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STANDING COMMITTEE ON RAILWAYS (2022-23)

SEVENTEENTH LOK SABHA

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

[Action taken by Government on the Observations/Recommendations contained in the 11th Report of the Standing Committee on Railways (Seventeenth Lok Sabha) on 'Demands for Grants (2022-23) of the Ministry of Railways']

THIRTEENTTH REPORT

LOK SABHA SECRETARIAT
NEW DELHI

22 DECEMBER, 2022/14 PAUSH, 1944 (SAKA)

SCR NO. 240

THIRTEENTH REPORT

STANDING COMMITTEE ON RAILWAYS
(2022-23)

SEVENTEENTH LOK SABHA

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

[Action taken by Government on the Observations/Recommendations contained in the 8th Report of the Standing Committee on Railways (Seventeenth Lok Sabha) on 'Demands for Grants (2022-23) of the Ministry of Railways']

Presented to Lok Sabha on 22.12.2022

Laid in Rajya Sabha on 22.12.2022

LOK SABHA SECRETARIAT
NEW DELHI

22 DECEMBER, 2022/14 PAUSH, 1944 (SAKA)

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COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2022-23)[@]

Shri Radha Mohan Singh - Chairperson

MEMBERS

LOK SABHA

2. Dr. Farooq Abdullah
3. Shri Thalikkottai Rajuthever Baalu
4. Smt. Ranjanben Dhananjay Bhatt
5. Shri Abu Hasen Khan Choudhury
6. Shri Kotagiri Sridhar*
7. Shri Ramesh Chander Kaushik
8. Shri Suresh Kodikunnil
9. Shri Kaushalendra Kumar
10. Km. Diya Kumari
11. Shri Dhairyasheel S. Mane
12. Smt. Jaskaur Meena
13. Ms. Chandrani Murmu
14. Smt. Keshari Devi Patel
15. Shri Ramulu Pothuganti
16. Shri Mukesh Rajput
17. Smt. Satabdi Roy (Banerjee)
18. Shri Achyutananda Samanta
19. Shri Sumedhanand Saraswati
20. Smt. Sangeeta Kumari Singh Deo
21. Shri Gopal Jee Thakur

Rajya Sabha

22. Shri Narhari Amin
23. Shri Chh. Udayanraje Bhonsle
24. Shri Ajit Kumar Bhuyan
25. Shri Ahmad Ashfaque Karim
26. Shri Khiru Mahto
27. Dr. Prashanta Nanda
28. Shrimati Phulo Devi Netam
29. Ms. Saroj Pandey
30. Shri Sandeep Kumar Pathak
31. Dr. Sumer Singh Solanki

@ Constituted w.e.f. 13.09.2022 vide Lok Sabha Bulletin Part II No. 5296 dated 04.10.2022.

* Nominated as Member w.e.f. 16.11.2022 vide Lok Sabha Bulletin Part II No. 5382 dt 16.11.2022 in place of Shri N. Reddeppa, MP (Lok Sabha)

LOK SABHA SECRETARIAT

1.	Smt. Suman Arora	-	Joint Secretary
2.	Smt. Maya Lingi	-	Director
3.	Shri R.L. Yadav	-	Additional Director
4.	Smt. Archana Srivastva	-	Deputy Secretary
5.	Shri Kunal K. Singh	-	Asstt. Committee Officer

INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2022-23), having been authorized by the Committee, present this Thirteenth Report on Action Taken by Government on the Observations/Recommendations of the Committee contained in their Eleventh Report (Seventeenth Lok Sabha) on ‘’Demands for Grants (2022-23) of the Ministry of Railways”.

2. The Eleventh Report was presented to the Lok Sabha and laid in the Rajya Sabha on 14.03.2022. The Report contained 23 Observations/Recommendations. The Ministry of Railways furnished Action Taken Notes on all the Observations/Recommendations contained in the Report on 30.06.2022.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 21.12.2022. The minutes of the sitting are given in **Annexure**.

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters.

5. An analysis of the Action Taken by Government on the Observations/Recommendations contained in the Eleventh Report of the Standing Committee on Railways (Seventeenth Lok Sabha) is given in **Appendix**.

NEW DELHI:
December, 2022
Paush, 1944 (Saka)

RADHA MOHAN SINGH
Chairperson,
Standing Committee on Railways

CHAPTER I

REPORT

This Report of the Standing Committee on Railways deals with the action taken by the Government on the Observations /Recommendations contained in their Eleventh Report (17th Lok Sabha) on "Demands for Grants (2022-23) of the Ministry of Railways".

2. The Eleventh Report was presented to the Lok Sabha and laid in Rajya Sabha on 14.03.2022. It contained 23 Observations/ Recommendations. Replies of the Government in respect of all these Observations/Recommendations have been received and are categorized as under:-

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

Para Nos. 1,2,3,4,5,6, 7, 8, 9,10,11,12,13, 14, 15, 16, 17,18,19, 20,21,22 and 23

Total : 23
Percentage: 100%

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

NIL

Total :00
Percentage: 00

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

NIL

Total :00
Percentage: 00%

(iv) Observations / recommendationsin respect of which final replies are still awaited:-

NIL

Total :00
Percentage: 00

3. The Committee trust that utmost importance will be given to the implementation of the Observations / Recommendations accepted by the Government. The Committee desire that Action Taken notes in respect of observations/recommendations contained in Chapter-I of this Reportshould be furnished to them not later than three months of the presentation of this Report.

4. The Committee will now deal with the action taken by the Government on some of their recommendations/observations.

A. ANNUAL PLAN

(Recommendation No. 4)

5. The Committee had noted that every year the plan size of the Railways was increasing radically but they were not able to utilize it, resultantly there had been a huge throw forward of Railway Projects. The Committee had, therefore, recommended that the Railways should adhere to the structural reforms they had initiated during the previous years, to utilize the maximum allocation for projected expansion, upgradation and modernization of Railway network.

6. In their Action Taken Replies, the Ministry of Railways have stated as under

"Reduction of Capex at RE level vis-a-vis BE level in recent years is generally due to lower projection of internal resources at RE stage than envisaged at BE stage. This has happened due to sharp increase in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission and later due to adverse impact of Covid-19 pandemic on Railway revenues.

Notwithstanding the variation of allocation for Capex at various budgetary stages like BE, RE and Actual in the past, there has been a year on year increase in Capex. Utilisation of funds under Capex over the last three years is as following -

(Rs in cr)

RE 2018-19	**1,46,058**
Actual 2018-19	1,33,377
% Utilisation of RE provision	91.3%
RE 2019-20	1,53,252
Actual 2019-20	1,48,064
% Utilisation of RE provision	96.6%
RE 2020-21	1,61,692
Actual 2020-21	1,55,181
% Utilisation of RE provision	96.0%

It would be seen that utilisation of funds of Revised Estimate during 2018-19 to 2020-21 is a healthy 91.3%, 96.6% and 96% respectively. Utilisation of less than 100% funds is attributable to multiple reasons which inter-alia include failure of contract, non-availability of land from concerned State Governments, non-availability of timely clearances etc

.

Railways would take all necessary steps to achieve the Capex target of Rs. 2,45,800cr kept in BE 2022-23"

7. The Committee note that reduction in Capex in recent years are generally due to lower projection of internal resources at RE Stage vis-a-vis BE Stage, which the Ministry had attributed to sharp increase in staff cost resultant to pension expenditure pursuant to implementation of the recommendations of 7th Central Pay Commission and adverse impact of COVID-19 pandemic on Railway Revenues. In 2018-19, the Railways had utilized 91.3% i.e. Rs. 1,33,377 crore against the allocation of Rs. 1,46,058 crore. In 2019-20, the utilization of earmarked fund increased to 96.6% i.e. 1,48,064 crore was spent against the allocation of Rs. 1,53,252 crore. The expenditure noted a downward trend in the year 2020-21 which remained to 96.0% i.e. Rs. 1,55,181 crore against the target of Rs. 1,61,692 crore. The Committee concur with the Ministry that this shortfall may have occurred due to adverse effects of COVID pandemic and handcuffed the Railways in generating the targeted revenue. The Committee note that efforts are being taken by the Railways to increase their utilization of the earmarked amount, however, they would like to suggest the Ministry to utilize 100% funds allocated to them. Simultaneously, endevaous may be taken to do away with the delays caused due to non-availability of land from concerned State Governments, non-availability of timely clearances etc. The Committee, therefore, reiterate their recommendation and emphasize on the Ministry to take proactive steps to achieve the CAPEX target of BE 2022-23 for projected expansion, upgradation and modernization of Railway network.

B. INTERNAL REVENUE GENERATION

(Recommendation No. 6)

8. The Committee had noted that during the previous years there had been a steady decline in the generation of internal resources by the Railways which had shifted upon greater dependency on market borrowings. The Committee had also noted that the Railways had 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 were apprehensive that achievements of last year's actual even after registering an impressive growth in freight and passenger revenue, the Railway would achieve the target set for 2021-22.

Taking into account various measures initiated by the Railways to leverage internal resource generation, the Committee had suggested to 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 had also desired that the Railways should 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.

9. In their Action Taken Replies, the Ministry of Railways have stated 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.

Hon'ble Committee is aware that Railways' capacity to generate internal resource was hampered in 2016-17 and 2017-18 due to sharp increase in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission without commensurate growth in traffic revenues. With stabilization of working expenses and picking up of railway revenues, the year 2018-19 saw some improvement in internal resource generation. But due to adverse impact of Covid-19 pandemic leading to lesser than projected revenue generation, Railways capacity to generate internal resources has been severely hampered in 2019-20, 2020-21 and 2021-22.
The Ministry has been taking measures on a continuing basis to improve the financial position and internal resource generation. The endeavor comprises 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.

Expecting that 2022-23 would be a normal year free from Covid impact with passenger traffic returning to pre-covid level with reasonable growth and based on highest ever freight loading target of 1475 MT, Railways have estimated an internal resource generation of Rs. 7,360 cr in BE 2022-23. The process of mobilization of Non-fare revenues (NFR) through asset monetization which could not take off due to the covid impact during 2020-21 and 2021-22 would also be taken forward.

The railways has prioritised the projects under Vision 2024 and has targeted to complete all high priority projects by 2024. Under this vision 58 super Critical, 68 critical, 114 Traffic Facility and 100% electrification are the projects identified for completion by 2024.

Focussed spending on high priority works and accelerated their commissioning along with further sanctioning entirely based on traffic needs will bring down the throw forward.

The database of all railway achievements are maintained and published in Annual publications like Indian Railway Statistical Statements, Indian Railways Year Book and Indian Railways Annual Report and Accounts. Further achievements covering certain major areas of Railways also find mention in the Union Budget Documents."

10. The Committee are aware of that Covid-19 Pandemic and due to sharp increase in the staff cost and pension expenditure pursuant to implementation of the recommendations of the 7th Central Pay Commission have severely impacted internal revenue generation of Railways. The committee note that the government had taken a number of steps to increase the internal revenues. They also note that the Railways have kept target of freight loading of 1475 MT during the Financial year 2022-23, anticipating that the year would be a normal and Covid free year. The committee are happy to note that the Railways have prioritised the project under vision 2024 and have targeted to complete all high priority works and accelerated their commissioning along with further sanctioning entirely based on traffic needs, which would bring down the throw forward. The committee desire that the process of mobilization of Non-fare Revenue (NFR) through asset monetization should be addressed pragmatically in order to improve initial revenue generation. The committee would like to be informed of the steps taken in the matter.

C. EXTRA BUDGETARY RESOURCES (EBR)

(Recommendation Para No.8)

11. While noting that during the recent years, the Extra Budgetary Resources comprised a major portion in Gross Budgetary Support (GBS), which had been increasing year after year, and also the railway projects are highly capital intensive and need huge amount of investment for execution and they had observed that during previous years, the decrease in internal resources had led to borrowings and dependence on EBR and as a result, the railways had to meet hefty interest liabilities apart from the principal repayment, the Committee were not convinced with the reasoning of the Ministry that overall allotment (EBR) would again be reviewed at RE stage.The Committee had, therefore, cautioned the Ministry to take into account the fact that an increased

reliance on borrowings would entail further consequences like principal and interest payment that could further depreciate the overall financial situation of the Railways. The Committee had, therefore, suggested that the Railways had to make earnest efforts towards substantial enhancement of internal revenue generation so that over- reliance on the borrowing component of EBR is gradually reduced.

12. In their Action Taken Replies, the Ministry of Railways have stated as under:

> "There are constraints on Railways to generate significant volume of internal resources due to its bearing of a huge social service obligation. Moreover, Railways' capacity to generate internal resource was hampered in 2016-17 and 2017-18 due to sharp increase in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission and later due to adverse impact of Covid-19 pandemic on Railway revenues in 2019-20, 2020-21 and 2021-22. In expectation of a normal year in 2022-23, Railways have targeted to generate an internal resource of Rs. 7,360 cr out of which 7,000 cr has been allocated for Capex in BE 2022-23.
>
> Railway infrastructure projects being highly capital intensive, need huge funds as Capital Expenditure for execution, which comes in the form of Gross Budgetary Support (GBS) of the Government and is supplemented by Extra Budgetary Resources(EBR) in the form of borrowing from market, partnership with stakeholders and private investment from industry, states and other authorities and internal resources of Railways. Implementation of projects on time and providing efficient transport facility for movement of goods and passengers is the priority of the nation. Though the GBS has increased substantially in recent years, the same is not adequate to meet the investment needs of Railways. Given the constraints of internal resources, dependence on EBR becomes unavoidable. It is however mentioned that the EBR - Market borrowings through Indian Railway Finance Corporation (IRFC) are invested primarily for capacity augmentation projects of Doubling & Electrification and acquisition of Rolling Stock i.e. locomotives, coaches and wagons. Apart from Doubling & Electrification, funds received from market borrowing are deployed for remunerative capacity augmentation projects under Gauge Conversion, Traffic Facilities, New Lines and Workshops having Rate of Return of at least 10%. These borrowings in the form of leasing of assets are only for remunerative projects in general and are being utilized cautiously and preferably in sectors that can offer assured returns. The Ministry is conscious of the increasing debt service obligations emanating from progressively higher market borrowings and is taking steps to regulate the same strictly as per requirement.
>
> It is expected that increased investment would soon yield returns and Railways would be in a position to generate adequate internal resources to take care of the debt service obligations and also to contribute more from internal resources to Capex."

13. The Committee take note of the endeavour made by the Ministry in terms of implementation of their projects in time bound manner and priority for efficient transport facility for movement of goods and passengers. The Railway infrastructure projects, being highly capital intensive, need huge funds as capital expenditure for execution which comes in the form of GBS of the Government and is supplemented by EBR in the form of borrowings from market etc. Though, the Ministry is hopeful that the increased investment would soon yield returns and be able to generate adequate

internal resources to take care of the debt service obligations and to contribute more from internal resources to Capex, yet, the Committee note that the infrastructure projects which require huge capital, would hardly be able to yield desired results soon. Therefore, while reiterating their earlier recommendation, they would like to emphasize on the Ministry to take stringent reformative measures for augmentation of internal resources so as to reduce dependence on EBR.

D. PROCUREMENT OF WAGON

(Recommendation Para No. 16)

14. The Committee had noted that there was only one Railway owned PSU (M/s Braithwaite) through which only a part of the requirement of wagons was fulfilled whereas wagons were mostly procured from Private Wagon Builders through the process of open tender. Keeping in view the work of Dedicated Freight Corridor (DFC) is one of the top priorities of the Government and the Railways and two Corridors had already became operational, the Railways would need different types of wagons for meeting the future demand of freight traffic, the Committee had recommended 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.

15. In their Action Taken Replies, the Ministry of Railways have submitted as under:

> "With economy picking up in Post-Covid era, improved demand scenario in bulk and non-bulk sectors is expected. Considering this, railways have taken action to induct 1 lakh new wagons in horizon of next 3 years to meet the demand. Action is also being taken to complete important capacity enhancement works on priority."

16. The Committee, in their original Report, had raised their concern over the prospective need of different types of wagons in wake of opening of DFCs and recommended to assess future requirements including replacements to be prepared in an advance for procurement of wagons. They also note that M/s Braithwaite, the only PSU of Railways, is the sole supplier of wagons to Railways. The Committee take note of the efforts made by the Railways in terms of induction of one lakh new wagons within three

years to meet their demand. The Committee find the efforts of the Railways in the right direction and hope that the demand of wagons would be met as per the expectations and in a time bound manner. The Committee would also like to closely monitor the progress made in this regard at highest level. They may also be kept apprised of the progress made in the matter.

ELECTRIC LOCOMOTIVES

(Recommendation Para No. 17)

20. The Committee had noted that the Railways are heading towards 100% electrification on BG lines as such the requirement of Diesel Locomotives would 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. The Committee, while noting that Railways were in process of converting the Diesel Locos into Electric or in dual mode for which they had succeeded to some extent, were apprehensive 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 had, therefore,recommended that existing as well as future demands for electric locos be assessed/visualized so that the requirements of locos would be met adequately.

20. In their Action Taken Replies, the Ministry of Railways have submitted as under:

"Production of electric locomotives have been consistently increasing since last few years to cater to requirement of additional electric locos commensurate with increased pace of electrification as may be seen from the table given below:

No. of electric locos produced by IR PUs	**CLW + Dankuni**	**BLW**	**PLW**	**Total**	**Average production per year**
2009-10 to 2013-14	1230	0	0	1230	246
2014-15 to -2020-21	2395	719	56	3170	473
2021-22 (Upto Feb)	433	331	104	868	868

In order to meet the requirement of electric locomotives commensurate with enhanced pace of electrification, Banaras Locomotive Works (BLW), Varanasi and Patiala Loco Works (PLW), Patiala were entrusted with the responsibility to manufacture electric locomotives.

BLW and PLW has been assigned production target of 450 & 200 Electric Locomotive respectively for 2022-23 and 2023-24 vide letter dated 18-02-2022. During 2021-22 (upto February), PLW and BLW have manufactured 104 and 331 electric locos respectively."

21. The committee note that the Banaras Locomotive Works (BLW) and the Patiala Locomotive Works (PLW) were given targets for manufacturing of 450 and 200 Electric Locomotives for 2022-23 and 2023-24 and had manufactured 104 and 331 electric locos respectively during 2021-22 till February, 2022. The Committee are of the firm belief that manufacturing of electric locos should be accorded highest priority since the demand of these locos would increase manifold after achieving the target of 100% electrification, Commissioning of DFCs and introduction of newly announced Vande Bharat Trains etc. Therefore, the Committee reiterate their earlier recommendation and emphasize on the Ministry to have a close monitoring on the capacity of their production Units and prospective need of electric locos.

CHAPTER-II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 1)

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 BoriBunder (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 (1991-2nd 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.

Reply of the Government

Factual. Hence no action is required to be taken.

Recommendation (Para No. 2)

Demands for Grants for the year 2022-23 of the Ministry of Railways were tabled in the House on 2nd 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.

Reply of the Government

Factual. Hence no action is required to be taken.

Recommendation (Para No. 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.

Reply of the Government

Factual. Action for implementation of the Budget pronouncements is initiated during the year and action would be taken accordingly.

Recommendation (Para No. 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.

Reply of the Government

Reduction of Capex at RE level vis-a-vis BE level in recent years is generally due to lower projection of internal resources at RE stage than envisaged at BE stage. This has happened due to sharp increase in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission and later due to adverse impact of Covid-19 pandemic on Railway revenues.

Notwithstanding the variation of allocation for Capex at various budgetary stages like BE, RE and Actual in the past, there has been a year on year increase in Capex. Utilisation of funds under Capex over the last three years is as following

(Rs in cr)

RE 2018-19	**1,46,058**
Actual 2018-19	1,33,377
% Utilisation of RE provision	91.3%
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% Utilisation of RE provision	96.6%
RE 2020-21	1,61,692
Actual 2020-21	1,55,181
% Utilisation of RE provision	96.0%

It would be seen that utilisation of funds of Revised Estimate during 2018-19 to 2020-21 is a healthy 91.3%, 96.6% and 96% respectively. Utilisation of less than 100% funds is attributable to multiple reasons which inter-alia include failure of contract, non-availability of land from concerned State Governments, non-availability of timely clearances etc.

Railways would take all necessary steps to achieve the Capex target of Rs. 2,45,800cr kept in BE 2022-23.

Recommendation (Para No. 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.

Reply of the Government

Utilisation of funds allocated at RE stage under Capex over the last three years is as under

Q (Rs in cr)

RE 2018-19	**1,46,058**
Actual 2018-19	1,33,377
% Utilisation of RE provision	91.3%
RE 2019-20	1,53,252
Actual 2019-20	1,48,064
% Utilisation of RE provision	96.6%
RE 2020-21	1,61,692
Actual 2020-21	1,55,181
% Utilisation of RE provision	96.0%

It would be seen that utilisation of funds of Revised Estimate since 2018-19 is a healthy 91.3%, 96.6% and 96% respectively. Utilisation of less than 100% funds is attributable to multiple reasons which inter-alia include failure of contract, non-availability of land from concerned State Governments, non-availability of timely clearances etc.

Railways would take all necessary steps to achieve the Capex target of Rs. 2,45,800cr kept in BE 2022-23.

Recommendation (Para No. 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.

Reply of the Government

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.

Hon'ble Committee is aware that Railways' capacity to generate internal resource was hampered in 2016-17 and 2017-18 due to sharp increase in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission without commensurate growth in traffic revenues. With stabilization of working expenses and picking up of railway revenues, the year 2018-19 saw some improvement in internal resource generation. But due to adverse impact of Covid-19 pandemic leading to lesser than projected revenue generation, Railways capacity to generate internal resources has been severely hampered in 2019-20, 2020-21 and 2021-22.

The Ministry has been taking measures on a continuing basis to improve the financial position and internal resource generation. The endeavor comprises 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.

Expecting that 2022-23 would be a normal year free from Covid impact with passenger traffic returning to pre-covid level with reasonable growth and based on highest ever freight loading target of 1475 MT, Railways have estimated an internal resource generation of Rs. 7,360 cr in BE 2022-23. The process of mobilization of Non-fare revenues(NFR) through asset monetization which could not take off due to the covid impact during 2020-21 and 2021-22 would also be taken forward.

The railways has prioritised the projects under Vision 2024 and has targeted to complete all high priority projects by 2024. Under this vision 58 super Critical, 68 critical, 114 Traffic Facility and 100% electrification are the projects identified for completion by 2024.

Focussed spending on high priority works and accelerated their commissioning along with further sanctioning entirely based on traffic needs will bring down the throw forward.

The database of all railway achievements are maintained and published in Annual publications like Indian Railway Statistical Statements, Indian Railways Year Book and Indian Railways Annual Report and Accounts. Further achievements covering certain major areas of Railways also find mention in the Union Budget Documents.

Recommendation (Para No. 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.

Reply of the Government

In the FY 2020-21, 2370 km sections were commissioned against target of 2100 km. The commissioning in FY 2020-21 is more than commissioning done in FY 2019-20 (2226 km).

In FY 2021-22, against the target of 2400 km, Railways have been able to achieve commissioning of 2904 km sections .

Out of the 58 Super Critical Projects (Total 3750 Km, Costing Rs 40,000 Crore), 39 projects of total length 1557 Km costing Rs 16,500 Cr have been commissioned;

Out of 68 Critical Projects (Total length 6,913 Km Costing Rs 75,700 Crore). 12 projects of total length 566 Km , costing Rs 6119 Crore have been commissioned.

Ministry of Railways have adopted strict measures to complete the execution of Infrastructure projects in a time bound manner:-

- To ensure faster implementation of Infrastructure projects, Railways have been issued directions vide letter dated 06.05.2022 to adopt system of having Chief Project Managers for major projects who will be stationed nearer to the major project sites and assigned functions/ coordination to ensure prompt of issues;
- Guidelines have also been issued vide letter dated 04.03.2022 empowering Zonal Railways to go for Engineering Procurement Construction (EPC) tenders irrespective of the value of tender;
- In order to fast pace the completion of project to reap the intended benefits and to empower the Construction organization to take expeditious decision, CAO/Cs have been issued enhanced powers vide letter dated 10.05.2022;
- A model document of Request for Proposal (RFP) for providing Project Management Services (PMS) for EPC contracts has been issued vide letter dated 05.05.2022.
- Letters have been sent to Chief Ministers of various State Governments seeking personal intervention in resolution of issues pertaining to delay in acquisition of land by the State Governments and deposition of state’s share in Cost Sharing Railway projects.

- In the overall interest to ensure that projects are completed in time without cost overrun, lot of monitoring is done in Railways at various levels (field level, divisional level, zonal level and Board level) and regular meetings are held with the officials of State Government and concerned authorities to resolve the pending issues that are obstructing the progress of projects.
- For Financial year 2022-23, highest ever budget outlay of Rs.67,001 crore has been proposed for New Line, Gauge Conversion and Doubling projects which is 481% more than average annual budget outlay of 2009-14;

The Ministry of Railways agrees with the Recommendation of the Committee that Ministry should take strict measures and put close monitoring to complete these projects within stipulated time frame. However, the sections commissioned in FY 2020- 2021 and FY 2021-22 have surpassed the targets set.

Recommendation (Para No. 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.

Reply of the Government

There are constraints on Railways to generate significant volume of internal resources due to its bearing of a huge social service obligation. Moreover, Railways' capacity to generate internal resource was hampered in 2016-17 and 2017-18 due to sharp increase in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission and later due to adverse impact of Covid-19 pandemic on Railway revenues in 2019-20, 2020-21 and 2021-22. In expectation of a normal year in 2022-23, Railways have targeted to generate an internal resource of Rs. 7,360 cr out of which 7,000 cr has been allocated for Capex in BE 2022-23.

Railway infrastructure projects being highly capital intensive, need huge funds as Capital Expenditure for execution, which comes in the form of Gross Budgetary Support (GBS) of the Government and is supplemented by Extra Budgetary Resources(EBR) in the form of borrowing from market, partnership with stakeholders and private investment from industry, states and other authorities and internal resources of Railways. Implementation of projects on time and providing efficient transport facility for movement of goods and passengers is the priority of the nation. Though the GBS has increased substantially in recent years, the same is not adequate to meet the investment needs of Railways. Given the constraints of internal resources, dependence on EBR becomes unavoidable. It is however mentioned that the EBR - Market borrowings through Indian Railway Finance Corporation (IRFC) are invested primarily for capacity augmentation projects of Doubling & Electrification and acquisition of Rolling Stock i.e. locomotives, coaches and wagons. Apart from Doubling & Electrification, funds received from market borrowing are deployed for remunerative capacity augmentation projects under Gauge Conversion, Traffic Facilities, New Lines and Workshops having Rate of Return of at least 10%. These borrowings in the form of leasing of assets are only for remunerative projects in general and are being utilized cautiously and preferably in sectors that can offer assured returns. The Ministry is conscious of the increasing debt service obligations emanating from progressively higher market borrowings and is taking steps to regulate the same strictly as per requirement.

It is expected that increased investment would soon yield returns and Railways would be in a position to generate adequate internal resources to take care of the debt service obligations and also to contribute more from internal resources to Capex.

Recommendation (Para No. 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.

Reply of the Government

From 90.5% in 2015-16, Railways' Operating Ratio deteriorated to 96.5% in 2016-17 and 98.4% in 2017-18 due to sharp rise in staff cost and pension expenditure pursuant to implementation of recommendations of 7th Central Pay Commission without commensurate increase in traffic revenue. With stabilisation of staff cost and picking up of revenue, the Operating Ratio marginally improved to 97.3% in 2018-19. With a view to improve the Operating Ratio further, Railways had kept a target of 95% in BE 2019-20. However, with the adverse impact of the Covid-19 pandemic and lock down, Railway revenues fell short of requirements in 2019-20 and in 2020-21, as a result of which Railways appropriated less than required amount from Railway revenue to Pension Fund. As per the standard formula of calculating the Operating Ratio, with lesser appropriation to Pension Fund, Railways' Operating Ratio in 2019-20 and 2020-21 was 98.36% and 97.45% respectively. However, with required appropriation from Railway revenue to Pension

Fund in 2019-20 and 2020-21, the Operating Ratio would have been 114.19% and 131.55% respectively. This fact was disclosed in the Union Budget documents.

Operating Ratio target in BE 2021-22 was 96.15%. This was based on the traffic revenue projections for the year expecting complete containment of the pandemic, normalisation of passenger services, return of passenger bookings to the pre-covid level with reasonable growth and the bare minimum working expenses. The continuation of the pandemic, however, proved the revenue receipts estimates wrong. With continuing adverse impact of the pandemic on railway revenues, the Operating Ratio target has been reset to 98.93% in RE 2021-22. Further, in expectation of a normal year in 2022-23 with full control of the pandemic and return of passenger services and bookings to pre-covid level with reasonable growth, a better Operating Ratio target of 96.98% has been kept in 2022-23 BE.

The Indian Railways has prepared the National Rail Plan (NRP) , which is a long term plan for creating infrastructural capacity as well as policy interventions to increase its modal share to 45% in freight traffic by 2030 from the present level. As part of the NRP, Railways have prioritised capacity enhancement works under Vision 2024 to increase capacity substantially by 2024. Under this Vision, 58 super Critical , 68 Critical works were identified.

With capacity enhancement fast tracked, railway freight is becoming more attractive for customers as is apparent from the record increase in freight loading from 1231 MT in 2020-21 to around 1415 MT in 2021-22. This phenomenal growth in freight despite the pandemic is a clear indication that the railway is on track to achieve 45% modal share in freight transportation by 2030. With ongoing rationalization of expenditure, Railways hope to improve the Operating Ratio a to a reasonable level.

Recommendation (Para No. 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.

Reply of the Government

Railways' internal resource generation was badly hit with sharp rise in staff cost and pension expenditure in 2016-17 and 2017-18 pursuant to implementation of recommendations of 7th Central Pay Commission. During these years, while expenditure increased sharply, traffic revenue did not increase commensurately. Further, Railway revenues have been adversely impacted due to the pandemic during 2019-20, 2020-21 and 2021-22. As such, due to inadequate internal resource generation, Railways were not able to contribute its share to RRSK fully during 2017-18 to 2021-22. However, MoF has provided additional funds of Rs 10,000 in 2021-22 over and above its share to ensure safety.

For the Financial Year 2022-23, a provision of Rs. 12,000 cr has been made for RRSK out of which Rs. 10,000 cr is from Gross Budgetary Support of the Government and Rs. 2,000 cr is from internal resources of Railways. The provision of Rs. 2,000 cr for RRSK from internal resources is based on Railways' revenue/expenditure estimates in BE 2022-23 assuming that it would be a normal year with full control of the pandemic and return of passenger services and bookings to pre-covid level with reasonable growth and continuation of buoyant growth in loading where a target of 1475 MT has been kept. All necessary steps to achieve the budgeted targets would be taken.

Recommendation (Para No. 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.

Reply of the Government

There is no sidelining of DRF, but appropriation to DRF has been lesser since 2017-18 as the Government has created a new fund named 'Rashtriya Rail SanrakshaKosh' (RRSK) with effect from 2017-18 with contribution from Gross Budgetary Support of the Government and internal resources of Railways to clear the back log of over-aged assets. Most of the safety related renewal and replacement works which used to be funded through DRF earlier are now funded through RRSK. RRSK is in operation in BE 2022-23 with an expenditure provision of Rs. 12,000 cr (Rs. 10,000 cr provided from GBS and Rs. 2,000 cr from Railways' internal resources). Alongside, a provision for appropriation of Rs. 2,200 cr (Rs. 2,000 cr from Railway revenues and Rs. 200 cr from Capital) has been made to DRF in BE 2022-23 with an expenditure provision of Rs. 2,000 crform the Fund. Efforts would be made to maintain this appropriation to DRF.

Though this Ministry would agree with the view of the Hon'ble Committee that the arrangement of repayment of principal component of lease charges to IRFC from GBS is not a healthy trend, but in the light of continuing stress on Railways' internal resources, first due to implementation of 7th CPC recommendations and later due to the adverse impact of Covid-19 pandemic, Railways have resorted to this arrangement as this is a mandatory payment and the rules of allocation permit use of capital to meet shortfall of capital fund for payment of lease charges. With improvement in the resource position in coming years, Railways' endeavour would be to meet this expenditure (partly or wholly) from Capital Fund. In expectation of improvement in resource position of Railways in 2022-23, Railways have estimated to appropriate Rs. 2,360 cr from Railway revenues to Capital Fund to provide for an expenditure of Rs. 2,000 cr towards part of the repayment obligation of principal component of lease charges to IRFC in BE 2022-23 with rest being met from GBS.

Appropriation of funds from Railway revenues to various Railway Funds at BE stage is decided based on expenditure estimates from these funds and resource position envisaged in BE. These are readjusted at RE stage based on the trends of revenue receipts and expenditure seen during first 7-8 months of the year.

As regards 2021-22, the estimated appropriation of Rs. 53,400 cr to Pension Fund was decided while finalizing the BE 2021-22 around December'20-Janauary'21 assuming that the year 2021-22 would be a normal year without any adverse impact of the pandemic. However, due to the continuing adverse impact of the pandemic on Railway revenues, the level of appropriation to Pension Fund was reduced to Rs. 49,100 cr in RE 2021-22. Since the post RE wave of the pandemic has slowed down the revenue trends of Railways, the actual appropriation to Pension Fund in 2021-22 would be based on the resource availability.

As regards the loan of Rs. 79,398 cr to Railways by the Government, it is submitted that the same was given to Railways in 2020-21 specifically to liquidate the adverse balance in Public Account (i.e. Pension Fund) that had arisen in 2019-20 and to meet inevitable expenses of 2020-21 in the face of Covid related resource gap for the year. In 2020-21, the Railways were not in a position to appropriate adequate amount from Railway revenues to meet the pension expenditure for the year. Hence the entire loan amount of Rs. 79,398 cr was appropriated to Pension Fund in 2020-21 to offset the adverse balance of 2019-20 and also to meet the pension expenditure of Rs. 51000 cr. as envisaged in RE 2020-21. However, since actual pension expenditure in 2020-21 was Rs. 48435 cr., there was a closing balance of Rs. 3268 cr. in 2020-21. This amount would help to meet a part of the pension expenditure in 2021-22 when adequate appropriation to Pension Fund is not possible from Railway revenues due to resource shortfall.

In the light of the recommendations of the Hon'ble Committee in Para 10 of 3rd Report on Demands for Grants(Railways), 2020-21 and Para 7 of 7th Report on Demands for Grants(Railways), 2021-22, Ministry of Finance (MoF) was requested to consider taking over a part, if not completely, of the pension liability so as to ensure financial viability and sustainability of Indian Railways. This has however not been agreed to by MoF citing the arrangement approved by Union Cabinet during the merger of Railway Budget with General Budget that Railways would meet all their revenue expenditure, including ordinary working expenses, pay and allowances and pension payable to employees from their revenue receipts.

The issue has again been taken up with MoF pursuant to recommendation of Hon'ble Committee in this report.

Recommendation (Para No. 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 Kmsupto March, 2022. However, as on 31st 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.

Reply of the Government

At the end of Financial Year 2021-22 (i.e. by 31.03.2022), Broad Gauge routes of 52,247 Route Kilometer (RKM) (80.20%) have been electrified.

During 2021-22, total BG routes of 6,366 RKM have been electrified against the target of 6,000 RKM, which is HIGHEST ever electrification in single year in the history of Indian Railways, surpassing previous best ever electrification of 6,015 RKM during 2020-21. Thus, in last two years itself 12,381 RKM have been electrified at the average of about 6,200 RKM/year.

Target of electrification of 6,500 RKM has been set for 2022-23. As recommended by Committee, all the measures are being taken to accelerate the pace for achievement of electrification of 6,500 RKM during 2022-23.

Recommendation (Para No. 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.

Reply of the Government

All Unmanned Level Crossings (UMLCs) on Broad Gauge (BG) were eliminated on 31.01.2019. UMLCs on Meter Gauge (MG) and Narrow Gauge (NG) will be eliminated during Gauge conversion works.

Recommendation (Para No. 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.

Reply of the Government

Expenditure PH-29 including work at LCs like road improvement, signalling work, electrification etc. As nos. of LCs are reducing there is a reduction in expenditure. For PH-30, expenditure details for 2018-19 to 2021-22 is given in table below

Year	Closure of Manned Level Crossings	Construction of ROBs/RUBs/Sub-ways	Funds Utilization (PH-29) (Rs. In crore)	Fund Utilization (PH-30) (Rs. In crore)
2018-19	631	1477	678	3543
2019-20	1273	1315	573	3520
2020-21	961	1133	545	4140
2021-22	867	994	450	4225

Expenditure has incurred from Rs. 3543 to Rs. 4225 Cr for ROBs/RUBs works.

Recommendation (Para No. 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.

Reply of the Government

Out of 40 works of RUBs, 21 works has been addressed and remaining work on 19 RUBs completed before monsoon. A comprehensive guidelines have been issued to minimized water logging problems in RUBs:

(i) Adequate drainage arrangement has been made integral part of planning of new RUBs/Subways,

(ii) In existing RUBs/subways feasible remedial measures like water flow diversion to nearest bridge &nallahs, provision of covered shed on approach roads, provision of hump at entry to RUBs,

(iii) Provision of cross drains, sealing of joints etc. as per site suitability,

(iv) Pumping arrangement has also been made in identified RUBs/LHS to drain out water expeditiously in case of water logging etc.

Recommendation (Para No. 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 became 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.

Reply of the Government

With economy picking up in Post-Covid era, improved demand scenario in bulk and non-bulk sectors is expected. Considering this, railways have taken action to induct 1 lakh new wagons in horizon of next 3 years to meet the demand. Action is also being taken to complete important capacity enhancement works on priority.

Recommendation (Para No. 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.

Reply of the Government

Production of electric locomotives have been consistently increasing since last few years to cater to requirement of additional electric locos commensurate with increased pace of electrification as may be seen from the table given below

No. of electric locos produced by IR PUs	**CLW + Dankuni**	**BLW**	**PLW**	**Total**	**Average production per year**
2009-10 to 2013-14	1230	0	0	1230	246
2014-15 to -2020-21	2395	719	56	3170	473
2021-22 (Upto Feb)	433	331	104	868	868

- In order to meet the requirement of electric locomotives commensurate with enhanced pace of electrification, Banaras Locomotive Works (BLW), Varanasi and Patiala Loco Works (PLW), Patiala were entrusted with the responsibility to manufacture electric locomotives.
- BLW and PLW has been assigned production target of 450 &200 Electric Locomotive respectively for 2022-23 and 2023-24 vide letter dated 18-02-2022. During 2021-22 (upto February), PLW and BLW have manufactured 104 and 331 electric locos respectively.

Recommendation (Para No. 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.

Reply of the Government

As on 31.01.2022, 65 electric locos are utilised for inferior services.

These locomotives have completed their codal life of 35 years, however, they are fit for being utilised in services such as shunting work, working railway material trains, departmental trains etc.

These locos also undergo all prescribed maintenance inspections including safety checks, so that reliability as well as safety of train operations are not compromised.

Recommendation (Para No. 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.

Reply of the Government

74 locations have been provisionally identified by Railways for development of Gati Shakti Cargo Terminals (GCTs) on non-Railway land. It has been targeted to develop 100 GCTs within next three financial years.

Further, regarding the Committee suggestion for exploring possibilities of using Railways’ vacant land for developing Cargo Terminals, GCT policy has also provision (Schedule ‘2’ of Policy) for developing Cargo Terminals on fully / partially on Railways land. 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.

In order to encourage investment through development GCTs on Railway land, Divisions are identifying suitable land-parcels, and are also conducting meetings with industry and other stake-holders to identify locations with potential for cargo traffic.

Recommendation (Para No. 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.

Reply of the Government

- The ‘One Station One Product’ (OSOP) is an independent scheme of the Ministry of Railways. This scheme aims to provide opportunities for increased livelihood through skill development to local artisans, potters, weavers/ handloom weavers, craftsmen etc, through sale outlets at Railway Stations across the country.
- Under this scheme, Railways would provide static stalls/kiosks, portable trolleys for showcasing, selling and giving high visibility to indigenous/local products.
- The products category would be indigenous to that particular region /GI tagged and could include artifacts, handicrafts, Textiles and handlooms, toys, leather products, traditional appliances / instruments, garments, gems and jewellery, etc. made by local artisans, weavers, craftsmen, tribes, etc. in addition, processed, semi processed and other food products indigenously made/grown in the area would also be permitted.
- Self help groups and individuals at the bottom of the pyramid to be encouraged.
- Nominal registration fee for participation in the Scheme.
- A pilot project was launched across each Zonal Railway on 25.03.2022. Presently, 157 stations have been covered.
- Further, Zonal Railway have identified products for implementation of OSOP scheme on maximum number of stations.
- OSOP Policy has been issued on 20.05.2022 vide Commercial Circular no. 12 of 2022.

Recommendation (Para No. 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.

Reply of the Government

The Production Units of Indian Railways are capable of meeting the demands of Bharat Gaurav Train operators in addition to the current workload of Vande Bharat, LHB coaches and new Vistadome Coaches.

Production of 400 new Vande Bharat shall be planned as per the requirement of the projected train services.

Recommendation (Para No. 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.

Reply of the Government

- Indian Railways have introduced theme- based Tourist Circuit trains viz. Bharat Gaurav Trains (BGT) to showcase India's rich cultural heritage and magnificent historical places to the people of India and the world. Under this policy, as of now total 12 nos. of Service Providers have got themselves registered on the BGT portal. The Agreement to be executed between Indian Railways and Service Providers are well conceived regarding services to be provided to the traveling passengers on Bharat Gaurav Trains. The Agreement, inter-alia, has the provisions to ensure safety and security of the passengers as under:

- The Service Provider shall take all reasonable precautions for prevention of accidents while the Bharat Gaurav Trains are in Operation and assist the Railway Administration in providing all reasonable assistance and emergency medical aid to accident victims and liaison with emergency services of the Railway Administration Instrumentality;
- The Service Provider shall draw and maintain adequate insurance cover throughout the Agreement Period for the Tourists and Coaches in accordance with the provisions of this Agreement;
- The Service Provider shall maintain a public relations unit to interface with and attend to suggestions from the Tourists, Government Instrumentality, media and other agencies;
- The Service Provider shall, during the Agreement Period, procure and maintain Insurance Cover including Claims and losses suffered by the Tourists including claims in respect of loss of life, bodily injury, luggage and goods;
- The Service Provider shall settle at its sole cost and expense, all claims arising out of Tourists booked by the Service Provider.
- In case of accidents, the relief and rescue operation shall be organized by the Railway Administration. Inquiry into the accident shall be conducted as per norms of the Railways. In case the cause of the accident is attributed to the Service Provider, the Service Provider shall compensate Tourists as per Railway norms. However, in other cases compensation shall be given by the Railway Administration as per norms.
- All liability arising out of accident/untoward incident covered under Section 124 and Section 124A of Indian Railways Act shall be borne by the party responsible for the accident as established in the Accident Inquiry Report.

Recommendation (Para No. 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.

Reply of the Government

In the spirit of vision of AtamNirbhar Bharat, Kavach has been adopted as Indian Railway's National Automatic Train Protection (ATP).

In addition to trial section of 250 km, at present Kavach is under implementation on 1200 Route km of South Central Railway, on Bidar - ParliVaijnath -Parbhani and Manmad – Parbhani – Nanded – Secunderabad – Gadwal – Dhone - Guntakal sections.

As on 31.03.2022, 1098 Rkm of network route in South Central Railway has been brought under Kavach.

Further, works of Kavach for more than 34000 Route KM on High Density Network (HDN) / Highly Utilized Network (HUN) routes have been approved on Indian Railways. At present Kavach roll out is planned on New Delhi – Mumbai and New Delhi – Howrah routes which is targeted for completion by March'2024. Further, roll out will be planned based on experience gained.

Allocation – Indian Railway has made provision of Rs. 272.30 Crs in Financial Year 2022-23 for implementation of Kavach in comparison to Rs.133.00 Crs in F.Y.2021-22.

CHAPTER – III

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

-NIL-

CHAPTER – IV

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

-NIL-

CHAPTER – V

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

-NIL-

New Delhi;
… December, 2022
…. Paush, 1944 (Saka)

RADHA MOHAN SINGH
Chairperson
Standing Committee on Railways

ANNEXURE

MINUTES OF THE THIRD SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2022-23)

The Committee met on Wednesday, the 21st December, 2022 from 1000 hrs. to 1045 hrs. in Committee Room'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Radha Mohan Singh - Chairperson

MEMBERS

LOK SABHA

2. Dr. Farooq Abdullah
3. Shri Sumedhanand Saraswati
4. Shri Kotagiri Sridhar
5. Shri Gopal Jee Thakur
6. Shri Ramesh Chander Kaushik
7. Ms, Diya Kumari
8. Smt, Jaskaur Meena
9. Ms. Chandrani Murmu
10. Smt. Keshari Devi Patel
11. Smt. Satabdi Roy
12. Shri Achyutananda Samanta

RAJYA SABHA

13. Shri Narhari Amin
14. Smt. Phulo Devi Netam
15. Dr. Sumer Singh Solanki
16. Dr. Prashanta Nanda

SECRETARIAT

1. Smt. Suman Arora - Joint Secretary
2. Shri Ram Lal Yadav - Addl. Director

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 the Action Taken by the Government on the Observations / Recommendations contained in their 11th Report on 'Demands for Grants (2022-23) of the Ministry of Railways'.

The Committee adopted the above-mentioned Report with minor modifications.

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

4. xxxx xxxx xxxx xxx

The Committee then adjourned.

APPENDIX

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 11TH REPORT (17TH LOK SABHA) ON "DEMANDS FOR GRANTS (2022-23) OF THE MINISTRY OF RAILWAYS"

Total number of Recommendations/Observations		23
(i)	Recommendations/Observations which have been accepted by the Government –	
	Para Nos. 1,2,3,4,5 6,7, 8,9,10,11,12,13,14,15,16,17,18,19, 20,21,22 and 23	23
	Percentage of total	100%
(ii)	Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies –	
	Para No. NIL	NIL
	Percentage of total	0%
(iii)	Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration –	
	Para No. NIL	NIL
	Percentage of total	0%
(iv)	Recommendations/Observations in respect of which final replies are still awaited -	
	Para No. NIL	NIL
	Percentage of total	0%