety and implementation of RRSK and held that safety indicators have shown improvement after implementation of RRSK.”

## APPROPRIATION TO FUNDS

52. Different Funds are being administered by Railways. While the Depreciation Reserve Fund is meant to meet the capital expenditure on replacement and renewal of Railway assets, the Development Fund is to meet capital expenditure on passenger amenities, labour welfare works etc. Capital Fund is to meet the debt servicing obligations of principal component of market borrowing from IRFC and works of capital nature. The Ministry has also to administer the Pension Fund as well as to finance pensionary payments to the retirees.

53. The details of appropriations to and from the various Railway Funds in a tabular form showing the BE, RE and Actuals during the last three years are as follows:

“The details of Railways' funds for last 3 years are given below:

(in cr.)

	2018-19			2019-20			2020-21		
	BE	RE	Actual	BE	RE	Actual	BE	RE	Actual
<b>Pension Fund</b>									
Opening Balance as on 1st April	253	197 4	197 4	198 4	196	196	156	- 283 98	- 283 98
Appropriation to Fund	481 00	479 00	448 80	506 00	489 50	213 08	537 60	800 49	805 21
Withdrawal from Fund	480 00	480 00	467 18	510 00	490 00	491 88	530 00	510 00	484 35
Interest on balances	17	111	61	103	10	-715	31	-472	-420
Closing balance on 31st March	371	198 4	196	168 7	156	- 283 98	947	179	326 8
<b>Depreciation Reserve Fund</b>									
Opening Balance as on 1st April	285	712	712	959	718	718	348	834	834
Appropriation to Fund	700	700	500	700	600	600	100 0	400	400
Withdrawal from Fund	500	500	534	100 0	100 0	524	100 0	750	672
Interest on balances	22	47	40	47	30	39	20	22	24
Closing balance on 31st March	507	959	718	705	348	834	368	506	585
<b>Development Fund</b>									
Opening Balance as on 1st April	450	583	583	617	248	248	68	519	519

		2018-19			2019-20			2020-21		
		BE	RE	Actual	BE	RE	Actual	BE	RE	Actual
	Appropriation to Fund	1000	1000	750	1000	1311	1389	1500	800	1547
	Withdrawal from Fund	1000	1000	1108	1500	1500	1137	1500	1125	1076
	Interest on balances	26	34	23	21	9	19	4	12	26
	Closing balance on 31st March	476	616	248	138	68	519	72	206	1016
<b>Capital Fund - Railways</b>										
	Opening Balance as on 1st April	1311	360	360	395	381	381	402	400	400
	Appropriation to Fund	6990	14	0	3035	0	0	0	0	0
	Withdrawal from Fund	5000	0	0	3000	0	0	0	0	0
	Interest on balances	133	21	21	24	22	20	23	14	14
	Closing balance on 31st March	3434	395	381	454	402	400	426	414	414
<b>Debt Service Fund</b>										
	Opening Balance as on 1st April	163	193	193	204	204	204	216	215	215
	Appropriation to Fund	0	0	0	0	0	0	0	0	0
	Withdrawal from Fund	0	0	0	0	0	0	0	0	0
	Interest on balances	9	11	11	12	12	11	12	7	7
	Closing balance on 31st March	173	204	204	216	216	215	228	222	222
<b>Railway Safety Fund</b>										
	Opening Balance as on 1st April	23	147	147	147	141	141	141	505	509
	Appropriation to Fund from GBS	12180	13000	13000	15250	17250	17250	18500		
	Appropriation to Fund from Revenue									
	Withdrawal from Fund	12180	13000	13006	15250	17250	16886	18500		-3
	Closing balance on 31st March	23	147	141	147	141	505	141	505	512
<b>Rastriya Rail Sanraksha Kosh(RRSK)</b>										
	Opening Balance as on 1st April	0	9	9	9	18	18	18	195	191
	Appr. to Fund from Revenue	5000	5000	3024	5000	2500	201	5000	2000	1000
	Appr. to Fund from other sources	15000	15000	15000	15000	15000	15000	15000		
	Withdrawal from Fund	200	200	180	200	175	150	200	200	314

	2018-19			2019-20			2020-21		
	BE	RE	Actual	BE	RE	Actual	BE	RE	Actual
	00	00	15	00	00	24	00	0	
Closing balance on 31st March	0	9	18	9	18	195	18	195	876

#### Depreciation Reserve Fund (DRF)

54. The mandate/usefulness of the Depreciation Reserve Fund (DRF) especially in view of the creation of RRSK, appropriation to Depreciation Reserve Fund (DRF) which was Rs.200 cr. in 2020-21, and Rs.800 cr at BE stage 2021-22, which was decreased to Rs.500 cr at RE. BE of this fund for the year 2022-23 has again been kept at higher side i.e., Rs.2,000 cr. with an increase of Rs.1,500 cr of RE of 2021-22. In this regard, the Ministry, reasoned in a written reply, as under:

“The mandate of Depreciation Reserve Fund (DRF) is to meet capital expenditure on replacement and renewal of railway assets, including the improvement element. The amount of appropriation to DRF is from Railway revenues and is need based.

Keeping in view the need to galvanise Safety of Railways and to meet present challenges including fresh assessment, planning and implementation of the safety plans as also to ensure assured funding for implementing identified safety works, the Government created a dedicated reserve fund i.e. Rashtriya Rail Sanraksha Kosh (RRSK) w.e.f. 2017-18 with a committed funding of Rs.1 lakh cr in five years. 25% of the annual contribution to this fund is to be from Railways’ internal resources. The year 2021-22 was the final year of its currency. However, a provision of Rs.12000 cr has been made in BE 2022-23 with contribution from GBS being Rs.10000 cr and from Internal Resources of Rs.2000 cr i.e. 25% of the provision made from GBS.

As provision under RRSK is reduced to Rs.12000 cr in BE 2022-23 from Rs.20000 cr, an increased provision of Rs.2000 cr has been made under DRF, against Rs.500 cr of RE 2021-22, to take care of other works of renewal & replacement.”

55. When the attention of the Ministry of Railways was drawn towards recent railway accident occurred between New Domohani and New Maynaguri railway stations in West Bengal and asked whether any works were undertaken on this route from RRSK, the Ministry, in their written replies, stated as under:

“The statutory inquiry in this matter is being conducted by Commissioner of Railway Safety (CRS), Northeast Frontier Circle, Kolkata. The report of this inquiry has not yet been received. The permissible time to complete inquiry by CRS is within 180 days from the date of the accident.

On New Domohani-New Maynaguri section, Through Rail Renewal work on Bridge No. 48Dn (4X18.3m) was done in the year 2019-20 and Through Rail Renewal on Bridge No. 44Dn (4X12.2m) & 46Dn (3X12.2m) was done in the year 2020-21. On the down line, the CTR (Complete Track Renewal) work has been sanctioned under RRSK in Pink Book 2020-21. Planning for its execution is being done.”

56. On being asked about the mandated of RRSK vis-à-vis funding from DRF, the Ministry, in a written reply, submitted as under:

“The Fund Rashtriya Rail Sanraksha Kosh (RRSK)' has been introduced since 2017-18 for a period of five years for financing identified works of safety. The Fund is also in operation in 2022-23 for which a provision of Rs.12000 Cr has been made in BE 2022-23. Since the Fund outlay has been reduced from Rs.20000 Cr to Rs.12000 Cr in 2022-23, suitable arrangement has been made for alternative funding through Railway Safety Fund (RSF) and Depreciation Reserve Fund (DRF) by providing higher outlays under these sources. After RRSK ceases to exist, the ongoing works will be shifted to RSF or DRF, as the case may be. In 2008-09 too works under 'Special Railway Safety Fund (SRSF)' were similarly shifted to DRF when SRSF was closed after a six-year currency.”

#### Development Fund

57. Asked about the appropriation to the Development Fund which has decreased about 50%, i.e., Rs.875/- crore from BE of 2021-22 of Rs.1561/- cr. and kept at Rs.1,000 cr. at the BE for 2022-23 and the developmental projects/works which have been targeted out of this fund, the Ministry, in a written reply, submitted as under:

“Development Fund (DF) is to meet smaller value capital expenditure on passengers' and railway users' amenities, staff welfare works, unremunerative works of operating improvement and other safety works. Appropriation to this fund is done from Railways' net revenue keeping in view annual requirement from this Fund. Works of specified nature, mainly Passenger Amenities, Staff Amenities, Computerization and other specified work are targeted to be executed through this fund in 2021-22 and 2022-23.

BE 2021-22 was fixed in December 2020 on the assumption of normal year i.e. full recovery from pandemic. However, Railway operations were continuously impacted by Covid 19. As a result, the Revenue target had to be revised downwards, with only Rs.875 cr of net revenue available to be appropriated to DF. In BE 2022-23, the Railways have set target to generate net revenue of Rs.5360 cr, out of which Rs.1000 cr are to be appropriated to DF.”

#### Capital Fund

58. In regard to the mandate of the Capital Fund and the zero(0) appropriations during the years 2017-18, 2018-19, 2019-20, 2020-21 and 2021-22, the Ministry of Railways, in their written replies, submitted as under:



“The mandate of Capital Fund (CF) is to meet the debt servicing obligation of principal component of market borrowings from Indian Railway Finance Corporation (IRFC) and for expenditure on works of capital nature. Appropriation to this fund is made from Railways’ net revenue after meeting obligatory revenue expenditure. In BE 2019-20, based on the estimated internal resource position at the budgetary stage, appropriation to CF was estimated at Rs.3,035 cr. Due to inadequate internal resource generation, no appropriation to CF could be done and as such no expenditure from the fund could be incurred in 2019-20, 2020-21 and 2021-22. The provision for obligatory payment of principal component of market borrowings from Indian Railway Finance Corporation (IRFC) has been made from Gross Budgetary Support (GBS) in these years.”

### Pension Fund

59. While noting that appropriation to the Pension Fund form the bulk of the total working expenses of the Railways, during BE 2021-22, the appropriation to the Pension fund stood at Rs.53,400 which was revised downward at RE Stage to Rs.49,100 cr. The BE for 2022-23 is Rs.60,100 cr. When asked about the reason for downward trend of actuals till 31.12.2021 and the rationale behind keeping the BE for the year 2022-23 at higher stage i.e., Rs.60,100 Cr., the Ministry of Railways, in their written replies, submitted as under:

“A provision of Rs.53400 cr. was kept in BE 2021-22 based on likely expenditure from the pension fund and to build higher fund balance under the fund. However, keeping in view the trend of expenditure and overall ceiling advised by the government (MoF), provision was reduced to Rs.49100 cr at RE stage. Pension expenditure to end of January, 2022 is Rs.44901 cr.

Appropriation to pension fund at Rs.60100 cr. in BE 2022-23 is kept keeping in view the pension expenditure trends, employee retiring and to build pension fund to cater future pension liability in consultation with Ministry of Finance.”

60. Asked as to whether the Government has proposed to partly finance the Pension Fund in view of the recommendations made by the Committee in their third Report while examining the ‘Demands for Grants (2020-21), of the Ministry of Railways, the Ministry of Railways in their written replies submitted as under:

“The proposal for partly financing Pension fund of Indian Railways by Government of India, was mooted as recommended by the Committee. However, the same was not agreed upon by Ministry of Finance. During the year 2019-20 and 2020-21 there was a shortfall in appropriation to the Pension Fund of IR, for which MoF has extended a loan, rather than providing a pension support or partly funding the Pension of IR.”

61. In regard to the initiatives Railways are contemplating to meet the future challenges especially ambitious projects like Bullet Trains, Semi-High Speed Trains etc., the Ministry of Railways, in their written replies, submitted as under:

“(A) Ministry of Railways is implementing two Dedicated Freight Corridors (DFCs) viz. Eastern DFC (From Ludhiana to Dankuni-1875 kms.) and Western DFC (From Dadri to Jawaharlal Port Terminal-1504 Kms.). From Ludhiana to Sonnagar (1337 Kms.) Section of Eastern DFC and the entire Western DFC are targeted to be commissioned in phases by June, 2022. The Sonnagar-Dankuni (538 Kms.) Section of Eastern DFC has been planned for execution on PPP. Further, the Government has identified following three more DFCs for undertaking Detailed Project Report (DPR) :-

- (i) East Coast Corridor- Kharagpur- Vijaywada (Length 1115 Kms.)
- (ii) East-West Sub Corridor:
  - (a) Palghar-Bhusawal-Wardha-Nagpur-Rajkharswan-Kharagpur-Uluberia-Dankuni (Length 2163 Kms.) and
  - (b) Rajkharswan-Kalipahari-Andal (Length-195 Kms.)
- (iii) North-South Sub Corridor- Vijaywada-Nagpur-Itarsi (Length 975 Kms.)

The DPRs of above Freight Corridors are targetted to be finalized by Oct' 2022.

(B) As regards the bullet train project, presently Mumbai-Ahmedabad High Speed Rail corridor is the only High Speed Rail Project which is sanctioned and the same is under execution with the technical & financial cooperation from Govt. of Japan. Further, Government has identified seven more following high speed corridors for undertaking Detailed Project Report (DPR), which are being prepared by National High Speed Rail Corporation Limited (NHSRCL) :-

- (i) Delhi – Varanasi
- (ii) Varanasi – Howrah
- (iii) Delhi – Ahmedabad
- (iv) Mumbai – Nagpur
- (v) Mumbai – Hyderabad
- (vi) Chennai – Mysore
- (vii) Delhi –Amritsar

The DPRs of above HSR Corridors are targetted to be finalized by Dec' 2022.”

## **ELECTRIFICATION**

62. Railway electrification is one of the focus areas for the rail budget with the aim of achieving 100 percent electrification by 2023. On being asked about the progress, so far

made in this regard, whether the Railways would achieve this target and the measures being taken to accomplish the target within the stipulated time, the Ministry, in their written replies, submitted as follows:

“As on 30.01.2022, Broad Gauge (BG) routes of Indian Railways, 48,330 (74.71%) Route Kilometer (RKM) have been electrified. All efforts are being made to achieve the target of 100% electrification by December, 2023.

(i) To achieve the target of railway electrification, steps taken include among others, granting sanctions for electrification of the entire existing Broad Gauge (BG) network of Indian Railways (IR), award of Engineering Procurement and Construction (EPC) contracts for better execution of works, proactive project monitoring mechanism, delegating more power to field units for award of contracts/sanction of estimates and close monitoring of projects at the highest level.”

63. During evidence, the representatives of Ministry of Railways informed as under:

“में इंफ्रास्ट्रक्चर के बारे में यह कहना चाहता हूं कि रेलवे विद्युतीकरण कार्य की प्रगति वर्ष 2021-22 में अभी तक 2,849 मार्ग किलोमीटर चालू किया गया है और वर्तमान वर्ष में मार्च 2022 तक 6000 किलोमीटर का लक्ष्य हासिल किया जाएगा।”

#### **ROAD SAFETY WORKS AND ROAD OVER BRIDGE/ROAD UNDER BRIDGE**

64. The financial and physical targets set and achievements made in regard to Road Safety Works (level crossings) and Road Over Bridge/Road Under Bridge as on date for the last three years are as under:

#### **Financial & Physical Targets & achievement:**

#### **Physical Targets & achievement:**

(Figures in Nos.)

S N	Item	2018-19		2019-20		2020-21		2021-22	
		Targ et	Progre ss	Targ et	Progre ss	Targ et	Progres s	Targ et	Progre ss (upto Jan'22)
1	Eliminatio n of Unmanne d Level Crossings	1500	3479*	#		#		#	
2	Closure of Manned Level Crossings	400	631	1000	1273	1000	961	1000	551

3	Construction of ROBs/ RUBs/ Subways	1400	1477	1500	1315	1100	1133	1100	634
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# All UMLCs on Broad Gauge were eliminated in Jan.'2019

**Financial Target & Utilization of Funds:**

(Figures-Rs. in crores)

S N	Item		2018-19		2019-20		2020-21		2021-22	
			Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure (upto Jan.'22)
1	PH-30 (ROB/ RUB Works)	B E	4300	3543	5350	3520	4350	4140	5500	2450
		R E	4637		3697		4170		4256	
2	PH-29 (Level Crossing works)	B E	700	678	700	573	700	545	800	281
		R E	743		547		598		731	

65. Regarding the current position in respect of level crossings (manned) across the Indian Railways and the targets set for removal of level crossings, the Ministry of Railways in their written replies submitted as under:

“Railway is working for elimination of LCs (Manned) as much as possible to improve safety and mobility. As on 01.04.2021, there were 19532 manned level crossings, out of which 551 manned level crossings have been eliminated upto Jan.'2022. Construction of ROB/RUBs depends upon the consent of State Government for closure of LCs & cost sharing, wherever applicable, availability of encroach free land for approach roads, technical feasibility, shifting of utilities, allocation of adequate funds by State agencies, public support etc. Therefore, it is not feasible to fix timelines for completion of these ROB/RUBs.”

66. On being asked about the problems related to water logging in RUBs and the measures taken and how does the Railways deal with such problem, the Ministry of Railways, in their written replies, submitted as under:

“Zonal Railways have identified 1368 Nos. of Road under Bridges (RUBs) where problem of water logging was reported. Out of it 1328 completed and balance 40 Nos. will be completed before monsoon.”

67. Further, the representatives of the Ministry of Railways informed as under:

“आरओबी और आरयूबी से संबंधित कार्यों में चौकीदार वाले समपार को हटाने के लिए अप्रैल से जनवरी तक हम 551 समपारों को हटा चुके हैं। 128 आरओबीज का निर्माण किया गया है, 506 आरयूबी का निर्माण किया गया है, 158 लेवल क्रॉसिंग की इंटरलॉकिंग की गई है। 202 एफओबीज, 48 लिफ्टें और 50 एस्केलेटर्स को नवम्बर, 2021 तक चालू किए गए हैं।”

## ROLLING STOCK

68. The financial and physical targets set and achievements made in regard to Rolling Stock for the last three years are as under :

The last three years & as on date, physical targets set and achieved are table below:

	2018-19		2019-20		2020-21		2021-22	
Rolling Stocks	Targets	Actual	Targets	Actual	Targets	Actual	Targets	Actual (upto 31.12.2021)
Coaches	6058	6076	8026	7557	4802	4903	8115	<b>4825</b>
Locomotives	695	754	725	828	706	764	981	<b>681</b>

The information with regard to financial, physical as also achievement in respect of wagon is as follows:

Rolling Stock: Physical/Financial targets and Achievements												
Rolling Stock	2018-19				2019-20				2020-21 (upto 31.12.2021)			
	Physical Target	Physical Achievement	Funds at RE stage	Actual Expenditure	Physical Target	Physical Achievement	Funds at RE stage	Actual Expenditure	Physical Target	Physical Achievement	Funds at RE stage	Actual Expenditure
Wagon	11000	9535	4122	2588	12000	11382	4003	3870	10000	10062	3705	3213

69. In regard to furnishing the details of new technological innovations introduced/ proposed with respect to rolling stock, the Ministry of Railways, in their written replies, submitted as under:

“Technology introduced: Introduction of new technology in the area of new materials like the stainless steel, copper bearing high strength steels, improved casting metallurgy, advanced welding technology, automation of welding process, bogie mounted air brake systems, upgraded higher performance bearings and development of indigenous high capacity couplers and draft gears are some of the items, which have recently been introduced on IR.

Technology Innovation on Indian Railways which are currently in progress are as below:

Twin Pipe Brake system: To improve the mobility of freight trains, twin pipe brake system has been introduced so that the release timing of brakes and consequently propensity to have higher reacceleration time is reduced.

Hot Axle cases: Various inputs for traceability of bearing used in wagon and measures during maintenance have been introduced like laser etching, improved maintenance schedule.

Centre Buffer Coupler: Switch over to higher capacity CBC to indigenous CBC specifications WD 70 BD. It has been decided to stop procurement of CBC to the older specification.

Wheel Impact Load Detection (WILD): To ensure wayside monitoring of the freight stock WILD system has been placed along the route to detect wheel defects like flats in running wagon. As on date there are WILD installations at 17 locations and 25 upgraded WILD installations (called OMRS) have recently been installed. Further procurement of 121 numbers of OMRS is under advanced stage.

Radio Frequency Identification Technology Device (RFID): For any diagnostic equipment to work efficiently and to enable data analytics unique identification of Rolling Stock is pre-requisite. Indian Railways has taken steps to provide RFID on its fleet. The new wagons under manufacturing are being provided with RFID tags and retrofitment of RFID is under implementation.

Hot Box Detector System: to detect axle/bearing running hot, 200 numbers of Hot Box Detector system are under procurement for installation in Golden Quadrilateral section of IR.

(i) Head on Generation:

IR has introduced the HOG scheme in passenger locomotives on large scale for eliminating the need of diesel fuel requirement in DG sets of LHB power cars for feeding electric supply to coaches for train lighting and air conditioning thereby reducing carbon emissions, noise level and consumption of fossil fuels. Around 1100 HOG compliant electric locomotives are available for catering HOG compliant train services over IR.

(ii) Crew Voice & Video Recording System (CVVRS)

Crew Voice and Video Recording Systems (CVVRS) are being provided on electric locos which will work as a Black Box and provide Cab and Track view for any post-event analysis. It will allow an investigator to confirm nature of crew

communication and dynamics of crew interaction. 345 locos have been provided with CVVRS.

(iii) Fog pass devices:

A GPS based Fog Pass device is being provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals etc. As on date, there are 12742 nos. Fog Pass Devices in IR's possession.

(iv) New state of the art 9000/12000 HP locomotive with modern and automatized design fit for working 4500/6000T freight trains and having features of high haulage capacity, high speed, reliability and high energy efficiency with following additional features is proposed/under consideration for induction in IR:

- a) Energy Optimizer on locomotives
- b) Digital tracking with Smart features for fault diagnostics
- c) Electronically Controlled Pneumatic Brakes/Electro Pneumatic (ECP/EP) Assist
- d) Integrated Vehicle control Unit : Locomotive integrated with Distributed Power Wireless Control System (DPWCS)/Kvach/End on Train Telemetry (EoTT).

The details of new technological innovations introduced/ proposed with respect to Rolling Stock are listed below:-

#### Coaches/EMUs/MEMUs

1. State-of-the-art Train-set Vande Bharat services have been introduced between New Delhi – Varanasi and New Delhi- Shri Mata Vaishno Devi Katra. These trains have ultra modern features like quick acceleration, on board infotainment and Global Positioning System (GPS) based passenger information system, automatic sliding doors, retractable footsteps and Zero discharge vacuum bio toilets etc.

2. Various other premium train services like Humsafar, Tejas, Antyodaya, Utkrisht Double Decker Air-conditioned Yatri (UDAY), Mahamana and coaches like Deen Dayalu and Anubhuti, which have upgraded interiors / exteriors and improved passenger amenities, have also been introduced in service in various train services over IR.

3. IR had introduced Linke Hofmann Busch (LHB) coaches, which are technologically superior and have better riding, aesthetics and safety features than conventional Integral Coach Factory (ICF) type coaches. Production Units of IR have stopped the manufacturing of ICF type coaches and are manufacturing only LHB coaches from the year 2018-19 onwards.

4. Vistadome coaches have been introduced over Indian Railway. It provide panoramic view through wider body side windows as well as through transparent sections in the roof, enabling passengers to enjoy the scenic beauty of the places

through which they travel. Recently, Vistadome coaches on LHB platform have also been manufactured with several modern features / amenities.

5. More than 100 smart coaches with ultra modern features like Smart Public address and passenger information system, Smart HVAC (Heating, Ventilation and Air Conditioning system), Smart security and surveillance system etc. have been manufactured and introduced in service.

6. Newly manufactured Electric Multiple Unit (EMU) trains, Mainline Electrical Multiple Unit (MEMU) trains and Kolkata Metro have been introduced with common technical features as under:

- i. Introduction of IGBT based 3- Phase propulsion system with energy efficient regenerative braking features
- ii. Microprocessor based Train Control and Management System (TCMS)
- iii. Corrosion less Stainless Steel car body
- iv. Installation of GPS based Passenger Announcement cum Passenger Information System. This system informs the passengers about next approaching station/ destination station through audio announcement on speakers as well as through visual display on LED/LCD screens simultaneously
- v. Touch-screen Driver's Display Unit provides live status of healthiness of major equipments of all basic units such as lights or fans etc.
- vi. To ensure security of passengers, Close Circuit Tele Vision Cameras in Coaches as well as in Driver's cabs have been provided. Live streaming from these Cameras is visible on Display in Driver's/Guard's cabs.
- vii. Front view CCTV Cameras to record Signal aspects and Rear view cameras on both sides of Driver's Cab for recording platform status
- viii. Emergency Talk Back system/Panic Buttons. By pressing this button Passengers can communicate with Guard/Driver in case of emergency
- ix. Aesthetic plush interiors for comfort of passengers
- x. Aerodynamic Nose Cone
- xi. Ergonomically designed Driver's desk
- xii. Provision of energy efficient LED lights in coaches for better illumination

Some additional technical features are as under:

xiii. With a view to further fortify security of ladies passengers flasher lights have also been provided on ladies Coaches in some EMU/MEMU rakes by PUs and Railways.

xiv. Forced Air ventilation in 3 phase non AC EMU rakes.

xv. Fully Air conditioned EMU rakes have also been introduced



7. Introduction of under-slung Fully Air conditioned, Kolkata Metro rakes with Automatic doors, end to end vestibules, fitted with Train Protection and warning system and fully suspended Traction Motors.

8. Following technological improvement has been made in Main line Trains:

I. Conversion of EOG trains into HOG trains to reduce noise and air pollution at stations and in trains. It is also expected to significantly reduce the diesel used in power cars. All LHB EOG trains have been converted into HOG compliant. As on date all 1586 trains (992 rakes) have been converted into HOG system.

II. Provision of energy efficient LED lights in coaches for better illumination.”

70. Regarding the life span of locomotives, coaches and wagons and the number of locomotives, that are in operation even after they have outlived their codal life and the steps taken to gradually phase them out, the Ministry of Railways, in their written replies, submitted as follows:

“The life span of a wagon is 30 years to 40 years depending on the type of wagons. The life span of various types of wagons is as under:

<b>Types of Wagon</b>	<b>Codal Life (in years)</b>
Open Bogie Wagons with air brakes and Casnub Bogies	30
Bogie Tank Wagons with air brake and Casnub bogies	40
All other types of Bogie wagons with air brakes and Casnub bogies	35

At the beginning of 2021-22, 4053 wagons are shown as overaged on the master database of wagons owned by Railways.

Wagons having completed their codal life are detached during examination of trains, POH & ROH from service and are produced for condemnation.

Interception, Condemnation and disposal of wagons completing their codal life is a continuous process.

**ELECTRIC LOCOS:**

- The codal life of electric locomotives is 35 years.
- As on 31.01.2022, 65 electric locomotives which have completed their codal life and are used in inferior services.
- Electric Locos which have completed codal life are inspected by officers of the concerned Railway and taking into consideration condition of the locomotive in terms of safety, decision for its condemnation/continuation in service is taken.

- These locomotives undergo thorough regular inspection and all the inspection schedules comparable to locomotives which are within codal life are carried out for assessing their fitness for services.

#### DIESEL LOCOS:

- The codal life of diesel locomotives is 36 years. As on date, no diesel loco which have outlived its codal life, is in operation.
- In view of 100% electrification, diesel locos are being phased out and their production in IR PUs have been stopped in 2018.

#### A. Coaches/EMUs/MEMUs

- i. The codal life of ICF type passenger coaches is 25 years.
- ii. The codal life of LHB type passenger coaches is 35 years.
- iii. The codal life of EMU/MEMU and Metro coaches is 25 years.
- iv. The codal life of Full Stainless Steel body coaches is 30 years.
- v. The codal life of Open Bogie Wagons with air brakes and Casnub Bogies is 30 Years.
- vi. The codal life of Bogie Tank Wagons with air brake and Casnub Bogies is 40 Years
- vii. The codal life of all other types of Bogie wagons with air brakes and Casnub bogies is 40 Years
- viii. Recently Railway Board has advised Zonal Railways for use of ICF design coaches which are not corroded heavily in passenger service up to service life of 20 years.
- ix. Further, PCMEs Zonal Railways has been assigned full power to condemn ICF coach having more than 20 year age on condition basis.
- x. No overaged passenger coaches, EMU/MEMU and Metro coaches beyond their codal life are in operation in any other Zonal Railways.
- xi. Systems are in place in order to ensure that passenger coaches that have completed their prescribed service life or are unfit for service, are not allowed in train service over IR. The passenger coaches, EMU/MEMU & Metro coaches, those had completed their codal life are being replaced regularly with newly manufactured coaches from Production Units/ Trade. There is sufficient provision made in Production Programme every year to manufacture coaches to fulfill requirement of replacement of passenger coaches, EMU/MEMU/Kolkata Metro coaches completing their codal life.
- xii. Only 71 EMU coaches on Eastern Railway, beyond their original codal life, are in service after assessment of their suitability for safe operations.

#### B. Wagons

- i. At the beginning of 2021-22, 4053 wagons are shown as averaged on the master database of wagons owned by Railways.
- ii. Wagons having completed their codal life are detached during examination of trains, POH & ROH from service and are produced for condemnation.

Interception, Condemnation and disposal of wagons completing their codal life is a continuous process.”

71. As regards the details about production of diesel/electric dual locomotives and the lives of these locomotives as compared to single service locomotive, the Ministry of Railways, in their written replies, submitted as under:

“IR had taken initiative to manufacture diesel/electric locomotives and one such loco has been manufactured by Banaras Locomotive Works (BLW) and are undergoing trials. Codal life of these locos have not yet been established as these are still undergoing trials and yet not sanctioned for train operation.”

72. On a query regarding conversion of diesel locomotives into electric locomotives cost effective and their life after conversion, the Ministry of Railways, in their written replies, submitted as under:

“Till date, 8 diesel locomotives have been converted into electric which are undergoing trials. Codal life of these locomotives have not been established as these are undergoing trials. Moreover, conversion of diesel locomotives into electric locos, under the current scheme, has been discontinued owing to its high cost of conversion.”

73. Further asked the number of diesel locomotives which have, so far, been converted into electric locomotives, the Ministry of Railways, in their written replies, submitted as under:

“So far, 2 ALCO and 6 HHP diesel locos have been converted into electric locomotives.”

74. During evidence, the representatives of the Ministry of Railways informed as under:

“रोलिंग स्टॉक जनवरी, 2022 तक, वर्ष 2021-22 में इलेक्ट्रिक लोको के उत्पादन का लक्ष्य 981 था, उसके तहत हम जनवरी, 2021 तक कुल 569 लोको बना चुके हैं तथा मार्च तक इस लक्ष्य को प्राप्त करेंगे। एलएचबी कोचेज का उत्पादन भी हमारे लिए बहुत ही हाई प्रायोरिटी है। वर्ष 2021-22 में एलएचबी कोचेज का लक्ष्य 6497 था, जिसमें हम जनवरी, 2022 तक 4962 कोचेज बना चुके हैं तथा अपने लक्ष्य को मार्च तक अवश्य प्राप्त करेंगे। टोटल कोचेज के उत्पादन में 4962 एलएचबी हैं, 261 मेमू कोचेज भी बनाए हैं, 24 मेट्रो कोचेज बनाए हैं और 194 अन्य कोचेज बनाए हैं यानी कुल मिलाकर हमने 5441 कोचेज अभी तक हम बना चुके हैं। वर्ष 2022-23 तक कोचेज बनाने का जो लक्ष्य है, वह 7551 है। अब तक हम 13 विस्टाडोम कोचेज बना चुके हैं और अब हमारे पास कुल उपलब्ध कोचेज 57 हो चुके हैं और हमारा लक्ष्य 90 कोचेज उपलब्ध कराने का है। हमने बहुत-

से नीतिगत इनिशिएटिव्स भी लिये हैं ताकि काम तेजी से हो सकें, पैसंजर्स को सहायता मिल सके, जिन लोगों को गुड्स की सर्विसेज लेनी होती है, उनको आसानी हो सके।”

## **DEVELOPMENT CHARGES AT REDEVELOPMENT OF STATIONS**

75. On a question regarding criteria being adopted for proposed/levy of Development Charges on rail passengers at redeveloped stations, and justification for levying development charges being levied on the passengers of those stations which are not being prioritized for development during the coming three years, the Ministry of Railways, in their written replies, submitted as under:

“A few stations of Indian Railways are being planned to be redeveloped. After redevelopment of stations, for using extra facility and amenities at redeveloped stations, it is planned to have no extra charge for suburban single journey and no extra charge for season tickets for suburban and non-suburban class. For others on the basis of class of journey, it is planned to charge minimal from passengers at redeveloped stations.”

## **BUDGET ANNOUNCEMENTS (2021-22)**

76. In the Budget 2020-21, it was announced that 150 passenger trains would be operated through PPP model. When asked to provide details and current status thereof, the Ministry of Railways, in their written replies, submitted as under:

“Indian Railways had invited bids for private participation to induct 151 trains (rakes) over 12 clusters through Public Private Partnership (PPP). The train services in the notified projects (clusters) were spread across the entire Indian Railway network. The Bids for the RFP stage were opened on 23rd July, 2021. In all 5 bids were received for three clusters namely Cluster-2(Mumbai-2), Cluster-3(Delhi-1) and Cluster-4(Delhi-2); no bids were received for the remaining 9 clusters. The recommendation for discharge of the Tender by the Tender Committee has been accepted by the competent authority.”

## **BUDGET ANNOUNCEMENTS (2022-23)**

77. In the budget speech of 2022-23, 400 new Vande Bharat trains have been announced for operation. When asked to provide the details of these trains, the Ministry, in their written replies, submitted as follows:

“At present, 02 pairs of Vande Bharat Express namely, 22435/22436 New Delhi-Varanasi Vande Bharat Express and 22439/22440 New Delhi-Shri Mata Vaishno Devi Katra Vande Bharat Express are in operation. Introduction of additional Vande Bharat Express, would be feasible upon availability of rolling stock.”

78. On being asked about the current status of 75 semi-high speed Vande Bharat Express trains announced by Hon'ble PM in his Independence Day speech, the Ministry, in their written replies, submitted as under:

“At present, 02 pairs of Vande Bharat Express namely, 22435/22436 New Delhi-Varanasi Vande Bharat Express and 22439/22440 New Delhi-Shri Mata Vaishno Devi Katra Vande Bharat Express are in operation. Production of 44 rakes of Vande Bharat is under progress. 58 more rakes are under process of procurement.”

79. In regard to the amount Rs.20,311 cr, which is over and above the amount of RE of previous year would be utilized exclusively on the new 400 Vande Bharat Express and whether the RCF, ICF and Modern Coach Factory are capable to cater to the need of 400 Vande Bharat train coaches, the Ministry of Railways, in their written replies, submitted as under:

BE 2022-23 for Capital expenditure witnesses increase in comparison to RE 2021-22 in Gross Budget Support (GBS) segment by Rs.20,000 crore. There is increase of Rs.311 crore in the section relating to Reimbursement of losses on strategic lines (Rs.89 crore) and Servicing of EBR Debt for National Projects (Rs.222 crore) as part of GBS.

The GBS (including additional allotment) will be utilised mainly to finance projects of New Lines, Gauge Conversion, Doubling, Traffic Facilities, procurement of Rolling Stock, Workshop/PUs, Level Crossing, Road Over/Under Bridges, Track Renewal Works, Signalling & Telecom Works, Customer Amenities, Metropolitan Transport Projects and payment of Capital component of lease charges as well as Investment in PSU/JV/SPVs and Inventories. ‘

The total installed capacity of Coaching Production Units is optimally utilised for manufacture of different coach types (LHB, MEMU/EMU & Vande Bharat).

400 Vande Bharat rakes can be suitably managed over the three production units (ICF, MCF & RCF).

Rs.320.91 Cr has been sanctioned for augmentation of infrastructure for manufacture of Vande Bharat Rakes at the three Production Units.

80. In this regard, the representative of the Ministry of Railways deposed before the Committee as under:

“अगले तीन वर्षों के दौरान बेहतर ऊर्जा दक्षता और यात्री सवारी अनुभव के साथ 400 नयी पीढ़ी की वंदे भारत गाड़ियों का विकास और निर्माण किया जाएगा। आत्मनिर्भर भारत मिशन के तहत भारतीय रेल एक नयी पीढ़ी की वंदे भारत गाड़ी विकसित कर रही है। ये गाड़ियाँ अधिक ऊर्जा कुशल, पर्यावरण के अनुकूल हैं और यात्रियों को अच्छा सवारी अनुभव प्रदान करेंगी।”

81. The details of “Gati Shakti Master Plan”, the Ministry of Railways, are as under:

“In order to boost investment from industry in development of additional terminals for handling rail cargo, a new ‘Gati Shakti Multi-Modal Cargo Terminal (GCT)’ policy has been launched. Instructions have been issued to Railways to identify locations for developments of new GCTs. The location of GCTs is being decided on the basis of demand from industry and potential of cargo traffic. So far, 74 locations (list enclosed as ANNEXURE-I) have been identified for development of GCTs during the next three years, and the list is being expanded further on the basis of feedback received from Zonal Railways and Divisions.

PM Gati Shakti is a transformative approach for economic growth and sustainable development. The approach is driven by seven engines, namely, Roads, Railways, Airports, Ports, Mass Transport, Waterways, and Logistics Infrastructure. The scope of PM Gati Shakti will encompass the seven engines for economic transformation, seamless multimodal connectivity and logistics efficiency. The focus will be on planning, financing including through innovative ways, use of technology, and speedier implementation.

PM Gatishakti is aimed to integrate all existing initiatives of various ministries for better synergy as part of comprehensive National Master Plan (NMP) with multimodal connectivity to various economic zones. Proposed PM Gatishakti NMP will depict economic zones and infrastructure linkages with an objective to holistically integrate all multimodal connectivity projects and remove missing gaps.

More than 200 Railway projects are part of the PM Gatishakti NMP which includes 2856 Km of Gauge Conversion, 2101 Km of New Line and 12346 Km of Doubling projects.

List of Cargo Terminals expected to be developed in next three financial years is at **ANNEXURE-I**.”

82. As regards the share of Railways in “Gati Shakti Master Plan”, the Ministry of Railways, in their written replies, submitted as under:

“a. For GCTs to be developed on Private land, Railway will collect freight as per the prescribed tariff rate along with Terminal Charges (TC) or Terminal Access Charges (TAC), as applicable. However, TC/TAC shall be reimbursed to the Gati Shakti Cargo Terminal Operator (GCTO), as the land and infrastructure of the Terminal will belong to the Operator. There will be no revenue sharing in Freight with GCTO.

b. For GCTs to be developed on entirely/ partially on Railway land, TC/TAC shall be shared between the Railway and Operator (GCTO), as per the percentage quoted by the GCTO in his bid.

PM GatiShakti is a transformative approach for economic growth and sustainable development. The approach is driven by seven engines, namely, Roads, Railways, Airports, Ports, Mass Transport, Waterways, and Logistics

Infrastructure. The scope of PM GatiShakti will encompass the seven engines for economic transformation, seamless multimodal connectivity and logistics efficiency. The focus will be on planning, financing including through innovative ways, use of technology, and speedier implementation.

PM Gatishakti is aimed to integrate all existing initiatives of various ministries for better synergy as part of comprehensive National Master Plan (NMP) with multimodal connectivity to various economic zones. Proposed PM Gatishakti NMP will depict economic zones and infrastructure linkages with an objective to holistically integrate all multimodal connectivity projects and remove missing gaps.

More than 200 Railway projects are part of the PM Gatishakti NMP which includes 2856 Km of Gauge Conversion, 2101 Km of New Line and 12346 Km of Doubling projects.

83. As regards the locations, criteria of these “100 Gati Shakti Cargo Terminals” and whether there would be developed under PPP model/Private Players/JV etc., the Ministry, in their written replies, submitted as follows:

“(i) The location of GCTs is being decided on the basis of demand from industry and potential of cargo traffic. So far, 74 locations (list enclosed as ANNEXURE-I) have been identified for development of GCTs during the next three years, and the list is being expanded further on the basis of feedback received from Zonal Railways and Divisions.

(ii) & (iii) The Gati Shakti Cargo Terminals (GCTs) are being developed by private players, and can be developed either on non-Railway land, or fully/partially on Railway land.

For GCTs to be developed on non-Railway land, the Operators will identify the location and will construct the terminal after obtaining necessary approval from Railways.

For GCTs to be developed either fully or partially on Railway land, the land parcels will be identified by Railway and the Operator for construction and operation of Terminal will be selected through open tendering process.

List of Cargo Terminals expected to be developed in next three financial years is at **ANNEXURE-I**.”

84. In this regard, the representatives of the Ministry of Railways deposed before the Committee as under:

“कुछ महत्वपूर्ण पॉलिसी इनिशिएटिव्य हैं। हमने गति शक्ति कार्गो टर्मिनल पॉलिसी इश्यु की। भारतीय रेल की माल ढुलाई की हिस्सेदारी को बढ़ाने के लिए कार्गो टर्मिनल की स्थापना के अनुमोदन और सरल एवं शीघ्रता से पूरा करने के लिए लांच किया गया।XX

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भारतीय रेल सम्भार में मार्केट शेयर हासिल करने के लिए कड़ी मेहनत कर रही है। पीएम गति शक्ति के कार्यान्वयन के साथ लॉजिस्टिक्स कॉस्ट कम हो जाएगी और एक्सपोर्ट कंपिटिटिवनेस में वृद्धि होगी। भारतीय रेल में पूंजी निवेश भी गुणक के साथ इकोनॉमी को बढ़ावा देगा। मैं समिति को आश्वस्त करता हूँ कि उनके सुझावों को कार्य करने में शामिल किया जाएगा और भारतीय रेल को एक वर्ल्ड क्लास रेल बनाया जाएगा। भारतीय रेल पैडेमिक के बावजूद आगे बढ़ रही है और इसके प्रतिकूल प्रभावों से मुक्त होने के लिए कड़ी मेहनत कर रही है।

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अगले तीन वर्षों के दौरान रेलवे का अपनी उत्पादन ईकाइयों में ऐसी 400 रेलगाड़ियों का निर्माण किए जाने का प्रस्ताव है। अगले तीन वर्षों के दौरान मल्टी मॉडल लॉजिस्टिक सुविधाओं के लिए 100 पीएम गति शक्ति कार्गो टर्मिनल विकसित किए जाएंगे। भारतीय रेल ने रेलवे द्वारा कार्गो की ढुलाई को सुविधाजनक बनाने के लिए गति शक्ति कार्गो टर्मिनलों के विकास हेतु ढांचा तैयार किया जा रहा है। ये मल्टी मॉडल लॉजिस्टिक सुविधाएं होंगी। अगले तीन वर्षों में ऐसे 100 टर्मिनलों को चालू किए जाने की संभावना है। इन पहलों से देश की लॉजिस्टिक लागत को कम करने में मदद मिलेगी। ऐसे 74 टर्मिनलों की पहचान अभी तक की जा चुकी है।”

85. The Finance Minister, in her budget speech, announced about “One Station One Product” Plan. When asked to provide the details, the Ministry, in their written replies, submitted as under:

“Concept of “One Station- One Product”:

- The ‘One Station -One Product’ aims to encourage indigenous and specialized products and crafts of India through providing display and sale outlets on railway stations across the country. The products would be specific to that place and could include artifacts made by indigenous tribes, handlooms by local weavers, handicrafts like world famous wood carving, chikankari and zari-zardozi work on clothes, or spices tea, coffee and other food products indigenously grown in the area.
- Towards this end, a space would be earmarked at identified stations to display/sell/promote items sourced from local manufacturers and provide a marketing platform at stations to improve income, local employment, skills and livelihood.
- The above concept of showcasing and selling indigenous arts and craft items, food products etc. on railway stations would give high visibility to the products and boost the local supply chain, thus benefiting local and indigenous communities engaged in the manufacture of such products. This would



contribute to preservation of local art, handicrafts and growth of food products native to India, while also providing rail travelers with an incredible opportunity to not only learn about the rich and diverse art and crafts of India during their journey, but also buy these products for their own households or for gifts.”

86. Asked about the action plans regarding space management for sufficient space on the platform so that there is no deadlock in normal travel operations, the Ministry of Railways in their written replies submitted as under:

“Action Plan is under deliberation with the concerned Department of Ministry of Commerce.

These stalls are planned to be located preferably at the location that does not cause passenger inconvenience/ congestion.”

87. During evidence, the representatives of the Ministry of Railways stated as under:

“स्थानीय व्यवसायों और आपूर्ति श्रृंखलाओं की सहायता करने के लिए वन स्टेशन वन प्रोडक्ट अवधारणा को लोकप्रिय किया जाएगा। रेलवे की योजना रेलवे स्टेशनों पर विनिर्मित उत्पादों के संवर्धन और विपणन के लिए आवंटित स्थान पर ऐसे सरकारी निकायों से संबद्ध स्थानीय कारीगरों, कुम्हारों, बुनकरों, हथकरघा बुनकरों, जनजाति समुदायों आदि से प्राप्त वस्तुओं को प्रदर्शित या बढ़ावा देने, बेचने के लिए राष्ट्रीय हथकरघा विकास सहयोग, भारतीय विपणन विकास परिसंघ, टी बोर्ड, कॉफी बोर्ड, स्पाइस बोर्ड, खादी और ग्रामोद्योग आयोग आदि जैसे सरकारी निकायों को अनुमति देने की है।”

### **“BHARAT GAURAV” TRAINS**

88. Bharat Gaurav Trains scheme was recently introduced by Indian Railways with the sole purpose of showcasing the country's rich cultural heritage as well as magnificent historical places to the public.

89. Asked to provide the details of “Bharat Gaurav” trains, fare structures, facilities to be provided and the management of these trains, the Ministry replied as under:

“Bharat Gaurav Trains:

The Bharat Gaurav trains policy was brought out vide Commercial Circular No. 14 dated 23.11.2021, the details of which are available on the website [bharatgauravtrains.indianrailways.gov.in](http://bharatgauravtrains.indianrailways.gov.in).

Objective:

Showcase India's rich cultural heritage and magnificent historical places to the people of India and the world, through Bharat Gaurav Trains (Theme- based Tourist Circuit trains).

Brief Scope of Policy:

- Indian Railways aims to leverage the core strengths of the professionals of the tourism sector to run theme based trains to tap the vast tourist potential of India.
- Under this scheme, registered Service Providers shall be offered rakes under “Right to Use” model by Indian Railways (IR) for operations of Bharat Gaurav Trains. Service Providers shall also have the option of procurement of new coaches directly from production units through the NRC (Non Railway Customer) plan.
- The Service Provider shall have the flexibility to decide the business model including themes, routes, itinerary, tariff and other attributes connected with this model.

Operational routes: Service Providers shall prepare a detailed itinerary along with routes which will be approved by Zonal Railways. These itineraries will decide the theme of the train, which could be like Guru Kripa Express covering places of Sikh culture, Forts of Rajasthan, Scenic beauty of North East India etc. The service provider will accordingly select the tourism destinations which will be approved by the Railways based on operational feasibility. As such these trains are envisaged to cover different tourist destinations across the country and promote tourism to places of cultural , historical and tourist importance at both national and regional levels.

Fare Structures: Full flexibility has been given to the service provider to decide on the tour package cost based on level of services being offered, itinerary etc.

Facilities to be provided: Service Provider shall offer all inclusive tour packages to tourists including rail travel, meals, hotel accommodation, sightseeing arrangement, visit to historical/heritage sites, tour guides etc. The service provider is free to do minor modifications/refurbishments of the interiors of the coaches within the safety protocols.

Management of the Train: The service provider will be allotted the category of coaches/ rake on demand from the pool of coaches which have been identified for the purpose. They may refurbish the train to suit tourist needs. The service provider will be fully responsible for itinerary development and provision of onboard services on the train. They will be also responsible for marketing of the theme based tour. The Railways will take responsibility for maintenance of the rake and operations of the train.”

90. When asked about planning of the theme based ‘Bharat Gaurav’ Trains by leveraging the professionals of the tourism sector to tap the huge tourist potential of the country, the Ministry of Railways, in their written replies, submitted as under:

- “• Bharat Gaurav Portal has been launched for registrations, rake allotments, and payments. Policy document as well as terms and conditions of agreement have been uploaded for information purposes.
- State Tourism Development Corporations and Secretary (Tourism) State Governments and other potential service providers have been informed regarding

issuance of the Bharat Gaurav Trains Policy and Portal and have been invited to participate in the scheme.

- Several Stakeholder's meets and media briefs have been organized at Divisional, Zonal and Railway Board level for information and clarifying issues raised by stakeholders.
- Customer Support Units have been created by all ZRs (Zonal Railways) with dedicated mobile number and E-mails in standardized format (eg BharatGauravTrainsER@gmail.com) and contact details have been uploaded on the website.

So far, 09 service providers have registered themselves on the portal.”

91. In this regard, the representatives of the Ministry of Railways informed as under:

“भारत गौरव थीम आधारित गाड़ियाँ भारत की विशाल पर्यटन क्षमता का दोहन करने के लिए भारतीय रेल ने एक नया पर्यटन उत्पाद अर्थात् थीम आधारित पर्यटक सर्किट गाड़ियाँ भारत गौरव के तहत लांच की गई हैं। देश के चारों ओर फैले सेवा प्रदाता देश के ऐतिहासिक रूप से समृद्ध खजाने का प्रदर्शन जिनका अभी तक दोहन नहीं हुआ है, करने में सक्षम होंगे। सेवा प्रदाता कोचेज का रीन्यूअल करने में सक्षम होंगे और उन्हें थीम, टैरिफ, इंटीरियर डिजाइन और अन्य व्यावसायिक तौर-तरीकों को तय करने के लिए फ्लैक्सिबिलिटी भी दी गई है। नये उपयोगकर्ता अनुकूल माल ढुलाई और यात्री व्यापार खंड से संबंधित वेबसाइटों को शुरू कर दिया गया है। आरडीएसओ भारत में पहला मानक विकासशील संगठन बन गया है, जिसे 24 मई, 2021 को बीआईएस-एसडीओ मान्यता के तहत मान्यता दी गई है। आईआरएमएस को अधिसूचित कर दिया गया है और 150 आईआरएमएस पदाधिकारियों को शामिल करने की प्रक्रिया शुरू कर दी गई है।”

## **KAVACH**

92. Indian Railway has developed its own indigenous Automatic Train Protection (ATP) System for enhancing safety of running trains. The system is known as KAVACH. When asked to provide the details of “Kavach” and the sections which have been or going to be covered under “Kavach” during the year 2022-23, the Ministry of Railways, in their written replies, submitted as under:

“1. Details of Kavach is placed at **ANNEXURE-II**.

2 (a) Ongoing Works – Kavach is under commissioning during 2021-22 on 1200 km in SCR on

(i) Bidar-Parli Vaijnath-Parbhani - (241 Rkm) &

(ii) Manmad-Parbhani-Nanded-Secunderabad-Gadwal-Dhone-Guntakal - (958 Rkm)

(b) Sections where Kavach work is going to be taken up during 2022-23:

(i) Delhi – Mumbai (1482.9 km)

(ii) Delhi – Howrah (1525.8 km)

93. The Railways informed that KAVACH is under commissioning on 1200 KM of South Central Railway and it is planned to be extended on Delhi-Mumbai (1482.9 Km) and Delhi-Howrah (1525.8 Km) routes in 2022-23. When asked about the target of accomplishment of the project and whether the work is being done through PPP model, the Ministry of Railways, in their written replies, submitted as under:

“i) The Kavach on Delhi — Mumbai and Delhi- Howrah Routes is targeted for implementation in these sections upto March’ 2024 through Engineering Procurement Contract (EPC).

ii) No. Sir, This work is not proposed to be done in PPP Mode.”

94. During evidence, the representative of the Ministry of Railways informed as under:

“आत्मनिर्भर भारत के एक भाग के रूप में दो हजार किलोमीटर नेटवर्क को वर्ष 2022-23 में संरक्षा और क्षमता वृद्धि के लिए स्वदेशी विश्व स्तरीय प्रोद्योगिकी 'कवच' के तहत लाया जाएगा। भारतीय रेल ने माननीय प्रधानमंत्री जी के आत्मनिर्भर भारत विजन के तहत स्वचालित गाड़ी सुरक्षा प्रणाली के लिए स्वदेशी प्रोद्योगिकी 'कवच' विकसित किया है। भारतीय रेल के उच्च घनत्व और अधिक उपयोग किये जाने वाले नेटवर्क को शामिल करते हुए लगभग 37 हजार किलोमीटर मार्ग पर कवच के लिए निर्माण कार्य हेतु 13500 करोड़ रुपए की अनुमानित लागत के साथ अनुमोदित किया गया है। स्वचालित गाड़ी सुरक्षा के लिए कवच का बड़े पैमाने पर परीक्षण किया गया है। इस वित्तीय वर्ष में दो हजार किलोमीटर से अधिक मार्ग पर कवच प्रणाली को लागू किया जाएगा। इसे विकसित की जा रही 4-जी प्रोद्योगिकी पर काम करने के लिए और विकसित किया जाएगा। कवच प्रोद्योगिकी के कार्यान्वयन से नेटवर्क क्षमता और यात्री सुरक्षा में वृद्धि होगी।”

## **PART-II**

### **OBSERVATIONS/RECOMMENDATIONS**

**Being the third largest network in the world, the Indian Railways, with more than 68,103 Route KMs, are striving to provide safe, efficient and world class transport system in the country. With a small run-way of 34 Kms. from Bori Bunder (Bombay) to Thane in 1853, it has expanded its network significantly and presently reached an altitude of 68,103 route Kms. comprising of Broad gauge, Meter gauge and Narrow gauge. After the merger of Railway Budget with the General Budget in 2017-18, the Ministry of Railways has become an integral part of the Union Budget. Broadly, the revenue expenditure of the Railways is expected to be met from the revenue receipts of the railways. In pursuance of the recommendations of the Railway Convention Committee (1991-2<sup>nd</sup> Report), Railway Capital Fund has come into operation from 1992-93. Appropriation to the fund is from Revenue Surplus and it intends to finance expenditure on assets of capital nature. In the BE of 2022-23, the CAPEX of the Railways has been increased substantially from an average annual CAPEX during 2009-14 of Rs.45,980 crore to Rs.2,45,800 crore which is highest ever, so far.**

**2. Demands for Grants for the year 2022-23 of the Ministry of Railways were tabled in the House on 2<sup>nd</sup> February, 2022. The Committee undertook a detailed scrutiny of Demands for Grants (2022-23) pertaining to the Ministry of Railways. During the deliberations of the Committee with the**

**representatives of the Railway Board and the written replies submitted by the railways, the Committee had a sense of core issues of Indian Railways.**

**3. The Committee understand that the Union Budget 2022-23 has been unique for the railways in multiple respects such as:-**

- (i) Annual plan of Railways is Rs.2,45,800 Crore for the year 2022-23, the maximum amount ever proposed for Railways by the Government.**
- (ii) 'One Station-One Product' which aims to encourage indigenous and special products and crafts of India through providing display and sale outlets on railway stations.**
- (iii) 'Gati Shakti Master Plan' to reduce the logistic cost and enhance export competitiveness etc.**

**The prominent areas of attention for Railways for the year 2022-23 are as under:-**

- > Introduction of Kavach-an indigenous 'Train Warning and Protection System' (TWPS).**
- > Integration of Railways and Posts for transportation of rail parcels to provide door to door service.**
- > Introduction of 400 Vande Bharat Express Trains.**

**In the light of the above, the Committee will now delve into some of the specific components of the Demands for Grants of the Ministry for 2022-23.**

#### **ANNUAL PLAN**

**4. The Committee find that the Railway Budget is primarily funded from three different sources viz. budgetary support from the central government, extra budgetary resources (primarily borrowings and also includes institutional financing, public private partnerships, and foreign direct investment, and its own internal resources (freight and passenger revenue, sundry other earnings and leasing of Railway land etc.). The Committee further note that the Annual Plan for the year 2022-23 of the Ministry of Railways has been pegged at Rs.2,45,800 cr comprising Gross Budgetary Support of Rs.1,37,300 cr, Internal Resources of Rs.5,000 cr and Extra Budgetary Resources (EBR) of Rs.1,01,500 cr. i.e. Internal Resources of Rs.7000 Crore, Market Borrowings (IRFC) of Rs.31000 Crore, funding through PPP of Rs.35000 Crore and EBR (Institutional Finance) of Rs.35500 Crore including Rs.200 cr for Nirbhaya Fund, which is 14.3% more than the previous year's plan size. The Committee note that every year the plan size of the Railways is increasing radically but they are not able to utilize it, resultantly there has been a huge throw forward of Railway Projects. The Committee, therefore, recommend that the Railways should adhere to the structural reforms they have initiated during the previous years, to utilize the maximum allocation for projected expansion, upgradation and modernization of Railway network. The Committee hope that the Railways would fully**

**exploit this enhanced allocation and expedite the pace of capacity enhancement judiciously and complete the projects in a time bound manner. They also hope that augmentation in Capital Outlay may be justified and best utilized in areas/projects with optimum output in terms of finances as well as fulfilling social obligations.**

## **FINANCIAL ALLOCATION AND UTILIZATION**

**5. The Committee note that the during the past three years, the Budget Estimates are continuously being lowered at the Revised Estimates stage while the actual expenditure nowhere even matches with the reduced RE levels. Thus, the financial performance of the Railways during the past three consecutive years reveal that even the reduced allocation at the RE stage could not be fully utilized. Though the Committee are in conformity with the restriction imposed during the time of COVID when the railway operations were hampered, still they want to draw their attention towards deposition of the representatives of the Ministry during the examination of Demands for Grants (2021-22) where they had mentioned that they had surpassed the targets set for infrastructural development, which, inter alia, include electrification, new lines, gauge-conversion, doubling/tripling etc. The Committee opine that intent of the Railways matters more to spend the budgetary allocation. They, therefore, trust that the Railways would intensify their efforts to optimally utilise the budget allocation to the tune of Rs.2,45,800 for the year 2022-23.**



## **INTERNAL RESOURCE GENERATION**

**6. The Committee are concerned to note that over the past years, there has been a steady decline in the generation of internal resources by the Railways e.g., in the year 2019-20, the actuals were only Rs.1,685.09 crore i.e. 33% as against the RE of Rs.5000 Crore. Similarly, in the year 2021-22, the AE remained Rs.1,422.95 Crore against the RE of Rs.2,500 Crore, which has shifted upon greater dependency on market borrowings which is going to have a cascading effect in long term. To exemplify, the contribution of Internal Resources to total Capital Outlay during 2020-21 was Rs.7,500 cr which was reduced at RE Stage to the tune of Rs.1,685 cr and the Actuals were Rs.2,062.04 cr. The trend was repeated in 2021-22 when the BE was again set at Rs.7,500 crore which was reduced at the RE state to Rs.2,500 cr and the actuals till 31.01.22 were Rs.1,422.95 cr. The Committee note that the Railways have registered an impressive growth of 22.9% freight revenue and 306% growth in the passenger segment over the corresponding period of last year, which was affected by the Covid pandemic. The Committee apprehend that achievements of last year's actual even after registering an impressive growth in freight and passenger revenue, the Railway will achieve the target set for 2021-22. The Committee feel that the unrelenting decline in internal revenue generation points towards some inherent deficiencies. As a matter of fact, despite availability of adequate Government support and infusion of funds via market borrowings, the inability of the Railways to generate adequate resources is a matter of concern. Taking into account various measures initiated by the Railways to leverage internal resource**

generation, the Committee suggest the Ministry to prioritize accomplishing and commissioning of remunerative projects besides exploring other commercial avenues like monetization of airspace and vacant land etc. The Committee would also like the Railways to maintain a database of the achievements made as such under intimation to the Committee and also to escalate their efforts in this direction so as to ensure requisite revenues for carrying out the intended objectives.

### **PHYSICAL PERFORMANCE**

7. The Committee note that in the Budget of 2022-23, the Railways have taken various steps for effective and speedy implementation of new lines, gauge conversion, doubling etc. and prioritized the projects for capacity enhancement categorized as super critical, critical, multi-tracking projects on HDN/HUN etc. The Committee observe that in 2019-20, the Railways had performed well by exceeding the targets in respect of New Lines, Gauge conversion, Signal and Telecom, Customer Amenities, Machinery and Plant and PSU/JV/SPV (Govt and non-Govt) while targets set for the same in following year i.e. 2020-21, the targets either could not be achieved or under achieved. The Committee note that out of 58 super critical projects, 35 have been completed and the remaining 23 are still awaiting for completion. Likewise, out of 68 critical projects, only 6 number or say 8.8% have, so far, been completed and the remaining 57 number are waiting for completion. Though, as per the Railways, they have taken various steps to implement their projects effectively and speedily, yet the Committee are of the firm

**opinion that unless and until the Railways make all out efforts in this direction in right earnest, the physical targets would not be achieved. They, therefore, desire the Ministry to take strict measures and put close monitoring to complete these projects within the stipulated time frame.**

#### **EXTRA BUDGETARY RESOURCES (EBR)**

**8. The Committee note that during the recent years, the Extra Budgetary Resources comprised a major portion in Gross Budgetary Support (GBS), which has been increasing year after year. In the year 2019-20, an EBR was provided to the tune of Rs.83,247.33 Crore (RE). In 2020-21, it was kept at Rs.1,28,567 Crore (RE). In the last Budget of 2021-22, Rs.95,200 Crore was earmarked as EBR at RE stage as against the BE of Rs.1,00,258 crore. In the BE of 2022-23, it has been pegged at higher ever i.e., Rs.1,01,500 Crore. The Committee note that railway projects are highly capital intensive and need huge amount of investment for execution. The Committee realize that internal resources of the Railways have considerably shrunk and GBS can provide funds up to a certain extent only. The EBR is resorted to fund the highly capital intensive Railway project which require huge investment for their execution. The Committee observe that during these years, the decrease in internal resources has led to borrowings and dependence on EBR and as a result, the railways has to meet hefty interest liabilities apart from the principal repayment. The Committee also cannot overlook the fact that the payments to Indian Railway Finance Corporation (IRFC) was made from the budgetary support rather than the Capital Fund. The reasoning of the**

**Ministry that overall allotment (EBR) would again be reviewed at RE stage, is not convincing to the Committee. The Committee, therefore, caution the Ministry to take into account the fact that an increased reliance on borrowings will entail further consequences like principal and interest payment that could further depreciate the overall financial situation of the Railways. The Railways, therefore, have to make earnest efforts towards substantial enhancement of internal revenue generation so that over-reliance on the borrowing component of EBR is gradually reduced.**

#### **OPERATING RATIO (OR)**

**9. The Committee note that the Operating Ratio of Indian Railways has been consistently high, i.e., above 97% since 2018-19. To illustrate, the Operating Ratio has been 97.29, 98.36, and 97.45 during the years 2018-19, 2019-20 and 2020-21 respectively. Further, for the year 2021-22, it has been revised to 98.93% from 96.15% of BE. For 2022-23, a target of 96.98% has been kept. The Committee are aware that the Operating Ratio is a function of total working expenditure to total traffic earnings and any effort to improve the same revolves around maximizing the traffic earnings and minimizing the controllable working expenses. They are also aware that due to COVID pandemic, the Railways faced resource gap resulting in visible shooting operating ratio. The Committee find that to fill the resource gap, the MoF have provided a total of Rs.79,398 cr (Rs.63000 cr as Special Loan for COVID related resource gap and another loan of Rs.16,398 cr towards liquidating adverse balance in Pension Fund). Due to**

**Covid related resource gap, Railway appropriated less than required amount to Pension Fund in 2019-20 and 2020-21. Furthermore, the Railways, have not been appropriating any amount to Capital Fund for the last three years and the principal component of IRFC is also being paid through the GBS. The Committee opine that had the Pension fund not been fed by the Government and the appropriation to the Capital Fund have been made to the targeted extent, the Operating Ratio would have been much more. The Committee are of the view that in order to reduce Operating Ratio, the Railways need to review their strategic outlook and adopt a long-term strategy for enhancing the efficiency in operation, besides capturing their lost traffic to other modes of transportation. The Committee, therefore, recommend that Ministry should observe more fiscal discipline and plug leakages and the Railway finances be better monitored and managed prudently by keeping a close watch on the undesirable/unproductive expenditure so that the Operating Ratio is brought down to a reasonable level in the near future.**

#### **RASHTRIYA RAIL SANRAKSHA KOSH (RRSK)**

**10. The Committee note that the RRSK was established in 2017-18 with a corpus of Rs.1 lakh cr over a period of 5 years (Rs.20,000 cr each year) for critical safety related works, Rolling Stock, Level Crossings, Road Over/Under Bridges, Track Renewal, Bridge Works, Signal and Telecommunication Works, other Electrical Works, TRD Works, Machinery and Plant, Workshops and Training/HRD. The funding pattern of RRSK was Rs.5,000 cr from budgetary support, Rs.5,000 cr. from Railways' internal**

resources and Rs.10,000 cr from the Central Road and Infrastructure Fund. As per the submission of the Ministry, an expenditure of Rs.74,444.18 cr has been incurred till 2021-22 with contribution from GBS of Rs.70,000 cr. and Rs.4,444.18 cr from Internal Resources. The Committee find that during the currency of the RRSK, against the funding of Rs.25000 cr. from Internal Resources, the Railways have been able to contribute only Rs.4,444.18 crore. The Committee further note that a provision of Rs.12,000 cr. during the ensuing Financial Year 2022-23 with contribution from GBS of Rs.10,000 cr. and from Internal Resources of Rs.2,000 cr has been kept. The Committee are of the considered opinion that the intended large infusion of funds has been instituted to assure the safety of Indian Railways. It, therefore, becomes imperative on the part of the Railways to make concerted efforts to augment their revenue so that they are able to contribute their share of Rs.2,000 cr. during the ensuing Financial Year to the RRSK so that the purpose of creating the Fund is well served.

## **RAILWAY FUNDS**

11. The Committee note that a number of Railway Funds are being administered by Railways. While the Depreciation Reserve Fund is meant to meet the capital expenditure on replacement and renewal of Railway assets, the Development Fund is to meet capital expenditure on passenger amenities, labour welfare works etc. Capital Fund is to meet the debt servicing obligations of principal component of market borrowing from IRFC

and works of capital nature. The Ministry has also to administered the Pension Fund as well as to finance pensionary payments to the retirees.

(i) **DRF** - The Committee note that during the currency of RRSK, appropriation to the DRF was nominal as the RRSK had a source of assured funding. The Committee further note that though the RRSK was constituted for five years and it is now in its final year, an allocation of Rs.12,000 cr has again been provisioned during the year 2022-23. Keeping in view the probable currency of RRSK, the Committee desire that there should not be any sidelining of DRF, in case the RRSK is continued beyond 2021-22, the Railways should remain prepared for appropriation of Rs.2,000 cr as provisioned in BE for the year 2022-23 to the DRF so that renewal and replacement works having safety implications are again funded out of DRF.

(ii) **Capital Fund** – The Committee note that during the last three years viz. 2018-19, 2019-20 and 2020-21, 0(Zero) appropriation has been made to Capital Fund. As per the submission of the Ministry 'due to inadequate internal resource generation, no appropriation to CF could be done and as such no expenditure from the fund could be incurred during these years. The provision for obligatory payment of principal component of market borrowings from IRFC has been made from GBS in these years'. The Committee opine that by paying to IRFC from GBS, the Railways suffer on two counts, viz. (i) payment of interest to IRFC and (ii) raising substantial amount of funds from IRFC

to fill the gap for the next financial year, secondly, impacting the intended projects for which those funds allocated (part of GBS given as principal to IRFC). The Committee therefore, recommend that rather than falling into debt trap, Railways should make earnest efforts to augment their internal resource generation.

(iii) Pension Fund - The Committee note that appropriation to the Pension Fund account form bulk of the total working expenses of the Railways. They further note that every year, the appropriation to the Pension Fund is revised downwards at the RE state. The Committee take note of the reasons advanced by the Ministry that a provision of Rs.53,400 cr. was kept in BE 2021-22 based on likely expenditure from the pension fund and to build higher fund balance under the fund. However, keeping in view the trend of expenditure and overall ceiling advised by the government (MoF), provision was reduced to Rs.49,100 cr at RE stage. Pension expenditure to end of January, 2022 is Rs.44,901 cr. Going through the budget documents, the Committee find that the Railways have received an interest free loan of Rs.79,398 cr during the year 2021-22 to meet the resource gap related to COVID pandemic. The entire amount had been utilized in Pension Fund. The Committee observe that after watching the clear reservation of MoF even for proposed appropriation of Rs.53,400 cr to pension fund, the Ministry of Railways have utilized the entire loan for the expenditure of the Pension Fund. The Committee are of the view that had a part of this amount been utilized to feed the Capital Fund, the whole scenario



would have been different. The Committee, therefore, suggest that if the said interest free loan has come without any riders, then a part of it be utilized towards payment of principal component to IRFC, during remaining period of the current financial year i.e., till March 2022, to escape from burgeoning interest burden.

(iv) The Committee while reiterating their earlier recommendation, desire that vigorous efforts specially highlighting the Social Service Obligations which is increasing year after year and the depleting internal resource generation due to aftermath of COVID-19 pandemic, be made by the Railways to convince the Ministry of Finance for bearing atleast a part of the Railways pensionary liabilities, so as to provide some relief to the Railways at least till 2034-35, by when the New Pension Scheme (NPS), implemented in 2004, which intends to reduce the pension bill of the Government, would start giving results around the year 2034-35.

## **ELECTRIFICATION**

12. The Committee note that Railway Electrification remains one of the focus areas for the rail budget with the aim of achieving 100% electrification by 2023. The Committee note that work of Railway Electrification is on progress as the Railway has started 2849 Kms of electrified route in the year 2021-22 and targeted 6000 Kms upto March, 2022. However, as on 31<sup>st</sup> January, 2022, 74.71% route of broad gauge line of Indian Railways i.e., 48330 Route Kilometer has been electrified. The Committee are pleased to

**note that the Railways have surpassed the target of 6000 RKMs during the year 2020-21 and would achieve the intended target of 6000 RKMs by March, 2022. The Committee appreciate the contribution of the Railways in reducing the carbon footprint and also providing a more environment friendly and sustainable source of transportation besides boosting financial earnings. They, therefore, recommend that efforts be firmed up for achievement of targets of 6500 RKMs set for the ensuing Financial Year 2022-23.**

#### **ROAD SAFETY WORKS AND ROAD OVER BRIDGE/ROAD UNDER BRIDGE**

**13. The Committee are happy to note that all the Unmanned Level Crossings on Broad Gauge had been eliminated long back. The Committee are also hopeful that as the conversion of all the meter gauge and narrow gauge is ongoing, all the unmanned level crossing on those route would be eliminated as part of the work.**

**14. The Committee appreciate that the Railways have overdone the targets in closure of manned level crossings i.e. during 2018-19 it was 631 over 400, in 2019-20 it was 1273 over 1000. In the case, construction of ROBs/RUBs/Subways, viz. it was 1477 over 1400 in 2018-19; 1315 against the target of 1500 in 2019-20; and 1133 over 1100 in 2020-21. However, going through the financial targets and expenditure, the Committee observe that during the corresponding years, in level crossing works, against the allocation of Rs.743 cr., the expenditure was Rs.678 cr; Rs.573 cr. upon Rs.547 cr, Rs.545 cr. upon Rs.598 cr. and the position was same in the**

**ROB/RUB works where the allocation was Rs.4,637 cr (RE) and expenditure was Rs.3,543 cr. (2018-19), Rs.3,520 cr over Rs.3,697 cr. (RE) in 2019-20 and Rs.4,140 cr. over Rs.4,170 cr (RE) in 2020-21. The Committee are unable to comprehend as to how the expenditure remained lesser when the physical targets were more than the set targets. The Committee would like to be apprised of the position at the earliest.**

**15. The Committee observe that during their meetings with the representatives of the Ministry of Railways, the issue of water logging in RUBs is raised by the Members from almost all parts of the country. The Committee note that Zonal Railways have identified 1368 Nos. of RUBs where problem of water logging was reported. Out of it, 1328 have been completed and balance 40 Nos. will be completed before monsoon. The Committee while appreciating, hope that the remaining work on 40 RUBs would be completed in time and desire that in other ongoing projects of commissioning of New Lines/DFCs, due care would be taken so that there may not be any problem of water logging.**

#### **ROLLING STOCK**

**16. The Committee note that though the achievement of Railways in procurement of Coaches and Locomotives has exceeded the targets, but in the case of Wagons, there have been shortfalls in achieving the targets. The Committee are aware that there is only one Railway owned PSU (M/s Braithwaite) through which only a part of the requirement of wagons is fulfilled whereas wagons are mostly procured from Private Wagon Builders**

through the process of open tender. The Committee are also aware that the wagon requirements and utilisation depend upon various factors like commodity flows, speed of freight train, available locomotives, maintenance requirement etc. Since the work of Dedicated Freight Corridor (DFC) is one of the top priorities of the Government and the Railways and two Corridors have already become operational, there would be high demand of different types of wagons for meeting the future demand of freight traffic, the Committee recommend that the overall requirement of wagons for DFCs and for replacement be assessed prudently so as to take corrective measures in advance for requisite procurement of wagons and their optimal utilization.

17. The Committee appreciate that the targets for acquisition of locomotives have surpassed during the past 5 years. The Committee are aware that the Railways are heading towards 100% electrification on BG lines as such the requirement of Diesel Locomotives will be reduced substantially whereas the requirement of Electric Locomotives would be increased to a great extent. Additionally, the demand for Electric Locomotives will increase in view of the commissioning of DFCs and 400 new Vande Bharat Express trains, announced in the Budget Speech for the year 2022-23. The Committee learnt that Railways were in process of converting the Diesel Locos into Electric or in dual mode for which they have succeeded to some extent. Undoubtedly, it is a step in right direction but keeping in view the huge additional requirement of locos, the Committee apprehend that with the present pace, unless the capacity of the manufacturing units is enhanced, the quantum need for locos, will not be fulfilled. The Committee

**therefore, recommend that existing as well as future demands for electric locos be assessed/visualized so that the requirements of locos are met adequately.**

**18. The Committee note that 65 electric locos which have completed their codal life (35 years) are being used in inferior services. Though the officers of the concerned Railway inspect the condition of those locomotives, still the Committee are concerned about the safety/damage to other related/connected Railway property in case any accident is occurred on fault/failure of those locos. The Committee, therefore, desire that each time when those locos are put on service, thorough examination be carried out and a proper certification be given by the inspecting officer for its use.**

#### **GATI SHAKTI**

**19. The Committee are happy to note that in order to boost investment from industry in development of additional terminals for handling rail cargo, a new 'Gati Shakti Multi-modal Cargo Terminal (GCT)' policy has been launched. Being a transformative approach for economic growth and sustainable development, GCT aims to integrate all existing initiatives of various Ministries for better synergy as part of comprehensive National Master Plan (NMP) with multimodal connectivity to various economic zones. The location of GCTs is being decided on the basis of demand from industry and potential of cargo traffic. So far, 74 locations have been identified for development of GCTs during the next three years. The Committee are of the view that Railways should explore possibility of using their vacant land for**

**developing GCTs so as to mobilize funds from their own assets which are lying idle and could be saved from encroachment.**

### **ONE STATION ONE PRODUCT**

**20. The Committee note that the Finance Minister in her budget speech announced about 'One Station – One Product' plan that aims to encourage indigenous and specialized products and crafts of India through providing display and sale outlets on railway stations across the country. The Committee further note that the action plan is under deliberation with the concerned department of the Ministry of Commerce. The Committee feel that it would prove to be a good platform to showcase rich Indian heritage and also the travelling people would gain knowledge about the local crafts, products, food and culture which will boost the local supply chain and will be beneficial to local and indigenous communities engaged in manufacture of such products. The Committee while appreciating the initiative, desire that to speed up the initiative, the Railways should contact the State Development Commissioners with whom the details of local communities/weaver/workers engaged in the profession, are readily available. They also desire the Ministry to ensure all preparedness and act vigorously required for this concept.**

### **'BHARAT GAURAV' TRAINS**

**21. The Committee note that the objectives of the 'Bharat Gaurav' trains is to showcase India's rich cultural heritage and magnificent historical places to the people of India and the World. Further, Indian Railways aims to leverage**

**the core strengths of the professionals of the tourism sector to run theme based trains to tap the vast tourist potential. Under this scheme, registered Service Providers shall be offered rakes under "Right to Use" model and shall also have the option of procurement of new coaches directly from production units through the NRC (non-Railway Customer) plan. The Committee apprehend that the current production capacity of the manufacturing unit can handle the load in view of the requirement of coaches for 400 new Vande Bharat rakes, replacement of existing coaches which have outlived their codal life, replacement of conventional coaches with LHB and new Vista dome Coaches. The Committee, therefore, recommend that Railways should keep their basket full, before competing with the NRC/new entrants in the field.**

**22. The Committee note that the Railways are planning of theme based 'Bharat Gaurav' Trains by leveraging the professionals of the tourism sector to tap the huge tourist potential of the Country for which Bharat Gaurav Portal has been launched for registrations, rake allotment and payments. So far, 09 service providers have registered themselves on the portal. The Committee further note that the management of the trains would be in the hands of service providers who will be fully responsible for itinerary development and provision of onboard services, they will also be responsible for marketing of the theme based tour. However, the Railways will take responsibility for maintenance of the rake and operations of the trains. The Committee believe that the MoU in this regard would be well conceived about the rights of passengers, their security, grievance redressal**

**mechanism and fixation of responsibility/compensation in case of accident/mishap etc. The Committee, therefore, desire that responsibility may be entrusted to the service provider, but the monitoring mechanism should be in the hands of the Railways so that there should not be any laxity on the part of Service provider.**

## **KAVACH**

**23. The Committee are happy to note that Indian Railways have developed its own indigenous Automatic Train Protection and Warning (ATP) System for enhancing safety of running trains. The system is known as KAVACH. They further note that KAVACH is under commissioning on 1200 KMs of South Central Railway Zone and they are going to cover to Delhi-Mumbai and Delhi-Howrah line are targeted for implementation upto March 2024. The Committee laud this initiative of the Railways and hope that it would go a long way in bringing down the rate of accidents. The Committee, therefore, desire that in coming years, the allocation on safety should be enhanced so that the "KAVACH" be implemented in entire areas/sections over Indian Railways.**

New Delhi;  
09 March, 2022  
18 Phalguna, 1943 (Saka)

**RADHA MOHAN SINGH**  
Chairperson  
Standing Committee on Railways



**ANNEXURE-I**

<b>LIST TO CARGO TERMINALS EXPECTED TO BE DEVELOPED IN NEXT THREE FINANCIAL YEARS</b>			
<b>SN</b>	<b>RLY</b>	<b>DIVISION</b>	<b>Location / SERVING STATION</b>
1	SECR	Raipur	Nipania
2	SECR	Bilaspur	Kotaria
3	SECR	Bilaspur	Chhal
4	SECR	Bilaspur	Korichhaper/Bilaspur
5	SECR	Bilaspur	Lajkura
6	NCR	Jhansi	Hamirpur Road
7	NCR	Prayagraj	Danwar
8	NCR	Prayagraj	Etah
9	NCR	Prayagraj	Sathnaraini
10	NFR	Katihar	Deotala
11	NFR	Katihar	Balurghat
12	NFR	Rangiya	Jogighopa
13	NFR	Rangiya	Raihata
14	NFR	Katihar	Bathnaha
15	SER	CKP	Likera & Kechobhal
16	SER	CKP	Gua
17	SER	CKP	Barpali
18	SER	CKP	Sardega
19	SER	ADA	Radhagaon
20	SER	ADA	Bandhdih
21	SER	ADA	Rukni
22	SER	CKP	Barsuan
23	SER	CKP	Sogra
24	SER	CKP	Gamharia
25	SER	CKP	Laikera
26	SR	MAS	Tondiarpet Marshalling Yard (TNPM)
27	SR	TPJ	Uttangal Mangalam (UMG)
28	SR	SA	Between Ingur -Vijayamangalam
29	SR	SA	Velliyanai
30	SR	TVC	Balaramapuram (BRAM)
31	SR	MAS	MAPPEDU
32	ECOR	KUR	Talcher
33	ECOR	KUR	Machhapur
34	ECOR	WAT	Vadalapudi
35	ECOR	KUR	Talcher
36	ECOR	KUR	Paradeep
37	ECOR	WAT	Amagura
38	ECOR	SBP	Jarapada
39	ECOR	KUR	Paradeep

**LIST TO CARGO TERMINALS EXPECTED TO BE DEVELOPED IN NEXT THREE FINANCIAL YEARS**

<b>SN</b>	<b>RLY</b>	<b>DIVISION</b>	<b>Location / SERVING STATION</b>
40	ECoR	KUR	Sukinda Road
41	ECoR	KUR	Jaipur Keonjhar Road
42	NR	DLI	Farukh Nagar
43	NR	DLI	Noli
44	NR	LKO	Deorakot
45	NR	LKO	Shriraj Nagar
46	NR	FZR	Chhina
47	NR	FZR	Kathunangal
48	NR	FZR	Ladhuka
49	NR	FZR	Samba
50	NR	DLI	Narela
51	NR	DLI	Naultha
52	NR	FZR	Suchipind
53	NR	FZR	Sanehwal
54	NR	MB	Banthra
55	NR	UMB	Chajli
56	NR	UMB	Chintan Wala
57	NR	FZR	Bajalta
58	NR	MB	Dhamora
59	CR	Mumbai	Palasdari
60	CR	Mumbai	Taloja Panchanand
61	CR	Mumbai	Turbhe
62	CR	Mumbai	Kalamboli
63	CR	Mumbai	Dronagiri
64	CR	NGP	New makardhokda
65	CR	NGP	Ghuggus
66	CR	NGP	Moorsa
67	CR	NGP	Sindi
68	CR	NGP	Kalmeshwar
69	CR	Bhusawal	Varangaon
70	CR	NGP	Ghugus
71	CR	Pune	Patas
72	CR	Solapur	Hirenanduru
73	CR	Solapur	Wadi
74	CR	Pune	Lonavala-Malavli

**Overview of KAVACH Project**

- Indian Railway has developed its own indigenous Automatic Train Protection (ATP) Systems for enhancing safety of running trains. The system is known as KAVACH.
- KAVACH will not only aid Loco Pilot to avoid Signal Passing At Danger (SPAD) and over speeding but also help in train running during inclement weather such as dense fog.
- KAVACH has been adopted as our National Automatic Train Protection (ATP) System. This shall also fulfill Hon'ble PM's vision of Aatam Nirbhar Bharat".
- KAVACH is developed indigenously by RDSO in association with three Indian Vendors i.e. M/s Medha, M/s HBL and M/s Kernex.
- Developmental project under taken on Absolute Block section of Lingamapalli – Vikarabad – Wadi, Vikarabad - Bidar (250 KM) section of SCR.
- Further, regular works of KAVACH on Bidar-Parli Vaijnath-Parbhani (241 RKM) and Manmad-Parbhani-Nanded-Secunderabad-Gadwal-Dhone-Guntakal (959 RKM) sections of South Central Railway sanctioned and contracts for the work have been awarded.
- RDSO has also invited Expression of Interest (Eoi) for expansion of vendor base for development of KAVACH. Two more vendors have applied for development of KAVACH and their product is under development.
- KAVACH is planned to be rolled out on HDN & HUN routes of Indian Railway covering 34468 Rkm.
- In Budget 2022-23, it is announced that KAVACH will be rolled out on 2000 km of Indian Railway by 2022-23.

**Salient features of KAVACH System**

- Speed Control by automatic application of brakes in case Loco Pilot fails to do so.
- Signal aspects in cab useful for higher speeds, foggy weather.
- Works on the principle of continuous update of Movement Authority.

- KAVACH can be interfaced with existing interlockings including relay based interlockings.
- Loco pilot to follow line-side signals as per extant rules
- KAVACH conforms to SIL-4 as per CENELEC standards.
- Non-Signalling based additional collision protection features & Manual SoS are non-SIL.
  - *SIL- Safety Integrity Level*
  - *CENELEC- European Committee for Electro technical Standardization*

**MINUTES OF THE FOURTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS  
(2021-22)**

The Committee met on Tuesday, the 22<sup>nd</sup> February, 2022 from 1100 hrs. to 1250 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri T.R. Baalu
3. Smt. Ranjanben Bhatt
4. Shri Kaushalendra Kumar
5. Smt. Jaskaur Meena
6. Shri Mukesh Rajput
7. Shri N. Reddeppa
8. Shri Sumedhanand Saraswati
9. Shri Arvind Ganpat Sawant
10. Shri Kodikunnil Suresh

**RAJYA SABHA**

11. Shri Narhari Amin
12. Shri H.D. Devegowda
13. Shri Binoy Viswam
14. Prof. Manoj Kumar Jha

**SECRETARIAT**

1. Smt. Maya Lingi - Director
2. Shri Ram Lal Yadav - Addl. Director
3. Smt. Archana Srivastva - Deputy Secretary

## REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

1.	<b>Sh. V.K. Tripathi</b>	Chairman & Chief Executive Officer, Railway Board & Ex. -officio Principal Secretary to the Government of India.
2.	<b>Sh. Naresh Salecha</b>	Member (Finance), Railway Board & Ex. -officio Secretary to the Government of India.
3.	<b>Sh. Sanjeev Mittal</b>	Member (Infrastructure), Railway Board & Member (Traction & Rolling Stock), Railway Board & Ex. -officio Secretary to the Government of India.
4.	<b>Sh. S.K. Mohanty</b>	Member (Operations & Business Development), Railway Board & Ex. -officio Secretary to the Government of India.
5.	<b>Sh. Sumita Sarkar</b>	Additional Member, Budget
6.	<b>Sh. Rajesh Argal</b>	Additional Member, Planning <i>L/A</i>
7.	<b>Sh. R. N. Singh</b>	Principal Executive Director, Infrastructure
8.	<b>Sh. Devendra Kumar</b>	Principal Executive Director, Coaching

2. At the outset, the Chairperson welcomed the representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. The Chairperson invited attention of the officials to the provisions contained in Direction 55 of the Directions by the Speaker, Lok Sabha regarding the proceedings to be treated as confidential.

3. The Chairman and CEO (Railway Board) briefed the Committee on the 'Demands for Grants (2022-23) of the Ministry of Railways'. The Chairman & CEO (Railway Board) briefed the Committee about main thrust of this year's Rail Budget viz. deliverance, infrastructural development and capacity augmentation etc. as contained in the National Rail Plan. He apprised the Committee about various measures being undertaken for optimum utilization of the budgetary allocation, current status of Dedicated Freight Corridors, business development unit for freight customers, preparatory works regarding draft National Rail Plan, measures taken to enhance safety, production of Vista Dome Coaches, funding of various ongoing projects, etc. He also outlined briefly the impact of the COVID-19 pandemic on Rail operations. The Committee also enquired about the salient features of Future Ready Rail System, measures being taken to reduce the Operating Ratio and 'Atmanirbhar Bharat Mission' etc. Besides, various other issues such as resumption of passenger train services, measures taken to resolve the water logging in Railway Underpasses (RUBs) etc. were also discussed.

4. The Committee, then, sought certain clarifications on the issues related to the Demands for Grants (2022-23) of Ministry of Railways. The Chairman & CEO, Railway Board replied to some of the queries. The Chairperson thanked the Chairman & CEO, Railway Board and other officials of the Ministry for appearing before the Committee for providing valuable information and also directed the Ministry to provide written replies to the queries in respect of which the information was not readily available within a week. The evidence was concluded.

5.        xxxx                                        xxxx                                        xxxx                                        xxxx

6.        A verbatim record of the proceedings of the Committee has been kept.

**The Committee then adjourned.**

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*xxxx not related to the Report.*

**MINUTES OF THE FIFTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS  
(2021-22)**

The Committee met on Wednesday, the 9<sup>th</sup> March, 2022 from 1300 hrs. to 1345 hrs. in Committee Room No. 2, Block 'B', Parliament House Annexe Extension, New Delhi.

**PRESENT**

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Smt. Satabdi Roy
3. Shri Mukesh Rajput
4. Shri Sumedhanand Saraswati
5. Shri Kodikunnil Suresh
6. Shri Gopal Jee Thakur

**RAJYA SABHA**

7. Shri Narhari Amin
8. Shri H.D. Devegowda
9. Smt. Phulo Devi Netam
10. Ms. Saroj Pandey
11. Shri Ashok Siddharth
12. Dr. Sumer Singh Solanki
13. Shri Binoy Viswam
14. Prof. Manoj Kumar Jha

**SECRETARIAT**

1. Shri Prasenjit Sigh - Addl. Secretary
2. Smt. Maya Lingi - Director
3. Shri Ram Lal Yadav - Addl. Director
4. Smt. Archana Srivastva - Deputy Secretary



2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took up for consideration the draft Report on Demands for Grants (2022-23) of the Ministry of Railways.

The Committee adopted the above-mentioned Report without any modifications.

3. The Committee authorized the Chairperson to finalize and present the Report to the Parliament.

**The Committee then adjourned.**

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