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**STANDING COMMITTEE  
ON RAILWAYS  
(1998-99)**

**TWELFTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**DEMANDS FOR GRANTS  
(1998-99)**

**FIRST REPORT**



सत्यमेव जयते

**LOK SABHA SECRETARIAT  
NEW DELHI**

*July, 1998/Asadha, 1920 (Saka)*

FIRST REPORT  
STANDING COMMITTEE ON RAILWAYS  
(1998-99)

(TWELFTH LOK SABHA)

MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

DEMANDS FOR GRANTS (1998-99)

*Presented to Lok Sabha on 6 July, 1998*  
*Laid in Rajya Sabha on 7 July, 1998*



LOK SABHA SECRETARIAT  
NEW DELHI

*July, 1998/Asadha, 1920 (Saka)*

Price : Rs. 77.00

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Published under Rule 382 of the Rules of Procedure and Conduct of Business in Lok Sabha (Ninth Edition) and Printed by Jainco Art India, 13/10, W.E.A., Saraswati Marg, Karol Bagh, New Delhi-110005.

**STANDING COMMITTEE ON RAILWAYS**  
**CORRIGENDA TO THE FIRST REPORT OF 12TH LOK SABHA**

Page	Para	Line	In Place of	Read
(ii)	(ii)	1	Stnanding	Standing
(iii)	—	3	Mamta	Mamata
15	29	12	23,00,00	2300,00,00
18	29	11	(6,62,00)	(8,62,00)
19	29	14	(21,71,10)	(2,71,10)
21	29	1	1244,90	1214.90
25	35	27	38,44,64	138,33,83
26	37	11	Permanently	Permanent
26	37	17	Building	Buildings
28	39	19	Cards	Cards
33	47	17	Transshipment	Transhipment
41	58	3	MORTIZATION	AMORTIZATION
42	59	1	Rashtriya	Railway
44	60	10	Tiruchirappalli	Tiruchchirappalli
52	74	1	he	the
55	78	7	0.19	0.35
59	91	2	matrialisation	materialisation
64	116	3	16.54%	16.45%
75	133	(vii)	police	Police
75	133	(vii)	government	Government
75	133	5	IR	Indian Railways
75	135	6	charge	charges
75	135	7	'during the current financial year'	Delete it
81	151	11	restraints	restraint
85	156	21	concession	conversion
90	167	(xiv)	staff	staff"
100	188	4	(In Rs. Lakhs)	(Rs. in Lakhs)
114	221	8	Bhuaneshwar	Bhubaneshwar



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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS  
(1998-99)

Kumari Mamta Banerjee — *Chairperson*

MEMBERS

*Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Shri Ritlal Prasad Verma
4. Smt. Thakkar Jayaben Bharat Kumar
5. Shri Sohan Potai
6. Dr. Laxminarayan Pandey
7. Shri Jagannath Singh
8. Shri M.A. Kharabela Swain
9. Shri Kishan Lal Diler
10. Shri Pankaj Choudhary
11. Shri Ram Pal Singh
- \*12. Smt. Panabaka Lakshmi
13. Shri Annaiahgari Sai Prathap
14. Shri Rajo Singh
15. Shri Naranbhai Jemalabhai Rathwa
16. Shri Dinsha J. Patel
17. Shri Ashok Namdeorao Mohol
18. Shri Bhajan Lal
19. Shri A.B.A. Ghani Khan Chowdhury
- \*\*20. Shri Moinul Hassan
21. Shri Paras Nath Yadav

---

\*Nominated in place of Shri Manikrao Hodlya Gavit, M.P. *vide* Bulletin Part-II dated 8 June, 1998.

\*\*Nominated in place of Shri Basudeb Acharia, M.P. *vide* Bulletin Part-II dated 9 June, 1998.

22. Shri Kanchi Panneersavalam
23. Shri Taslimuddin
24. Shri Hari Kewal Prasad
25. Shri Kondapalli Pydithalli Naidu
26. Dr. Prasanna Patasani
27. Shri V.V. Raghavan
28. Smt. Satwinder Kaur Dhaliwal
29. Shri Ram Vilas Paswan
30. Shri T.R. Baalu

*Rajya Sabha*

31. Shri Sitaram Kesri
32. Shri S.S. Surjewala
33. Shri Karnendu Bhattacharjee
34. Shri Satyanarayana Dronamraju
35. Shri Gopalsinh G. Solanki
36. Prof. Ram Bakhsh Singh Varma
37. Chowdhary Chunni Lal
38. Dr. Chandrakala Pandey
39. Shri Solipeta Ramachandra Reddy
40. Maulana Obaidullah Khan Azmi
41. Shri Naresh Yadav
42. Shri S. Niraikulathan
43. Shri V.P. Duraisamy
44. Shri Anil Sharma
45. Shri Barjinder Singh Hamdard

SECRETARIAT

- |                     |   |                             |
|---------------------|---|-----------------------------|
| 1. Dr. A.K. Pandey  | — | <i>Additional Secretary</i> |
| 2. Shri John Joseph | — | <i>Joint Secretary</i>      |
| 3. Shri R.C. Gupta  | — | <i>Deputy Secretary</i>     |

## INTRODUCTION

I, the Chairperson of Standing Committee on Railways (1998-99) having been authorised by the Committee to present the Report on their behalf, present this First Report of the Standing Committee on Railways (1998-99) on 'Demands for Grants (1998-99)' of the Ministry of Railways.

2. The Committee took evidence of the representatives of the Ministry of Railways on the subject on 16.06.1998, 29.06.1998 and 30.06.1998.

3. The Report was considered and adopted by the Committee at their sitting held on 03 July, 1998.

4. The Committee wish to express their thanks to the Officers of the Ministry of Railways for furnishing the material and information which the Committee desired in connection with the examination of the subject and sharing with them their views concerning the matter which came up for discussion during evidence.

NEW DELHI;  
July 3, 1998  
*Asadha 12, 1920 (Saka)*

MAMATA BANERJEE,  
*Chairperson,*  
*Standing Committee on Railways.*

## **PART I**

### **REPORT**

#### **Introductory**

Indian Railways are the principal mode of transport of the country. Railways, being a more energy efficient mode of transport, is ideally suited for movement of bulk commodities and for long distance travel. Indian Railways play a vital role in the growth and development of the national economy. It fulfils the vital infrastructural needs of the country.

2. Indian Railways system consists of 62,725 route kilometres as on 31.3.1997 comprising Broad Gauge (41,971 kms.), Metre Gauge (17,044 kms.) and Narrow Gauge (3,710 kms.). The system is presently undergoing a massive transformation. Under the project Uni-Gauge, 6897 kms. of Metre Gauge/Narrow Gauge was converted to Broad Gauge in the VIII Five Year Plan. The progress made by the Railways from 1950-51 upto the end of VIII Five Year Plan may be seen in the **Appendix I.**

3. Indian Railways system comprised nine Zonal Railways namely Central, Eastern, Northern, North Eastern, Northeast Frontier, Southern, South Central, South-Eastern and Western. In view of the Gauge conversion and the coming up of Konkan Railway and also traffic increase/changes, six new zones are being set up at Bhubaneswar, Allahabad, Hazipur, Jaipur, Bangalore and Jabalpur.

4. There are six Production Units namely Chittaranjan Locomotives Works, Chittaranjan; Diesel Locomotive Works, Varanasi; Integral Coach Factory, Chennai; Wheel & Axle Plant, Bangalore; Diesel Component Works, Patiala and Rail Coach Factory, Kapurthala.

5. The Zonal Railways and the Production Units are headed by General Managers whereas newly created six Zones are headed by Officers on Special Duty. The existing 9 Zonal Railways are further sub-divided into 59 operating divisions for better management. The Government has further approved the setting up of eight new divisions at Ahmedabad, Agra, Guntur, Rangiya, Pune, Ranchi, Singrauli and

Raipur. The Railway system also includes the Research, Design & Standards Organisation (RDSO) Lucknow and Construction & Railway Electrification Organisation.

6. Indian Railways also have the following five centralised training institutes:

- (i) Railway Staff College, Vadodara,
- (ii) Indian Railways Institute of Signal Engineering and Telecommunication (IRISET), Secunderabad,
- (iii) Indian Railways Institute of Civil Engineering (IRICEN), Pune,
- (iv) Indian Railways Institute of Mechanical and Electrical Engineering (IRIMEE), Jamalpur, and
- (v) Indian Railways Institute of Electrical Engineering (IRIEE), Nasik.

7. Besides, the following six Public Sector Undertakings are also under the Ministry of Railways:

- (i) Rail India Technical and Economic Services Limited (RITES),
- (ii) Indian Railway Construction Company Limited (IRCON),
- (iii) Indian Railway Finance Corporation Limited (IRFC),
- (iv) Container Corporation of India Limited (CONCOR),
- (v) Centre for Railway Information Systems (CRIS), and
- (vi) Konkan Railway Corporation (KRC).

8. In addition, the Railways have a number of miscellaneous establishments like the Railway Recruitment Boards at 19 centres, 23 Benches of Railway Claims Tribunals, Office of Railway Advisers at London, Paris, and Bonn.

9. The overall control and formulation of policy of the Railways is vested in Railway Board comprising the Chairman, Financial Commissioner and other functional Members for Traffic, Engineering, Mechanical, Electrical and Staff matters.

10. As per the Separation Convention, 1924 the Railway Budget is presented to the Parliament ahead of the General Budget. The Railway Budget for the year 1998-99 containing the following documents/statements has been presented by the Railway Minister on 29 May, 1998:

1. Speech of the Minister of Railways introducing the Railway Budget for 1998-99 (Part-I & II).
2. Key to Budget Documents, 1998-99.
3. Budget of the Railway Revenue and Expenditure of the Central Government for 1998-99.
4. Explanatory Memorandum on the Railway Budget, 1998-99.
5. Memorandum explaining the proposals for adjustments in freight rate and fares in the Railway Budget, 1998-99.
6. Demands for Grants, 1998-99 [Part-I & Part II (Details)].
7. Works Machinery and Rolling Stock programme of Railways for 1998-99 [Part-I (Summary)/Part-II (Detailed Programmes of Railways)].
8. Performance Budget of Railways, 1998-99.
9. Indian Railways Safety Performance, 1996-97.
10. Indian Railways—Year Book, 1996-97.
11. Indian Railways—Annual Report and Accounts, 1996-97.

11. The Railway Budget statement shows the total revenue receipts, revenue and works expenditure and position of various funds which the Railways are seeking with Central Government.

12. The Revenue receipts of the Railways consist of earnings from passenger traffic, other coaching earnings, earnings from goods traffic and sundry other earnings. There are also miscellaneous receipts like receipts of Railway Recruitment Boards etc.

13. The estimates of Expenditure included in the Budget statement are contained in 16 separate Demands for Grants as enumerated below:

No. of Demands	Name of Demands
1.	Railway Board.
2.	Miscellaneous Expenditure (General).
3.	General Superintendence and Services on Railways.
4.	Repairs and Maintenance of Permanent Way and Works.
5.	Repairs and Maintenance of Motive Power.
6.	Repairs and Maintenance of Carriages and Wagons.
7.	Repairs and Maintenance of Plant and Equipment.
8.	Operating Expenses—Rolling Stock and Equipment.
9.	Operating Expenses—Traffic.
10.	Operating Expenses—Fuel.
11.	Staff Welfare and Amenities.
12.	Miscellaneous Working Expenses.
13.	Provident Fund, Pension and other Retirement Benefits.
14.	Appropriation to Funds.
15.	Payment of Dividend to General Revenues.
16.	Assets—Acquisition, Construction and Replacement.

14. The total expenditure is incurred by the Railways on Revenue Account and Works Account. The Expenditure on Revenue Account is contained in Demands 1—15 of the Demands for Grants. It includes



the ordinary working expenses incurred by the various Departments in the Railways for their day-to-day working and other miscellaneous establishments. The Revenue Account also includes appropriation to the Depreciation Reserve Fund (DRF), Capital Fund, Pension Fund and dividend paid by the Railways to the General Exchequer.

15. The Expenditure incurred by Railways on Works Account is contained in Demand No. 16 of Demands for Grants.

16. The following Table shows the Railway Budget (1998-99) in brief:

Actuals 1996-97	Budget 1997-98	Description	Revised 1997-98	Budget, 1998-99	
				As presented in March, 1998	As now proposed
1	2	3	4	5	6
24319.41	27855.00	(a) Gross Traffic Receipts	28655.00	31022.00	31472.00
16185.80	20935.00	(b) Ordinary Working Expenses	20651.00	23370.00	23720.00
2200.00	2000.00	(c) Appropriation to Depreciation Reserve Fund	1904.00	1500.00	2473.00
2615.00	2200.00	(d) Appropriation to Pension Fund	3367.00	4000.00	2218.00
21000.80	25135.00	(e) Total Working expenses (b)+(c)+(d)	25922.00	28870.00	28411.00
3318.61	2720.00	(f) Net Traffic Receipts (a)-(e)	2733.00	2152.00	3061.00
305.91	283.72	(g) Net Miscellaneous Receipts	282.62	359.32	372.12

1	2	3	4	5	6
3624.52	3003.72	(h) Net Revenue (f)+(g)	3015.62	2511.32	3433.12
1507.46	1629.72	(i) Dividend Payment due to General Revenues	1545.62	1756.32	1777.26
—	—	(j) Payment of Deferred Dividend	—	—	—
2117.06	1374.00	(k) Excess/Shortfall (h)-(i)-(j)	1470.00	755.00	1655.86
314.21	350.00	(l) Appropriation to Railway Development Fund	350.00	350.00	475.00
—	—	(i) Repayment of loan and interest	—	—	—
314.21	350.00	(ii) Development Works	350.00	350.00	475.00
1802.85	1024.00	(m) Appropriation to Capital Fund-Railways	1120.00	405.00	1180.86
86.2%	91.4%	(n) Opening Ratio	91.0%	94.0%	91.2%
11.7%	8.9%	(o) Ratio of Net Revenue to Capital-at-Charge and investment from Capital Fund	8.9%	6.9%	9.3%

## Traffic Receipts

17. The following table shows the details of the Actuals 1996-97, Budget & Revised Estimates 1997-98 and Budget Estimates 1998-99 of the Gross Traffic receipts:

Details	Actuals 1996-97	Budget 1997-98	Revised 1997-98	Budget 1998-99	
				As presented in March 1998	As Now Proposed
1	2	3	4	5	6
Passenger-Upper Class	1108.48	1370.43	1256.88	1322.31	1390.59
Passenger Second Class	5524.76	5735.57	6277.49	6608.69	6977.41
<b>Total</b>	<b>6633.24</b>	<b>7106.00</b>	<b>7534.37</b>	<b>7931.00</b>	<b>8368.00</b>
Passenger Earnings					
Other Coaching Earnings	563.16	592.00	601.05	625.00	638.00

1	2	3	4	5	6
Goods Earnings	16668.17	19322.00	19885.94	21686.00	21686.00
Sundry Other Charges	487.50	500.00	498.64	520.00	520.00
Total Earnings	24352.07	27520.00	28520.00	30762.00	31212.00
Suspense	-32.66	335.00	135.00	260.00	260.00
Gross Traffic Receipts	24319.41	27855.00	28655.00	31022.00	31472.00

### *Passenger Earnings*

18. The Budget Estimates of Passenger Earnings for 1997-98 of Rs. 7106.00 crore have increased by Rs. 428.37 crore and the Revised Estimates placed at Rs. 7534.37 crore. Passenger Earnings for 1998-99 have been estimated at Rs. 8368.00 crore based upon an anticipated growth of suburban and non-suburban passenger traffic and taking into account the proposed increase in fares.

### *Other Coaching Earnings*

19. Taking into account the trend of actual earnings during the course of the year 1997-98, the Revised Estimates of earnings from Other Coaching Traffic are fixed at Rs. 601.05 crore *i.e.* Rs. 9.05 crore more than the Budget Estimates for the year. Other Coaching Earnings for 1998-99 are estimated at Rs. 638 crore *i.e.*, Rs. 36.95 crore above the Revised Estimates for 1997-98 based upon anticipated growth in Parcel Traffic and proposed increase in Parcel rates.

### *Goods Earnings*

20. In view of positive trend in some commodities, the revised estimates for 1997-98 of goods earnings are fixed at Rs. 19885.94 crore which are Rs. 563.94 crore more than the Budget Estimates of Rs. 19322.00 crore. The goods earnings for 1998-99 have been placed at Rs. 21686 crore, an increase of Rs. 1800.06 crore assuming an increase of 20 million tonnes originating revenue earnings freight traffic over the anticipated level of 430 million tonnes adopted for the Revised Estimates for 1997-98.

### *Sundry Other Earnings*

21. Taking into account the trend of actual earnings under this head during the course of the year, the revised estimates for 1997-98 are fixed at Rs. 498.64 crore *i.e.* Rs. 1.36 crore less than the Budget Estimates for the year. Sundry Other Earnings have been assessed at Rs. 520 crores for 1998-99.

### *Suspense*

22. Taking into account the trend of accretion to unrealised earnings held in 'Suspense', the target of clearance of Rs. 335 crore anticipated in Budget Estimates, 1997-98 has been reduced to Rs. 135 crores in the

revised estimates 1997-98. In the Budget Estimates 1998-99, a clearance under this head has been kept at the level of Rs. 260 crores.

### *Gross Traffic Receipts*

23. The Gross Traffic Receipts for 1997-98 are revised to Rs. 28655 crore against the Budget Estimates of Rs. 27855 crores. The Budget Estimates of Gross Traffic Receipts for 1998-99 have been fixed at Rs. 31472 crore.

### *Miscellaneous Transactions*

24. The following table compares the Actuals 1996-97, Budget and Revised Estimates 1997-98 and Budget Estimates 1998-99 under Miscellaneous Transactions:

(In crores of rupees)

Details	Actuals 1996-97	Budget 1997-98	Revised 1997-98	Budget 1998-99	
				As Presented in March, 1998	As now proposed
1	2	3	4	5	6
<b>RECEIPTS</b>					
(i) Receipts from Subsidised Companies	0.03	—	—	—	—
(ii) Railway Recruitment Boards	1.96	1.21	1.19	1.40	1.40
(iii) Other Misc. Receipts	11.44	5.30	5.70	6.65	7.05
(iv) Receipts from Surcharge on passenger	—	—	—	—	—
(v) Subsidy from General Revenues towards dividend relief and other concessions	468.47	536.72	526.19	615.82	627.86
<b>Total</b>	<b>481.90</b>	<b>543.23</b>	<b>533.08</b>	<b>623.87</b>	<b>636.31</b>

1	2	3	4	5	6
<b>EXPENSES</b>					
(i) Payment to worked lines	0.16	0.17	0.19	0.19	0.19
(ii) Subsidy	0.02	0.02	0.02	0.02	0.02
(iii) Surveys	3.39	10.69	7.02	7.22	7.22
(iv) Misc. Railway Expenditure	134.44	193.63	188.23	202.12	201.76
(v) Open Line Works Revenue	27.98	45.00	45.00	45.00	45.00
(vi) Appropriation to Accident Compensation, Safety and Passenger Amenities Fund	—	—	—	—	—
(vii) Appropriation to Pension Fund	10.00	10.00	10.00	10.00	10.00
<b>Total</b>	<b>175.99</b>	<b>259.51</b>	<b>250.46</b>	<b>264.55</b>	<b>264.19</b>
<b>Net Miscellaneous Receipts</b>	<b>305.91</b>	<b>283.72</b>	<b>282.62</b>	<b>359.32</b>	<b>372.12</b>

### *Net Miscellaneous Receipts*

25. Net Miscellaneous Receipts in the Revised Estimates have been placed at Rs. 282.62 crores against Budget Estimates of Rs. 283.72 crores.

26. The Budget Estimates for 1998-99 of Net Miscellaneous Receipts is estimated at Rs. 372.12 crores which provides for an increase of Rs. 89.50 crores over the Revised Estimates of 1997-98.

### *Dividend to General Revenues*

27. The Budget Estimates for 1997-98 of Dividend payable to General Revenue was Rs. 1629.72 crores. The Revised Estimate of Rs. 1545.62 crores involving a decrease of Rs. 54.10 crores, is based on the latest available estimates of Capital-at-Charge.

28. The dividend liability to General Revenues for 1998-99 is estimated at Rs. 1777.26 crores involving an increase of Rs. 231.64 crores over the Revised Estimate of Rs. 1545.62 crores for 1997-98. The increase is due to increase in capital-at-charge.



## Working Expenses

29. The following statement shows details of revenue expenditure:

(in thousands of rupees)					
Heads of Revenue	Accounts 1996-97	Budget Estimate, 1997-98	Revised Estimate, 1997-98	Budget Estimates 1998-99	
				As presented in March, 1998	As now proposed
1	2	3	4	5	6
<b>B(c)(iii)—RAILWAYS—EXPENDITURE</b>					
<b>3002 &amp; 3003—Working Expenses—</b>					
(1)    @Ordinary Working Expenses	16185,80,50	20935,00,00	20651,00,00	23370,00,00	23720,00,00
(2)    Appropriation to Depreciation Reserve Fund	2200,00,00	2000,00,00	1904,00,00	1500,00,00	2473,00,00
(3)    Appropriation to Pension Fund	2615,00,00	2200,00,00	3367,00,00	4000,00,00	2218,00,00
*3001 A&B—Indian Railways—Policy Formulation, Direction, Research and other Misc. Organisations	148,01,05	214,51,40	205,46,23	219,55,43	219,19,00

1	2	3	4	5	6
3004—Open Line Works—Revenue	27,98,25	45,00,00	45,00,00	45,00,00	45,00,00
3005—Payments to General Revenues—					
(1) **Current Dividend	1481,96,05	1604,03,35	1520,12,35	1730,82,34	1751,76,35
(2) Payment in lieu of Passenger Fare Tax	23,12,00	23,12,00	23,12,00	23,12,00	23,12,00
(3) Contribution to Railway Safety Works Fund	2,37,65	2,56,65	2,37,65	2,37,66	2,37,65
Total—Carried Forward	22684,25,50	27024,23,40	27718,08,23	30890,87,43	30452,45,00
*Includes—					
Appropriation from Revenue to Railway Pension Fund	10,00,00	10,00,00	10,00,00	10,00,00	10,00,00
Payments to Worked Lines	18,28	18,93	20,40	20,40	20,40
Subsidiary Companies	—	—	—	—	—
**Figures exclude amounts due as dividend but transferred to Deferred Dividend Liability Account	—	—	—	—	—
•Includes Metro Railway, Calcutta	33,03,98	42,00,00	55,00,00	68,62,00	69,11,00

1	2	3	4	5	6
Brought forward from page-2	22684,25,50	27024,23,40	27718,06,23	30890,87,43	30452,45,00
3006—Appropriation from Railways' excess of receipts over expenditure					
(1) Appropriation to Railway Development Fund	314,20,98	350,00,00	350,00,00	350,00,00	475,00,00
(2) Appropriation to Capital Fund—Railways	1802,84,64	1024,00,00	1120,00,00	405,00,00	1180,86,43
Total—Expenditure	24801,31,12	28398,23,40	29188,06,23	31645,87,43	32108,31,43
C(f)—Capital					
*Railway Capital not met from Revenue	1464,82,39	1831,00,00	2001,00,00	1831,00,00	2200,00,00
5002 & 5003—Construction of Railways					
J—Reserve Funds					
Works Expenditure met from Railway Funds					
8115—Depreciation Reserve Fund	2240,64,52	2000,00,00	1904,00,00	23,00,00	2625,00,00
8117—Development Fund	314,20,98	350,00,00	350,00,00	350,00,00	475,00,00

1	2	3	4	5	6
8118—Capital Fund—Railways	1878,58,09	1024,00,00	1120,00,00	1105,00,00	1255,00,00
B(c)(iii)—Revenue					
3004—Open Line Works—Revenue	27,98,25	45,00,00	45,00,00	45,00,00	45,00,00
●Grand Total	5926,24,23	5250,00,00	5420,00,00	5631,00,00	6600,00,00
*Includes Expenditure on Metropolitan Transport Projects and Circular Railway, Calcutta	144,52,21	170,11,00	151,78,00	215,00,00	250,00,00
● (i) Excludes market borrowings by Indian Railway Finance Corporation for investment in Rolling Stock	1954,19,47	150,00,00	2520,00,00	2404,00,00	2665,00,00
(ii) BOLT and Own Your Wagon Schemes	429,15,00	900,00,00	463,00,00	265,00,00	235,00,00

1	2	3	4	5	6
Excess of receipts over expenditure	2117,05,62	1374,00,00	1470,00,00	755,00,00	1655,86,43
8117—					
Development Funds					
Railway Development Fund	314,20,98	350,00,00	350,00,00	350,00,00	475,00,00
8118—					
Capital Reserve Funds					
Capital Fund—Railways	1802,84,64	1024,00,00	1120,00,00	405,00,00	1180,86,43
3007—					
Repayment of loan taken from General Revenues for Development Fund and interest on Development Fund Loan	—	—	—	—	—

# RAILWAY DEPRECIATION RESERVE FUND

(In thousands of rupees)

	Accounts, 1996-97	Budget Estimate, 1997-98	Revised Estimate, 1997-98	Budget Estimate, 1998-99	Accounts, 1996-97	Budget Estimate, 1997-98	Revised Estimate, 1997-98	Budget Estimate, 1998-99
*Opening Balance	1270,16,93	1410,83,12	1368,76,34	1516,32,68				
	(a)	(b)	(c)	(d)				
Appropriation to Depreciation Reserve Fund	2250,00,00	2050,00,00	1954,00,00	2522,44,65	2240,64,52	2000,00,00	1904,00,00	2625,00,00
Interest on Depreciation Reserve Fund	89,23,93	100,50,82	97,56,34	102,55,35	1368,76,34	1561,33,94	1516,32,68	1516,32,68
Total	3609,40,86	3561,33,94	3420,32,68	4141,32,68	3609,40,86	3561,33,94	3420,32,68	4141,32,68

(a) Includes 50,00,00 debitible to Workshop Manufacture Suspense Account-CLW(6,02,00), DLW(6,25,00), ICF(6,35,00), W&AP(6,56,00), RCF(16,20,00) and D.C.W(6,62,00).  
 (b) Includes 50,00,00 debitible to Workshop Manufacture Suspense Account-CLW(5,81,00), DLW(6,30,00), ICF(5,74,00), W&AP(7,05,00), RCF(16,31,00) and D.C.W(8,79,00).  
 (c) Includes 50,00,00 debitible to Workshop Manufacture Suspense Account-CLW(6,13,00), DLW(5,45,00), ICF(5,37,00), W&AP(7,93,00), RCF(17,14,00) and D.C.W(7,98,00).  
 (d) Includes 49,44,65 debitible to Workshop Manufacture Suspense Account-CLW(6,68,00), DLW(4,16,00), ICF(5,48,00), W&AP(8,01,00), RCF(17,13,65) and D.C.W(7,98,00).

# RAILWAY PENSION FUND

(In thousands of rupees)

	Accounts 1996-97	Budget Estimate, 1997-98	Revised Estimate, 1997-98	Budget Estimate, 1998-99	Accounts, 1996-97	Budget Estimate, 1997-98	Revised Estimate, 1997-98	Budget Estimate, 1998-99
\$Opening Balance	770,95,25	1078,37,97	976,14,61	765,24,91		Appropriation from Pension Fund	2508,91,84	2500,00,00 3667,00,00 2300,00,00
\$\$Appropriation to Pension Fund	2655,03,14	2230,12,60	3397,21,53	2248,24,41				
Interest on Pension Fund	59,08,06	66,04,10	58,88,77	51,75,59		Closing Balance	976,14,61	874,54,67 765,24,91 765,21,91
Total	3485,06,45	3374,54,67	4432,24,91	3065,24,91		Total	3485,06,45	3374,54,67 4432,24,91 3065,24,91

\$ Includes Rs. 31,02 thousand in 1996-97 by transfer from State Railway Provident Fund of the accumulated Government contribution to the Provident Fund of pre-1957 staff who had elected the pensionary form of retirement benefits before the close of the respective penultimate financial years.

\$\$ Includes Rs. 10,03,14 thousand in 1996-97, Rs. 12,60 thousand in B.E. 1997-98, Rs. 21,53 thousand in R.E. 1997-98 and Rs. 24,41 thousand in B.E. 1998-99 by transfer from the State Railway Provident Fund of the accumulated Government contribution to the Provident Fund of pre-1957 staff who elected the pensionary form of retirement benefits before the close of the respective financial year.

(a) Includes 20,00,00,00,00 debitable to Workshop Manufacture Suspense Account-CLW(6,50,90), DLW(2,89,27), KCF(5,66,97), W&AP(72,91), D.C.W.(1,48,85) and RCF(21,71,10).

(b) Includes 20,00,00,00,00 debitable to Workshop Manufacture Suspense Account-CLW(6,49,51), DLW(2,85,98), KCF(5,60,41), W&AP(79,85), D.C.W.(1,51,32) and RCF(2,72,93).

(c) Includes 20,00,00,00,00 debitable to Workshop Manufacture Suspense Account-CLW(6,42,93), DLW(2,84,20), KCF(5,59,93), W&AP(77,85), D.C.W.(1,47,32) and RCF(2,88,27).

(d) Includes 20,00,00,00,00 debitable to Workshop Manufacture Suspense Account-CLW(6,73,43), DLW(2,69,48), KCF(5,43,91), W&AP(82,31), D.C.W.(1,49,10) and RCF(2,81,77).

# ORDINARY WORKING EXPENSES

(Rs. in crores)

Details	Actuals 1996-97	Budget 1997-98	Revised 1997-98	Budget 1998-99	
				As presented in March 1998	As Now Proposed
1	2	3	4	5	6
General Superintendence and Service on Railways	840.65	1209.75	1151.64	1298.69	1301.08
Repairs and Maintenance of Permanent ways and Works	1777.44	2357.29	2318.31	2571.17	2608.11
Repairs and Maintenance of Motive Power	1069.83	1336.95	1272.63	1426.92	1412.87
Repairs and Maintenance of Carriages and Wagons	1860.35	2430.95	2347.69	2611.66	2557.65
					20



1	2	3	4	5	6
Repairs and Maintenance of Plant and Equipment	950.68	1255.33	1244.90	1346.22	1366.69
Operating Expenses-Rolling Stock and Equipment	1563.46	1919.46	1918.98	2065.69	2418.37
Operating Expenses—Traffic	3216.59	4316.36	4286.82	4971.02	5084.25
Operating Expenses—Fuel	3753.42	4468.15	4568.37	5199.42	5089.77
Staff Welfare and Amenities	680.32	883.29	880.81	990.47	998.67
Miscellaneous Working Expenses	896.34	1110.86	1114.62	1262.14	1275.94
Provident Fund, Pension and other Retirement Benefits	2522.48	2513.77	3682.44	4016.46	2314.69
Total	19130.96	23802.16	24757.21	27759.86	26428.09
Credits or Recoveries	-435.67	-367.16	-439.21	-389.86	-408.09
Deduct-Amount recouped from funds	-2509.49	-2500.00	-3667.00	-4000.00	-2300.00
NET	16185.80	20935.00	20651.00	23370.00	23720.00

### *Working Expenses—Revised Estimates 1997-98*

30. The sanctioned Budget Grant for 1997-98 for Ordinary Working Expenses was Rs. 23802.16 crore (Gross). The revised Estimates for Rs. 24757.21 crore (Gross) are more than the Budget Grant by Rs. 955.05 crore. There have been savings in all the Demands except Demand Nos. 10 and 13. Credits in reduction of expenditure are estimated at Rs. 439.21 crore *i.e.* Rs. 72.05 crore more than the Budget. The amount recouped from Funds has been enhanced to Rs. 3667 crore over the Budget Grant of Rs. 2600 crore. The Revised Estimates of Net Working Expenses have, thus, been kept at Rs. 20651 crore *i.e.* Rs. 284 crore less than the Budget. Increase of Rs. 955.05 crore in gross expenditure comprises of an increase of Rs. 952.66 crore under 'Voted' portion, and a saving of Rs. 239.14 lakhs under Charged appropriation which is on account of more payments anticipated in satisfaction of court decrees.

31. As regards, the other items making up Total Working Expenses in Revised Estimates, the contribution to Depreciation Reserve Fund has been kept at Rs. 1904 crores *i.e.* Rs. 96 crores less than the Budget level, whereas appropriation to Pension Fund has been increased to Rs. 3367 crore from the Budget level of Rs. 2200 crore.

### *Working Expenses—Budget Estimates 1998-99*

32. The Budget Estimates of Ordinary Working Expenses (Gross) for the year 1998-99 have been placed at Rs. 26428.09 crore involving an increase of Rs. 1670.88 crore over the Revised Estimates of Rs. 24757.21 crore for 1997-98. Credits on reduction of expenditure are estimated at Rs. 408.09 crore *i.e.* Rs. 31.12 crore less than the Revised Estimates for the year 1997-98. The amount recouped from Funds is estimated at Rs. 2300 crore. Taking together the credits and the amount recouped from Funds, the Net Working Expenses are estimated to be Rs. 23720 crore during 1998-99 as against the Revised Estimates for 1997-98 of Rs. 20651 crores *i.e.* an increase of Rs. 3069 crores.

**DEMAND NO. 01—RAILWAYS**

33.

**RAILWAY BOARD**

Voted : Rupees thirty six crores sixty eight lakhs eighty thousand

(In thousands of Rupees)

Details	Budget Estimates 1998-99	
	As presented in March, 1998	As now proposed
Pay of Group 'A' & 'B' Establishment	7,31,90	7,31,90
Pay of Group 'C' & 'D' Establishment	11,43,40	11,43,40
Other Charges	17,93,50	17,93,50
Total		
Voted	36,68,80	36,68,80

The above estimates do not include the recoveries mentioned below, which are taken outside the gross budget and adjusted in the accounts in reduction of expenditure.

Credits or Recoveries	-3,00	-3,00
Net	36,65,80	36,65,80

## DEMAND NO. 02—RAILWAYS

## 34. MISCELLANEOUS EXPENDITURE (GENERAL)

Voted: Rupees one hundred seventy three crores forty three lakhs and twenty thousand.

(In thousands of rupees)

Minor Heads of Demand			Budget Estimates 1998—99	
			As presented in March, 1998	As now proposed
(a)	Surveys	Voted	7,22,57	7,22,57
		Charged		
(b)	Research, Design & Standards Organisation	Voted	47,05,00	47,05,00
		Charged		
(c)	Expenditure on Miscellaneous Establishments	Voted	64,02,20	65,15,77
		Charged		
(d)	Reimbursement of Cost of Statutory Railway Audit	Voted	35,18,40	35,18,40
		Charged		
(e)	Payments to Worked Lines, Subsidised Companies	Voted	20,40	20,40
		Charged		
(f)	Miscellaneous Charges	Voted	20,11,06	18,61,06
		Charged		
		Voted	173,79,63	173,43,20
		Charged		

## DEMAND NO. 03—RAILWAYS

## 35. GENERAL SUPERINTENDENCE AND SERVICES ON RAILWAYS

Voted : Rupees one thousand three hundred one crores and seven lakhs.

Charged : Rupees one lakh

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100- General Management Including General Management Services	Voted Charged	88,98,08	89,51,17
200- Financial Management	Voted Charged	349,23,82	350,61,06
300- Personnel Management	Voted Charged	214,24,09 1.00	213,89,61 1.00
400- Materials Management	Voted Charged	234,80,75 —	233,65,78 —
500- Way and Works Management	Voted Charged	112,80,85 —	113,18,26 —
600- Rolling Stock Management	Voted Charged	71,34,90 —	71,88,54 —
700- Electrical Management	Voted Charged	50,47,04 —	50,56,75 —
800- Signal and Telecommunication Management	Voted Charged	38,44,64 —	38,62,38 —
900- Traffic Management	Voted Charged	38,44,64 —	139,13,45 —
Total (100 to 900)	Voted Charged	1298,68,00 1,00	1301,07,00 1,00

36. The Budget Estimates of Rs. 1301.08 crore under this Demand reflects an increase of Rs. 149.44 crore over the Revised Estimates for 1997-98. This comprises an increase of Rs. 149.46 crore under 'Voted' portion to provide for payment of Salaries (Rs. 5442.22 lakh), Dearness Allowance (Rs. 3354.64 lakh), Travelling Expenses (1948.08 lakh), Other Staff Costs (Rs. 3096.84 lakh). Contingent Expenses (Rs. 856.69 lakh) and other miscellaneous factors (Rs. 247.72 lakh), partly off-set by decrease of Rs. 2.19 lakhs under Charged appropriation due to less payments anticipated in satisfaction of Court decrees.

### DEMAND NO. 04—RAILWAYS

#### 37. REPAIRS AND MAINTENANCE OF PERMANENT WAY AND WORKS

Voted : Rupees two thousand six hundred eight crores, eight lakhs and ninety nine thousand.

Charged : Rupees one lakh and fifty nine thousand.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
1		2	3
100-	Voted	224,18,49	230,89,79
Establishment in Offices	Charged	1,00	1,00
200-	Voted	1743,51,75	1757,63,64
Maintenance of Permanently way	Charged	59	59
300-	Voted	80,34,44	83,62,73
Maintenance of Bridge Works and Tunnels Including Road Over/ Under Bridges	Charged	—	—
400-	Voted	262,14,51	267,00,11
Maintenance of Service Building (Other than Staff Quarters and Welfare Buildings	Charged	—	—

1		2	3
500-	Voted	150,87,85	154,70,82
Water supply sanitation and roads	Charged	—	—
(other than Colonies, Staff Quarters and Welfare Buildings)			
600-	Voted	35,53,87	35,81,86
Other Repairs and Maintenance	Charged	—	—
700-	Voted	74,54,08	78,40,04
Special Repairs Pertaining to	Charged	—	—
Breaches Accidents etc. including Special Revenue Works			
	Voted	2571,14.99	2608,08,99
Total (100 to 700)	Charged	1,59	1,59

38. The Budget Estimates of Rs. 2608.11 crore under this Demand reflects an increase of Rs. 289.80 crore over the Revised Estimates of 1997-98. It comprises an increase of Rs. 289.85 crore under 'Voted' portion to provide for payment of Salaries (Rs. 6333.21 lakhs), Dearness Allowance (Rs. 5914.49 lakh), Travelling Expenses (Rs. 5536.75 lakh), Cost of Materials (Rs. 727.66 lakh), Contractual Payments (Rs. 8995.59 lakh) and miscellaneous factors (Rs. 1477.35 lakh), partly off-set by a decrease of Rs. 4.96 lakh under Charged appropriation due to less payments anticipated in satisfaction of court decrees.

## DEMAND NO. 05—RAILWAYS

## 39. REPAIRS AND MAINTENANCE OF MOTIVE POWER

Voted : Rupees one thousand four hundred twelve crores, eighty five lakhs and three thousand.

Charged : Rupees two lakhs.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100-	Voted	141,07,28	140,93,66
Establishment in Offices	Charged		
200-	Voted	21,42,45	21,14,60
Steam Locomotives	Charged	—	—
300—	Voted	835,12,05	825,07,95
Diesel Locomotives	Charged	2,00	2,00
500-	Voted	443,10,77	439,51,50
Electric Locomotives	Charged	—	—
600-	Voted	-13,82,52	-13,82,68
Rail Cards Ferry Steamers and Other Maintenance Expenses	Charged	—	—
Total (100 to 600)		1426,90,03	1412,85,03
		2,00	2,00

40. The Budget Estimates of Rs. 1412.87 crore under this Demand reflects an increase of Rs. 140.24 crore over the Revised Estimates of 1997-98. These estimates are entirely under 'Voted' portion to provide for payment of Salaries (Rs. 1834.76 lakh), Dearness Allowance (Rs. 1377.61 lakh), travelling Expenses (Rs. 484.84 lakh), Cost of Materials (Rs. 4631.52 lakh), Contractual Payments (Rs. 717.78 lakh), Transfer of Debit/Credits (Rs. 3200.78 lakh), increased maintenance activity (Rs. 1350.23 lakh) and miscellaneous factors (Rs. 426.13 lakh).



**DEMAND NO. 06—RAILWAYS****41. REPAIRS AND MAINTENANCE OF CARRIAGES AND WAGONS**

**Voted** : Rupees two thousand five hundred and fifty seven crores, sixty three lakhs and forty six thousand.

**Charged** : Rupees one lakh and twenty five thousand.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100- Establishment in Offices	Voted Charged	174,67,73 15	174,31,13 15
200- Carriages	Voted Charged	981,16,34 —	946,56,50 —
300- Wagons	Voted Charged	827,19,16 —	818,31,05 —
400- Electrical Multiple Unit Coaches	Voted Charged	257,31,75 —	251,80,48 —
500- Electrical General Services—Train Lighting, Fans and Air-Conditioning	Voted Charged	398,21,69 1,10	393,56,51 1,10
600- Miscellaneous Repairs and Maintenance Expenses	Voted Charged	-26,92,21 —	-26,92,21 —
Total (100 to 600)	Voted Charged	2611,64,46 1,25	2557,63,46 1,25

42. The Budget Estimates of Rs. 2557.65 crore under this Demand reflects an increase of Rs. 209.96 crore over the Revised Estimates of 1997-98. This comprises an increase of Rs. 209.94 crore under 'Voted' portion to provide for Salaries (Rs. 3200.06 lakh), Dearness Allowance (Rs. 2768.44 lakh), Travelling Expenses (Rs. 1223.43 lakh), Other Staff Cost (Rs. 1790.68 lakh), Cost of Materials (Rs. 3973.26 lakh), Transfer of Debits/Credits (Rs. 3475.09 lakh), increased maintenance activity (Rs. 4907.79 lakh) and an increase of Rs. 1.10 lakhs under charged appropriation; partly off-set by less requirements under Other miscellaneous factors (Rs. 344.48 lakh).

## DEMAND NO. 07—RAILWAYS

## 43. REPAIRS AND MAINTENANCE OF PLANT AND EQUIPMENT

**Voted** : Rupees one thousand three hundred and sixty six crores, sixty seven lakhs and fifty nine thousand.

**Charged** : Rupees on lakh.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100- Establishment in Offices	Voted <i>Charged</i>	158,56,71 —	161,94,63 —
200- Plant and Equipment— Way and Works	Voted <i>Charged</i>	79,63,54 —	81,59,78 —
300- Plant and Equipment—Mechanical	Voted <i>Charged</i>	150,29,30 —	145,76,49 —
400- Plant and Equipment—Electrical	Voted <i>Charged</i>	413,61,78 1,00	420,19,43 1,00
500- Plant and Equipment—Signalling	Voted <i>Charged</i>	328,49,48 —	338,45,80 —
600- Plant and Equipment— Telecommunication	Voted <i>Charged</i>	161,65,79 —	164,52,35 —
700- Rental to P&T for Signalling and Telecommunication Circuits	Voted <i>Charged</i>	17,05,57 —	17,05,51 —
800- Other Plant and Equipment— General and Traffic Departments	Voted <i>Charged</i>	36,88,42 —	37,13,60 —
<b>Total (100 to 800)</b>	<b>Voted <i>Charged</i></b>	<b>1346,20,59 1,00</b>	<b>1366,67,59 1,00</b>

44. The Budget Estimates of Rs. 1366.69 crore under this Demand reflects an increase of Rs. 151.79 crore over the Revised Estimates of 1997-98. This comprises an increase of Rs. 151.78 crore under 'Voted' portion to provide for payment of Salaries (Rs. 3729.14 lakh), Dearness Allowance (Rs. 3488.37 lakh), Travelling Expenses (Rs. 3650.30 lakh), other staff costs (Rs. 1268.87 lakh), Cost of Materials (Rs. 2256.91 lakh), Contractual payments (Rs. 685.89 lakh), miscellaneous factors (Rs. 98.52 lakh) and an increase of Rs. 0.75 lakh under Charged appropriation due to more payments anticipated in satisfaction of Court decrees.

### DEMAND NO. 08—RAILWAYS

#### 45. OPERATING EXPENSES—ROLLING STOCK AND EQUIPMENT

Voted : Rupees two thousand, four hundred eighteen crores, twenty nine lakhs and sixty four thousand.

Charged : Rupees seven lakhs.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
1		2	3
100-	Voted	20,83,01	24,29,62
Steam Locomotives	Charged	—	—
200-	Voted	739,46,23	962,84,05
Diesel Locomotives	Charged	7,00	7,00
300-	Voted	341,18,63	422,67,46
Electric Locomotives	Charged	—	—
400-	Voted	45,75,67	58,85,68
Electric Multiple Unit Coaches	Charged		
500-	Voted	357,87,29	358,07,44
Carriages and Wagons	Charged	—	—

1		2	3
600-	Voted	561,80,04	562,86,89
Traction (Other than Rolling Stock)	Charged	—	—
and General Electrical Services			
700-	Voted	28,34,30	28,24,59
Signalling and Telecommunication	Charged	—	—
800-	Voted	36,47	43,91
Ferry Services and Rail Cars	Charged	—	—
	Voted	2065,61,64	2418,29,64
Total (100 to 800)	Charged	7,00	7,00

46. The Budget estimates of Rs. 2418.37 crore under this Demand reflects an increase of Rs. 499.39 crore over Revised Estimates of 1997-98. This comprises an increase of Rs. 499.36 crores under 'Voted' portion to provide for payment of Salaries (Rs. 2088.71 lakh), Dearness Allowance (Rs. 2664.34 lakh), Kilometerage Allowance (Rs. 37133.58 lakh), Travelling Expenses (Rs. 911.22 lakh), other staff costs (Rs. 930.75 lakh), Cost of Materials (Rs. 2789.82 lakh), Fuel of other than Traction (Rs. 1001.54 lakh), Contractual Payments (Rs. 2922.39 lakhs) and increase of Rs. 3.36 lakh under Charged appropriation due to more payments anticipated in satisfaction of Court decrees; partly off-set by less requirement under miscellaneous factors (Rs. 506.35 lakh).

## DEMAND NO. 09—RAILWAYS

## 47. OPERATING EXPENSES—TRAFFIC

**Voted** : Rupees five thousand eighty four crores, eighteen lakhs and ninety six thousand.

**Charged** : Rupees six lakhs.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100- Establishment in Offices	Voted Charged	1803,68 —	18,12,41 —
200- Station Operations	Voted Charged	1804,65,08 4,00	1802,30,68 4,00
300- Yard Operations	Voted Charged	158,34,40 —	157,36,08 —
400- Transshipment and Repacking Operations	Voted Charged	7,83,07 —	7,90,70 —
500- Trains Operations	Voted Charged	535,42,33 2,00	701,78,07 2,00
600- Safety	Voted Charged	4,10,09 —	4,13,44 —
700- Other Miscellaneous Expenses	Voted Charged	2442,57,31 —	2392,57,58 —
Total (100 to 700)	Voted Charged	4970,95,96 6,00	5084,18,96 6,00

48. The Budget Estimates of Rs. 5084.25 crore under this Demand reflects an increase of Rs. 797.43 crore over the Revised Estimates of 1997-98. These estimates are entirely under 'Voted' portion to provide for payment of Salaries (Rs. 6594.92 lakh), Dearness Allowance

(Rs. 5063.51 lakh), Kilometerage Allowance (Rs. 16265.80 lakh), Travelling Expenses (Rs. 5606.98 lakh), Other Staff Costs (Rs. 2553.86 lakh), Contingent Expenses (Rs. 426.39 lakh), Cost Materials (Rs. 542.61 lakh), Contractual Payment (Rs. 437.22 lakh), Lease/Hire charges to IRFC (Rs. 39100.00 lakh), Lease charges under O.Y.W. Scheme (Rs. 2200.00 lakh, and miscellaneous factors (Rs. 952.14 lakh).

### DEMAND NO. 10—RAILWAYS

#### 49. OPERATING EXPENSES-FUEL

**Voted** : Rupees five thousand eighty nine crores, seventy five lakhs and forty eight thousand.

**Charged** : Rupees two lakhs.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100- Steam Traction	Voted <i>Charged</i>	9,71,52 —	9,68,35 —
200- Diesel Traction	Voted <i>Charged</i>	2069,59,14 2,00	2019,97,31 2,00
300- Electric Traction	Voted <i>Charged</i>	3120,09,82 —	3060,09,82 —
Total (100 to 300)	Voted <i>Charged</i>	5199,40,48 2,00	5089,75,48 2,00

The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.

900- Credits or Recoveries	-31,98,48	-31,98,48
<b>NET</b>	<b>5167,44,00</b>	<b>5057,79,00</b>

50. The Budget Estimates of Rs. 5089.77 crore under this Demand reflects an increase of Rs. 521.40 crore over the Revised Estimates of 1997-98. This comprises an increase of Rs. 521.42 crore under 'Voted' portion to provide for higher Staff Costs (Rs. 160.41 lakh) and more expenditure on fuel due to increase in tariff/prices under Diesel Traction (Rs. 15611.48 lakh) and Electric Traction (Rs. 36370.83 lakh); partly off-set by a reduction of Rs. 2.00 lakh under Charged appropriation due to less payments anticipated in satisfaction of Court decrees.

### DEMAND NO. 11—RAILWAYS

#### 51. STAFF WELFARE AND AMENITIES

Voted : Rupees nine hundred and ninety eight crores, sixty five lakhs and fifty six thousand.

Charged : Rupees one lakh.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
1		2	3
100-	Voted	77,04,95	76,45,15
Educational Facilities	Charged	—	—
200-	Voted	348,43,50	347,11,68
Medical Services	Charged	1,00	1,00
300-	Voted	150,06,29	148,56,93
Health and Welfare Services	Charged	—	—
400-	Voted	15,65,91	15,50,06
Canteen and Other Staff Amenities	Charged	—	—
500-	Voted	399,20,31	410,97,14
Residential and Welfare Buildings—	Charged	—	—
Repairs and Maintenance			

1		2	3
600-	Voted	4,60	4,60
Miscellaneous Expenses	Charged	—	—
	Voted	990,45,56	998,65,56
Total (100 to 600)	Charged	1,00	1,00

The above estimates do not include the recoveries mentioned below which are adjusted in accounts in reduction of expenditure.

900-		
Credits or Recoveries	-1,21,56	-1,21,56
NET	989,25,00	997,45,00

52. The Budget Estimates of Rs. 998.67 crore under this Demand reflects an increase of Rs. 117.87 crore over the Revised Estimates of 1997-98. This comprises an increase of Rs. 117.86 crore under 'Voted' portion to provide for payment of Salaries (Rs. 2865.56 lakh), Dearness Allowance (Rs. 1647.63 lakh), Travelling Expenses (Rs. 628.35 lakh), Other Staff Costs (Rs. 882.30 lakh), Cost of Materials (Rs. 1667.34 lakh), Contractual Payments (Rs. 3144.40 lakh) and miscellaneous factors (Rs. 950.22 lakh); partly off-set by a reduction of Rs. 0.50 lakh under charged appropriation due to less payments anticipated in satisfaction of Court decrees.



**DEMAND NO. 12—RAILWAYS****53. MISCELLANEOUS WORKING EXPENSES**

**Voted** : Rupees one thousand two hundred fifty nine crores, fifty nine lakhs and thirty seven thousand.

**Charged** : Rupees sixteen crores, thirty five lakhs and seven thousand.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
100- Security	Voted	642,02,73	655,86,64
	Charged	9.25	9.25
200- Compensation Claims	Voted	192,30,04	192,91,08
	Charged	10,05,42	10,05,42
300- Workmens and Other Compensation Claims	Voted	8,01,39	8,01,39
	Charged	50,00	50,00
400- Catering	Voted	194,41,83	194,79,98
	Charged	—	—
500- Cost of Training of Staff	Voted	69,14,41	70,22,44
	Charged		
600- Other Expenses	Voted	123,05,92	120,94,79
	Charged	—	—
700- Hospitality and Entertainment Expenses	Voted	25.85	25.85
	Charged	—	—
Total (100 to 700)	Voted	1229,22,17	1243,02,17
	Charged	10,64,67	10,64,67
Total Suspense	Voted	16,57,20	16,57,20
	Charged	5,70,40	5,70,40
Total	Voted	1245,79,37	1259,59,37
	Charged	16,35,07	16,35,07

54. The Budget Estimates of Rs. 1275.94 crore under this Demand reflects an increase of Rs. 161.32 crore over the Revised Estimates of 1997-98. This arises from an increase of Rs. 162.49 crore under 'Voted' portion to provide for payment of Salaries (Rs. 1366.43 lakh), Dearness Allowance (Rs. 1211.60 lakh), Travelling Expenses (Rs. 2443.49 lakh), Cost of Materials (Rs. 1735.14 lakh), Transfer of Debits/Credits (Rs. 1690.73 lakh), Contractual Payments (Rs. 924.72 lakh), and miscellaneous factors (Rs. 6877.55 lakh); partly offset by a reduction of Rs. 116.82 lakh under Charged appropriation due to less payment anticipated in satisfaction of Court decrees.

### DEMAND NO. 13—RAILWAYS

#### 55. PROVIDENT FUND, PENSION AND OTHER RETIREMENT BENEFITS

Voted : Rupees two thousand three hundred thirteen crores, eighty one lakhs and twenty one thousand.

Charged : Rupees eighty seven lakhs and fifty six thousand.

(In thousands of rupees)

Minor Heads of Demand		Budget Estimate 1998-99	
		As Presented in March, 1998	As Now Proposed
1		2	3
100- Superannuation and Retiring Pension	Voted	2191,43,86	1289,78,33
	Charged	4	4
200- Commuted Pension	Voted	618,86,75	167,00,00
	Charged	—	—
300- Ex-Gratia Pension	Voted	86,40	86,40
	Charged	—	—
400- Family Pension	Voted	594,79,00	594,79,00
	Charged	38,38	38,38

1		2	3
500-	Voted	477,25,52	129,00,00
Death-Cum-Retirement Gratuity	Charged	—	—
600-	Voted	119,89,88	119,89,88
Other Allowances, Other Pension and other expenses	Charged	49,14	49,14
	Voted	4003,11,41	2301,33,61
Total (100-600)	Charged	87,56	87,56
700-	Voted	12,35,71	12,35,71
Gratuities and Special Contribution to Provident Fund	Charged	—	—
800-	Voted	11,89	11,89
Contribution to Provident Fund	Charged	—	—
	Voted	12,47,60	12,47,60
Total (700-800)	Charged	—	—
	Voted	4015,59,01	2313,81,21
Grand Total	Charged	87,56	87,56

56. The Budget Estimates of Rs. 2314.69 crore is less than the Revised Estimates of 1997-98 by Rs. 1367.75 crore. With the reduction of Rs. 1367.85 crore under 'Voted' portion and an increase of Rs. 10.47 lakh under Charged appropriation. The decrease in 'Voted' portion is anticipated due to reduction in pensionary charges as a result of raising the retirement age from 58 years to 60 years. The increase under Charged appropriation is due to more payments anticipated on account of court decrees.

## DEMAND NO. 14—RAILWAYS

## 57. APPROPRIATION TO FUNDS

Voted : Rupees six thousand three hundred fifty six crores, eighty six lakhs and forty three thousand.

(In thousands of rupees)

Minor Heads of Demand	Budget Estimate 1998-99	
	As Presented in March, 1998	As Now Proposed
Appropriation to Railway Depreciation		
Reserve Fund	1500,00,00	2473,00,00
Appropriation to Railway Pension Fund	4010,00,00	2228,00,00
Appropriation to Railway Development Fund	350,00,00	475,00,00
Appropriation to Capital Fund—Railways	405,00,00	1180,86,43
Total	6265,00,00	6356,86,43

## DEMAND NO. 15—RAILWAYS

58. DIVIDEND TO GENERAL REVENUES, REPAYMENT OF  
LOANS TAKEN FROM GENERAL REVENUES AND  
MORTIZATION OF OVER CAPITALIZATION

Voted : Rupees one thousand seven hundred and seventy seven crores  
and twenty six lakhs.

(In thousands of rupees)

Minor Heads of Demand	Budget Estimate 1998-99	
	As Presented in March, 1998	As Now Proposed
Dividend to General Revenues	1756,32,00	1777,26,00
Repayment of Deferred Dividend liability in respect of the period 1978-79 onwards		
Repayment of loans for Development Fund taken from General Revenues and interest thereon		
Repayment of loans for Revenue Reserve Fund taken from General Revenues and interest thereon		
Repayment of Deferred Dividend liability in respect of the period prior to 1978-79		
Payment towards Amortization of Over capitalization		
Total	1756,32,00	1777,26,00
Credit or Recoveries	"	"
Net	1756,32,00	1777,26,00

## Tariff Proposals

59. The Minister of Railways has presented the Rashtriya Budget on 25 May, 1998 and made the following proposals in regard to Railway Tariff:

- (i) Increase in second class (ordinary) fare by Re. 1/- for distances upto 50 Km.; Rs. 2/- from 51 Km. to 100 Km.; Rs. 3/- from 101 Km. to 300 Km.; and Rs. 5/- from 301 Km. onwards.
- (ii) Increase in First Class (ordinary) and sleeper class fare by Rs. 5/- for distance upto 750 Km.; Rs. 10/- for distance from 751 to 1,500 Km.; and Rs. 20/- for distances beyond 1,501 Km.
- (iii) Increase in Monthly Season Ticket fare by Rs. 5/- for journeys upto 50 Km.; Rs. 10/- for distances between 51 Km. and 100 Km.; and Rs. 15/- for distances beyond.
- (iv) Increase in Fares of Mail/Express trains, Rs. 5/- for distance upto 500 Km.; Rs. 25 for 2,501 Km. onwards in second class. A similar increase of Rs. 10 to 45/- in sleeper class has also been made.
- (v) Increase in fares of higher class has been made Rs. 20/- to Rs. 60/- in First Class Mail/Express and AC Chair Car Class; Rs. 40 to Rs. 120/- in AC 3 Tier; Rs. 60/- to Rs. 180/- in AC 2 Tier; and Rs. 180/- to Rs. 540/- in AC First Class. It has also been proposed to supply free bedrolls in AC 3 tier class.
- (vi) Increase in fares of Rajdhani and Shatabdi Express trains by 20% in all the classes.
- (vii) Increase in fares of Metro Rail, Calcutta by Re. 1/- for 1 Km. to 5 Km. distances; Rs. 2/- for 6 Km. to 10 Km. distances; and Rs. 3/- for distances beyond 10 Km.
- (viii) Increase in surcharge for MRTS, Chennai by 0.50 paisa to Re. 1/- in Second Class per passenger and Rs. 2/- per passenger in First Class.
- (ix) There has been an increase in the cost of computerised reservation by Rs. 5/- for all classes.
- (x) The supplementary charge for superfast trains is also increased from Rs. 5-25 to Rs. 10-50. An increase has also been proposed in platform ticket, which has been fixed at Rs. 3/-.

- (xi) 20% increase has been proposed in parcel freight rates for magazines only. News paper have been exempted. However, an increase of 5% has been proposed for all other commodities.
- (xii) Marginal adjustments like increase in some cases and concession in some have been proposed in freight rates.
- (xiii) An increase of 2% at different distances, upto 500 Km. has been proposed in freight rates of Coal. No increase has been made beyond 500 to 1500 Km. distance and a reduction of 1% beyond 1500 Km. has been made.

### **Passenger Services**

60. The Railway Minister has proposed to introduce the following 12 additional train services:

- (i) Bhopal-Hazrat Nizamuddin Express.
- (ii) Varanasi-Kurla Express.
- (iii) Bhagalpur-Patna Intercity Express.
- (iv) Madurai-Coimbatore Express (MG).
- (v) Guntur-Secunderabad Express.
- (vi) Mangalore-Kurla Express (*via* Konkan Railway).
- (vii) Tiruchchirappalli-Howrah Express (tri-weekly).
- (viii) New Delhi-Muzaffarpur Swatantrata Senani Express *via* Ballia and Ghazipur (bi-weekly).
- (ix) Sealdah-New Coochbehar Uttar Banga Express (bi-weekly).
- (x) Bangalore-Visakhapatnam Express *via* Guntakal (weekly).
- (xi) Kurla-Howrah Super Deluxe AC Express (weekly).
- (xii) Kurla-Nagpur Super Deluxe AC Express (weekly).

The following EMU & DMU services are also proposed to be introduced:

*Main Line EMU Services*

- (i) Kanpur-Shikohabad
- (ii) Durg-Bilaspur
- (iii) Asansol-Thajha
- (iv) Burutia-Barddhaman

*DMU Services*

- (i) Daund-Pune
- (ii) Tiruchirappalli-Karur
- (iii) Buxar-Danapur-Patna
- (iv) Mhow-Indore
- (v) Patna-Rajgir

**Rail Bus Service**

61. It has been proposed to introduce the following Rail Bus Services:

- (i) Tumsai Road-Tirodi
- (ii) Sikhas-Jiribam (MG)
- (iii) Junagarh-Dhari (MG)

62. When asked whether there are similar public demands for more trains on other sections also and if so, whether the Railways are thinking for introducing the trains as per their demand, the Ministry of Railways have, in their written reply stated:

“During the course of the year, when new lines are opened and gauge conversions take place which provide new routes and connectivity, additional train services are introduced. Trains on



Indian Railways are introduced subject to operational feasibility, availability of resources and commercial viability. However, whenever there are seasonal/occasional rush of passengers, these are cleared by way of attaching extra coaches or running special trains to the extent feasible and justified”.

63. When further asked whether there are more demands for introduction of EMUs/DMUs on other sections and if so, whether the Ministry are thinking to accede to these demands, they have, in their written reply, stated:

“A list of pending demands for introduction EMUs/MEMUs & DMUs is as under:

**EMUs/MEMUs:**

1. Extension of EMU services upto Bayana.
2. Tatanagar-Barjamda
3. Howrah-Dhanbad
4. Dhanbad-Gaya
5. Nellore-Chennai
7. Hosur-Bangalore
8. Bangalore-Kangeri

**DMUs**

1. Jalandhar-Pathankot
2. Merta Road-Merta City
3. Nilambur-Shoranpur
4. Jhajha-Asansol
5. Barwadih-Bhavnapthpur
6. Bhagalpur-Patna
7. Munger-Jamalpur

8. Ranchi-Tatanagar/Bokaro Steel City
9. Indore-Ujjain
10. Ahmedabad-Abu Road
11. Shridham-Katni"

64. However, the Ministry of Railways have not responded to the specific query whether they are acceding to these demands.

### **Tatkal Booking**

65. In order to provide a facility of instant reservation to rail customers who plan their journeys at short notice, an innovative 'Tatkal' scheme, which enable a passenger with a photo identity card to get confirm booking within 24 hours before the departure of the train on payment of a surcharge, was launched last year on an experimental basis. However, it has been stated that this scheme has been successful and proved to be popular. It is at present in force only on 20 Shatabdi and superfast trains in four Metropolitan Cities.

66. On enquiry whether there is any plan to extend this scheme for more trains in other big cities also, the Ministry of Railways have, in their written reply stated:

"At present, Tatkal Reservation Scheme has been introduced in 20 trains. The names of the trains, classes, reservation offices and stations at which the Tatkal reservation facility is available are as under:

S.No.	Train	Class
1	2	3
1.	2001 Bhopal-New Delhi Shatabdi Express	Chair Car
2.	2002 New Delhi-Bhopal Shatabdi Express	Chair Car
3.	2003 Lucknow-New Delhi Shatabdi Exp.	Chair Car
4.	2004 New Delhi-Lucknow Shatabdi Express	Chair Car

1	2	3
5.	2005 New Delhi-Kalka Shatabdi Express	Chair Car
6.	2006 Kalka-New Delhi Shatabdi Express	Chair Car
7.	2011 New Delhi-Chandigarh Shatabdi Express	Chair Car
8.	2012 Chandigarh-New Delhi Shatabdi Express	Chair Car
9.	2013 New Delhi-Amritsar Shatabdi Express	Chair Car
10.	2014 Amritsar-New Delhi Shatabdi Express	Chair Car
11.	2916 Delhi-Ahmedabad Ashram Express	Sleeper
12.	2954 Nizamuddin-Mumbai Central August Kranti Express	AC3-Tier
13.	4006 Nizamuddin-Indore Intercity Express	Sleeper
14.	4645 New Delhi-Jammu Tawi Shalimar Express	Sleeper
15.	4646 Jammu Tawi-New Delhi Shalimar Express	Sleeper
16.	2481 Howrah-Chennai Coromandal Express	Sleeper
17.	2860 Howrah-Mumbai Geetanjali Express	Sleeper
18.	2915 Ahmedabad-Delhi Ashram Express	Sleeper
19.	2953 Mumbai Central-Nizamuddin August Kranti Express	AC3-Tier
20.	4005 Indore-Nizamuddin Intercity Express	Sleeper

67. Although, no specific demand has been received for extension of this scheme to any particular train, Railways propose to extend the scheme in the following 24 more trains with effect from 1st July, 1998:

S. No.	Train No.	Name of Train	Name of the Station where Tatkal Facility is proposed to be made available	Class	Proposed Date of Introduction
1	2	3	4	5	6
1.	2759	Charminar Express	Chennai	SL	01-07-98
2.	2760	Charminar Express	Hyderabad	SL	01-07-98
3.	7001	Hussainsagar Express	Mumbai CST	SL	01-07-98
4.	7002	Hussainsagar Express	Hyderabad	SL	01-07-98
5.	7031	HYB-CSTM Mumbai Express	Mumbai CST	SL	01-07-98
6.	7032	HYB-CSTM Mumbai Express	Hyderabad	SL	01-07-98
7.	2859	Geetanjali Express	Mumbai CST	SL	01-07-98
8.	3073	Himgiri Express	Howrah	SL	01-07-98
9.	3074	Himgiri Express	Jammu Tawi	SL	01-07-98
10.	3045	Saraighat Express	Howrah	SL	01-07-98
11.	3046	Saraighat Express	Guwahati	SL	01-07-98
12.	2381	Poorva Express	Howrah	SL	01-07-98
13.	2382	Poorva Express	New Delhi	SL	01-07-98
14.	2303	Poorva Express	Howrah	SL	01-07-98
15.	2304	Poorva Express	New Delhi	SL	01-07-98
16.	1005	Vidharbha Express	Mumbai CST	SL	01-07-98

1	2	3	4	5	6
17.	1006	Vidharbha Express	Nagpur	SL	01-07-98
18.	1019	Konark Express	Mumbai CST	SL	01-07-98
19.	1020	Konark Express	Bhubaneswar	SL	01-07-98
20.	1015	Kushi Nagar Express	Gorakhpur	SL	01-07-98
21.	1016	Kushi Nagar Express	Mumbai CST	SL	01-07-98
22.	2482	Coromandal Express	Chennai	SL	01-07-98
23.	6669	Yearcaud Express	Chennai	SL	01-07-98
24.	6670	Yearcaud Express	Erode	SL	01-07-98

68. Besides, it is also proposed to extend this scheme to all superfast express trains during 1998-99. Thus, the scheme will cover all part of the country.

### Setting up IRTC

69. Railway Reforms Committee had *inter-alia* studied in dept the catering system in Indian Railways in 1984 and recommended for creation of a professional Corporation to be called 'Indian Railway Catering Corporation' under the overall control of the Ministry of Railways for overall improvement in catering system in Railways. Since then nothing has been done in this regard.

The Railway Minister has, in his budget speech, proposed that in order to strengthen and professionalize Catering Services, a Corporate entity 'Indian Railway Catering and Tourism Corporation' would be formed shortly in order to provide necessary control and direction to catering services on trains as well as at stations.

70. When asked about the salient features of the Indian Railway Catering and Tourism Corporation, and its aims, objectives and when it would become operational, the Ministry of Railways have, in the written reply stated:

"Presently railway catering services on trains and stations are being managed as a departmental activity by the Railways. It

has been experienced that the management of, catering services by Indian Railways has certain limitations and constraints because Railways are primarily a transport organisation whereas catering services require a separate corporate structure for proper management. The proposed Corporation will be a public sector undertaking under the Ministry of Railways. It will be professionally managed by a Board of Directors consisting of:

- (a) Chairman-cum-Managing Director
- (b) Director (Catering)
- (c) Director (Hotels & Tourism)
- (d) Director (Finance)
- (e) Two part time Directors representing the administrative Ministry (Railway Board) and the Department of Tourism.

It is proposed that the Corporation will have an authorised capital of Rs. 100 crores.

Since it is a proposal for setting up a new Company, it requires approval of the Cabinet. A note for the Cabinet was prepared and circulated for comments of other concerned Ministries *i.e.* Planning Commission, Ministry of Finance, Department of Public Enterprises and Deptt. of Tourism. This exercise was done twice during 1996 and 1997 but due to changes of Government, the approval of the Cabinet could not be obtained. It has been now decided to reframe the proposal and seek the approval of the Government in consultation with other concerned Ministries.

(b) The aims and objectives of the proposed Corporation are as under:

- (i) Supervision and control of catering services under Department and private management.
- (ii) Award of franchises to professional caterers.
- (iii) Running of tourist trains and tourism packages for domestic and foreign tourists in collaboration with the private and public sector.

(iv) Sale of Indrail Passes.

(v) Facilitation of passenger services and tourism information centres.

(vi) Joint ventures projects with private sector in setting up Budget Hotels/Rail Yatri Niwas on railway land.

(vii) Close interaction with the airlines, tourism industry and the hospitality sector.

(c) It is expected that the approval of the Cabinet will be obtained during the current year 1998-99 and the Corporation will become operational thereafter."

### **Punctuality**

71. Though there appears to be improvement in punctuality of the trains, yet there is further scope for improvement in this regard.

72. When the Committee wanted to know whether further steps are being taken or proposed to be taken to ensure further improvement in punctuality of trains, the Ministry have, in their written reply stated:

"The punctual running of trains is one of the greatest concerns of the Ministry of Railways as it affects the image of the railways in the eyes of the travelling public.

The Railways, therefore, put in a great deal of effort to maintain the punctuality of trains. Punctuality meetings are held at Divisional Head Quarter and Zonal Railways level on a daily basis and a detailed cause-wise analysis is conducted of those trains which have not been able to maintain their timings. Remedial action is taken immediately. Disciplinary action is taken against the staff responsible for loss of punctuality. A Punctuality Cell has also been set up in the Railway Board to keep a close watch on the running of certain nominated trains on the Zonal Railways. Punctuality drives are undertaken wherein officers and inspectorial staff regularly travel on the locomotives of trains which have shown a poor performance. The staff involved in train operations are also counselled during these drives.

While Railways do take timely action to maintain punctuality, there are a large number of areas beyond the control of Railways, which come in the way, like Alarm Chain Pulling, agitations, bandhs, rail-roko, bad weather, unusual occurrences and other law and order problems. These have a very severe impact on the maintenance of punctuality.

As a result of concerted efforts the punctuality performance of Indian Railways went up from 91.9% in 1996-97 to 92.2% in 1997-98."

### Touts Menace

73. In spite of repeated recommendations by various Committees including Parliamentary Standing Committees, the Railways are facing the menace of touts.

74. When the Committee wanted to know whether the Ministry of Railways are taking the problem of touts seriously and if so, the number of touts apprehended during the last three years and if so the number of touts so apprehended second time and third time or more, the Ministry of Railways have in their written reply stated:

"Railways are fully aware of the problem of touts and other anti-social elements including in cornering of reserved accommodation, particularly, during the rush periods like summer vacation, pooja rush and Christmas holidays. Railways make serious efforts on a regular and continuous basis. The details of number of touts apprehended, as readily available for the year 1997-98 railway-wise are as under:

Railway	No. of touts apprehended during 1997-98
Central	69
Eastern	2159
Northern	324
North Eastern	80
Northeast Frontier	25
Southern	815
South Central	69
South Eastern	948
Western	319
<b>Total</b>	<b>4808</b>



75. However, the Ministry have failed to give the number of touts who have been apprehended second time or third time or even more perhaps due to the fact that they do not keep proper records in such matters.

### Surveys

76. The following surveys have been proposed to be taken up during the current year:

#### *New Lines*

- (a) Deoghar-Sultanjanj.
- (b) Ghuguli-Pharenda *via* Maharajganj.
- (c) Agartala-Sabroom.
- (d) Ujjain-Ramganj Mandi *via* Ghatia, Ghonsala, Agar and Susner.
- (e) Madurai-Kottayam.
- (f) Hyderabad-Raichur.
- (g) Kaithal-Yamuna Nagar *via* Karnal.
- (h) Rajanandgaon-Jabalpur.
- (i) Extension of Etah-Baran line up to Shahjahanpur.
- (j) Updating survey for linking Hastinapur.
- (k) Urai-Mahoba/Harpalpur *via* Rath.
- (l) Tohana-Abohar *via* Bhuna and Fatehabad.
- (m) Haripur-Hamirpur Road.
- (n) Daniawan-Shekhpora *via* Chandi, Bharsharif and Barbigha.
- (o) Rail linking-Tonk.
- (p) Merta Road-Ajmer.
- (q) Rail linking of Pushkar.

**Broad Gauge**

- (a) Kalol-Kadi-Kotasan
- (b) Chickaballapur-Kolar
- (c) Bodinaryakkanur-Madurai
- (d) Madurai-Coimbatore

**Doubling**

- (a) Gaya-Kiul
- (b) Delhi-Ahmedabad
- (c) Bandel-Katwa
- (d) Hasnabad-Barasat

77. Asked whether these surveys are need-based or demand-based and the number of demands for such surveys which could not be met and reasons therefor, the Ministry of Railways have, in their written reply stated:

“Demands for surveys are received from State Governments, other Ministries, MPs and MLAs. These demands are scrutinised and wherever *prima-facie* justification for further consideration of the project is established, the surveys are ordered.

Such records are not maintained. Normally surveys are not refused.”

**Land Management**

78. Indian Railways owns 4.19 lakh hectares of land which is mainly used for locating operational and service infrastructure such as track, stations, workshops and colonies. Since land is also one of the

requirements of Indian Railways' future development, preservation and meaningful interim usage of land is the main objective of Indian Railways' land use policy. The break up of the land is as under:

(Area in lakhs of hectares)

(i) Track and structures including stations, colonies etc.	3.33
(ii) Afforestation	0.19
(iii) 'Grow more food' scheme	0.19
(iv) Commercial licensing	0.04
(v) Other use like pisciculture	0.01
(vi) Encroachment	0.02
(vii) Vacant land	0.25

### **Ticketless Travel**

79. The drive against ticketless travel was sustained at a high pitch during 1996-97. A total of 11.06 lakh checks were conducted in 1996-97 against ticketless/irregular travel and unbooked luggage.

### **Loss and Damage Claims**

80. During 1996-97 out of 1,40,714 claims for loss and damages received by the Ministry of Railways only 56,288 were settled.

### **Social Service Obligation**

81. Indian Railway is a departmental undertaking providing rail transport at reasonable cost while, at the same time, maintaining financial viability of system. As a part of the Government, Indian Railway is expected to provide the basic transport infrastructure for promoting economic and industrial development and in the process it has, traditionally, been providing certain services even below their cost of operation. Losses accruing from such uneconomic objectives are treated as 'Social Service Obligation'.

82. The Ministry of Railways have identified the following areas for working out the financial effect of social service obligation on Railways:

- (i) Loss on transport of essential commodities carried at low rates below cost.
- (ii) Loss on passenger and other coaching services.
- (iii) Loss on uneconomic branch lines.
- (iv) Loss on new lines opened for traffic in the last 15 years.

83. The extent of net Social Service Obligation in 1996-97 has been assessed at Rs. 1825.99 crores. Certain essential commodities of mass consumption like edible salt, fruits and vegetables, sugar cane, etc. are charged at comparatively lower rates than other commodities. The total loss on the movement of these commodities has been estimated at Rs. 71.55 crores during 1996-97 in addition to the above. Kerosene, Sugar, Fertilizers, Foodgrains, LPG, Oil Seeds, Organic Manures, etc. are selectively exempted from general increases in freight rates. Similarly, Railways are carrying postal traffic at bare cost without making any margin of profit.

84. Apart from the basic fact that passenger fares have not kept pace with the increase in input costs, the following factors contributed to coaching losses:

- (i) Short distance passenger traffic by second class ordinary fares.
- (ii) Non-suburban passengers availing season ticket concessions.
- (iii) Commuters availing concessional monthly and quarterly season tickets on suburban sections of Mumbai, Calcutta, Chennai and elsewhere between two stations, upto a distance of 150 Kms.

The journeys performed by passengers holding season tickets formed 64 per cent of suburban and 32 per cent of non-suburban traffic.

(iv) Concession in fares extended to:

- (a) Dronacharya Awardees, President's Police Medal Awardees, Vir Chakra/Ashoka Chakra/Mahavir Chakra/Kirti Chakra/Shaurya Chakra Awardees, Arjuna Awardees, teachers honoured with national awards, etc.
- (b) Handicapped persons viz. deaf & dumb, blind, orthopaedically handicapped, mentally retarded persons, TB/cancer/leprosy/thalassemia patients, etc.
- (c) Other categories of passengers viz. military personnel, students, scout and guides, nurses and midwives, accredited press correspondents, war widows, senior citizens, unemployed youths appearing for interviews, etc.

85. It is worth-mentioning here that many Foreign Governments are providing support to their Railways for social services obligations and to cover up deficit on account of public services obligations for operating uneconomic services and carrying traffic at concessional rates.

86. Based on the statistics published in Jane's World Railways, 1997-98 edition, following table represents the extent upto which the State support is provided for meeting social services obligations in different countries:

Railway System	Currency	Subsidy (In millions)	Total revenue earnings (In millions)	Percentage of subsidy to total revenue
1. Swiss Federal Railways	SWFr.	2394	6767	35.38
2. German Railways (DB&DR)	DM.	8700	24401	35.65
3. French National Railways (SNCF)	F.Fr.	20165	67149	30.03

## **Disposal of Scrap**

87. The Standing Committee on Railways (1993-94) had found during examination of the Demands for Grants (1994-95) of the Ministry of Railways that a large sum of money running in the crores of rupees realised on account of sale proceeds of material/scrap as in the case of track renewal, rolling stock, gauge conversion, etc. were not accounted for as receipts of the Railways for financing various important projects where additional funds were required and therefore, had desired in their 6th Report on Demands for Grants (1993-94) that the sale proceeds of old released material of scrap must form part of the receipts of the Railways and if necessary a separate sub-head might be created and suitably reflected in the annual receipts of the Railways. That would have helped the Railways not only in the disposal of such material and scrap in a systematic manner but also to keep proper record of the sale proceed in the account books by involving suitable procedure for the purpose.

88. While examining the Demands for Grants (1995-96) the Standing Committee on Railways (1995-96) had also observed in their 14th Report on Demands for Grants (1995-96) that the scrap disposal was a important area having a lot of potential to generate funds for financing the projects suffering from fund constraints. It had been found that in the year 1993-94 alone, funds of the order of Rs. 850 crore were generated from scrap disposal. The Committee had found that the recommendation of the Standing Committee on Railways (1993-94) that a sub-head in the Railways account books should be created for suitable reflection of the money realised on account of sale proceeds of scrap disposal could not be implemented. Therefore they had again recommended that money released on account of sale proceeds of scrap by different zonal Railways should be pooled and the money so pooled should be released for financing important projects like New Lines, Electrifications, etc. They had also reiterated that a separate sub head should be created in the Railways account books for suitable reflection of the money realised from scrap disposal. In spite of repeated recommendations by the previous Standing Committees on Railways the proper accounting of the sale proceeds of scrap disposal does not figure in the budget documents for the year 1998-99.

## **Roof Travelling**

89. It has become a matter of routine to travel on roofs of the local trains particularly in areas adjoining to the big/Metropolitan cities

causing number of deaths. It seems to be a matter of dispute whether people do undertake their journeys on roofs of the trains willingly or under compulsions due to lack of space in the trains or less number of trains specially in the mornings and evenings. It is certainly a matter of serious concern. Moreover, it leads to ticketless travelling.

### Freight Traffic

90. The traffic plan envisaged lifting of 410 million tonnes of originating revenue earning traffic and traffic output of 283 billion tonnes km (BTKM) in 1996-97. The actual performance during 1996-97 has been 409.02 million tonnes originating tonnage which was 18.33 million tonnes more than the performance in 1995-96. The traffic output was 278 billion (BTKM) as compared to 270.49 billion (BTKM) in 1995-96. The freight earnings increased from Rs. 15290.4 cr. in 1995-96 to Rs. 16668 cr. in 1996-97 registering an increase of 9%.

91. The negative impact of delayed take-off of the economy since 1993-94 on matrealisation of freight traffic was checked by the spurt in the economy and industrial growth at over 8% from 1995-96 onwards resulting in Railways being able to meet the target in 1996-97.

92. The years of 1995-96 and 1996-97 had set the pace for accelerated growth in the economy and may be taken as indicative of things to come. The incremental traffic was nearly 20 million tonnes each year.

93. However, the average lead of freight traffic was gradually reducing and that had come down from 714 in 1991-92 to 679 in 1996-97.

94. Due to changes taken place in our economy and certain additionally foodgrain deficit areas started producing foodgrains, there had been changes in the command areas linking production and consumption areas which had largely contributed to reduction in lead for rail transport.

95. The traffic plan for goods for the year 1997-98 projected 430 million tonnes of originating revenue earning traffic and traffic output of 293 billion tonnes kilometers (BTKM). The earnings likely to accrue were fixed at Rs. 19322 cr. Keeping in view the reduction in lead, the target for BTKM was reduced from 293 billion tonne km. in BE 1997-98 to 288 BTKM in 1997-98 RE. However, there was buoyancy in earnings during the year and this is reflected in the higher revised estimate figure of Rs. 19885.94 crore.

## Changes in Fares and Freight Rates

96. To meet the rising cost of inputs and the need for internal resource generation during 1996-97, the following changes in tariff were made *w.e.f.* 1.8.1996.

97. Freight rates of all commodities were increased by 10% at all distances except the following commodities which were exempted from this increase:

- (i) Grains & Pulses (Div. A&B) for public distribution system
- (ii) Salt for human consumption, (iii) Edible oils (Div. E)
- (iv) Hydrogenated oil, (v) vegetable oil refined (Div. B) (vi) Sugar,
- (vii) Fruit & Vegetable NOC, (viii) Gur, Shakkar & Jaggery,
- (ix) Chemical manures, (Div. A, B & C) (x) Organic manure, (xi) Fodder other than oil cakes, (xii) Oil Seeds, (xiii) Kerosene, (xiv) LPG and (xv) Live stock.

98. The Minimum distance for charge was revised from 75 kms. to 100 kms.

99. The freight rates of all commodities were increased in 1997-98 by 12% at all distances. However, following commodities of public consumption were exempted from this increase:

- (1) Food-grains and Pulses,
  - (2) Edible Salt,
  - (3) Edible Oils,
  - (4) Urea as Chemical Fertilizer,
  - (5) Kerosene,
  - (6) Sugar,
  - (7) Liquified Petroleum Gas (LPG),
  - (8) Fruit (Including Bananas) and Vegetables,
  - (9) Fodder (other than Oil Cakes),
  - (10) Livestock,
  - (11) Oil Seeds,
  - (12) Organic manures,
  - (13) Gur, Shakkar and Jaggery and
  - (14) Vegetable Oils (refined)
-



100. The targets and the projected level of revenue earning traffic for the year 1998-99 compared with that of 1997-98 are as under:

	1997-98(RE)	1998-99(RE)
(a) For originating loading	430 MT	450 MT
(b) Lead	670	685
(c) Tonnes Kms.	288 BTKMs	308 BTKMs
(d) Earnings	19886 cr.	21686 cr.

### Passenger Traffic

101. The Budget Estimates for the year 1996-97 projected a traffic level of 4213 million passengers, 341 billion passenger kilometers which were to earn Rs. 6510 cr. The actual passenger traffic carried was 4216 million passengers and 358 million passenger kilometers. The actual passenger earnings came to Rs. 6633 cr. showing an increase of 8% of the earning in 1995-96.

102. The traffic plan for passengers for the year 1997-98 envisaged 4316 million passengers, 351 billion passenger kilometers and earnings of Rs. 7106 cr. This was enhanced to 4382 million passengers, 371 billion passenger kilometers and earnings target of Rs. 7534 cr. in R.E.

103. Keeping the buoyancy in passenger earnings in mind, passenger traffic projections in 1998-99 have been estimated as under:

	1997-98(BE)	1998-99(BE)
(a) No. of passengers originating	4316 million	4531 million
(b) Passenger Kms.	351 BPKMs	390 BPKMs
(c) Earnings	7106 cr.	7931 cr.

104. This represents a growth rate of 11% in terms of passenger kilometers in 1998-99 over the 1997-98 Budget Estimates.

105. There was no increase in 1996-97 in the existing fares of Second Class Ordinary, Second Class Mail/Express and Monthly & Quarterly Season Tickets for Second Class and First Class. The fares of Sleeper Class Mail/Express and Ordinary were increase by 5% at all distances beyond 200 kilometers and no increase upto 200 kilometers.

106. The fares were increased by 10% at all distances in respect of AC First Class, AC 2-Tier Sleeper, AC 3-Tier Sleeper, AC Chair Car and First Class Mail/Express and Ordinary. The fares of Rajdhani and Shatabdi Express Trains including August Kranti Rajdhani Express were also increased by 10% for all distances.

107. There was no increase in 1997-98 in the existing fares of Second Class Ordinary, Second Class Mail/Express, Monthly and Quarterly Season Tickets for Second Class and First Class. The fares of Sleeper Class Mail/Express and Ordinary were raised by 5% at all distances.

108. The fares were increased by 10% at all distances in respect of A.C. Chair Car, A.C. 3-Tier Sleeper, First Class Mail/Express and Ordinary, A.C. 2-Tier Sleeper and A.C. First Class. The fares of Rajdhani and Shatabdi Express were also increased suitably for all distances. Catering was provided in all Rajdhanis and necessary adjustment in fares was also carried out.

109. During 1997-98, the number of originating passengers was 4,368 million (Provl.) showing an increase of 215 million compared to 1996-97. Passenger earnings (excluding other coaching earnings) at Rs. 7,495.07 crore (Provl.) increased by Rs. 878.94 crore (13.28%) over 1996-97.

#### **Parcel and Luggage Rates**

110. The Parcel and Luggage rates in 1996-97 were rationalised by replacing the existing GPA, CP1 and CP2 scales by new scales of rates, General Parcel Scales (GPS), Concessional Parcel Scales (CPS) and modified Luggage/Motor car scales. The existing surcharge of 30% in superfast trains were withdrawn and the existing surcharge of 20% on Mail/Express trains was made to form part of Parcel Rates which became applicable uniformly to all categories of trains. The rates for Rajdhani and Shatabdi Express trains were also suitably revised. There were no changes in the existing rates of News Paper and Magazines.

111. In 1997-98 a surcharge of 12% was levied on parcel and luggage carried by Super Fast Trains.

## DEMAND NO. 16

## ASSETS, ACQUISITION, CONSTRUCTION &amp; REPLACEMENT

112. Demand No. 16 relates to planned expenditure of Railways. The important areas covered under Demand No. 16 are construction of new railway lines, gauge conversion, doubling, traffic facilities, computerisation, rolling stock, bridge works, electrification projects and other electrical works, machinery and plants, track renewals, passenger amenities, railway research, public undertakings, metropolitan transport project, staff quarter/amenities etc.

## Eighth Plan Review

113. An outlay of Rs. 27,202 crore, comprising Rs. 5,375 crore (20%) of budgetary support, Rs. 3,000 crore (11%) of market borrowings and Rs. 18,827 crore (69%) of internal resources was provided to the Railways for the Eighth Plan. The financing of the approved outlay during each year of the Eighth Plan and the actual expenditure incurred are presented in Appendix II. As will be seen from it, the investment during the Eighth Plan was financed through budgetary support of Rs. 7315 crore (22.76%), extra budgetary resources to the tune of Rs. 5993 crore (18.64%) and internal resources of Rs. 18,831 crore (58.59%), totaling Rs. 32,132 crore. The Plan head-wise details are given in Appendix III.

114. The main thrust in the Eighth Plan for the Railways was on capacity generation, besides rehabilitation and modernisation, manpower planning and human resource development, energy conservation, safety, financial viability and customer satisfaction through reliable and better quality of services.

115. Since the main stress was on capacity building, the targets and achievements in respect of various assets created during the Eighth Plan, which are given in the Table below, deserve attention.

Sub-Sector	Target		% of total outlay	Achievement		% of total outlay
	Physical	Financial (Rs. Crore)		Physical	Financial	
1	2	3	4	5	6	7
New Lines (kms)	—	900	3.31	714	1,216	3.80
Gauge Conversion (kms)	6,000	3,600	13.23	7,033	4,887	15.29

1	2	3	4	5	6	7
Electrification (RKM)	2,700	1,350	4.96	2,700	2,572	4.73
Doubling	—	600	2.21	1,121	1,169	3.66
Track Renewals (RKM)	12,500	4,500	16.54	13,972	5,257	16.45
Signalling & Safety	—	675	2.48	—	982	3.07
<b>Rolling Stock:</b>						
(i) Wagons (FWS)	1,20,000	10,630	39.08	96,491	12,858	40.23
(ii) Locos						
Electric	750			820		
Diesel	749			697		
(iii) Coaches	9,100			9,491		
(iv) EMUs	1,265			1,116		

116. It can thus be seen that most of the investment has gone into replacement of the overaged assets mainly in the area of track renewal (16.54%) and rolling stock (39.08%). Here also, the achievement was far short of the targets in respect of procurement of wagons. Though the gauge conversion programme recorded significant achievement, the network expansion in terms of new lines was quite marginal. Multiplexing of track in busy corridors has also been quite modest while electrification of important sections has received adequate attention.

#### *Approach to Ninth Plan*

117. The Proposed IX Plan size of the Railways is Rs. 65,000 crore. The financial outlays for the various plan heads in the proposed IX Plan are as under:

Plan Head	Proposed Outlay (Rs. Crore)
1	2
Rolling Stock	28950
Workshops and Sheds	1250
Machinery & Plants	1000
Track Renewals	13200

1	2
Bridge Works	1000
Gauge Conversions	4800
Doublings	2500
Other Traffic Facilities	1300
Signalling & Safety	1600
Computerisation	450
Electrification	1800
Other Elec. Works	1500
New Lines	1500
Staff Quarters	400
Staff Welfare	300
Users' Amenities	800
Other Specified Works	800
Inventories	300
MTP	1250
Railway Research	250
Investment in PSUs	50
<b>Total</b>	<b>65000</b>

118. The following Table shows physical targets for the proposed IX Plan:

(a) Freight Traffic	2001-02 (RE)	96-97 (BE)	97-98	98-99
	2	3	4	5
(i) Originating traffic (Million tonnes)	525	409	430	450
(ii) Transport Output (Billion NTKM)	353	277.57	288.09	308.18
<b>(b) Passenger Traffic</b>				
(i) Originating Passenger (Millions)	4782	4153	4320	4467
(ii) Passenger Kilometres (Billion)	399.4	357.01	371	389

	2	3	4	5
(c) Railway Electrification (kms.)	2300	642	514	500
(d) Gauge Conversion (kms.)	6200	1364	900	810
(e) Doublings (kms.)	2500	125	160	250
(f) Track Renewals (kms.)	about 16250	2564	2812	2710
(g) New Lines (kms.)	1200—1300	54	236	133
(h) Procurement				
— Wagons (In FWUs)	1,75,000	22185	26000	26000
— Locomotives	1750	347	344	336
— Passenger Coaches	10,500	1930	2122	2157
— EMU Coaches	2000	228	293	300

119. When asked about the final Ninth Plan allocation approved by the Planning Commission, the Ministry of Railways in their written note stated:

“IX Plan is still under finalisation. Planning Commission have advised *vide* their letter No. N-11011/1/97-PC dated 14.1.1998 that the IX Plan size would be Rs. 47,484 crore. However, the size of the IX Plan is still under discussion with Planning Commission and Ministry of Finance.”

120. To a query regarding the adequacy of allocation of the IX Plan by the Planning Commission to Railways, the Member (Engineering) replied during the evidence as under:

“We told the Planning Commission that we want to spend Rs. 65,000 crore in the Ninth Plan, which has been reduced by them to Rs. 47,484 crore... If we can still be given those Rs. 65,000 crore it will not actually be absolutely sufficient, but it would ease the position very much... Even Rs. 13,000 crore per year will not increase the Railways share of goods traffic..... We have calculated another figure which is of the order of Rs. 18,500 crore, if that much money is given to us every year then our share in good traffic will increase.”

*Annual Plan 1998-99*

121. The Annual Plan for 1998-99 has been fixed at Rs. 9500 crore which will be financed as under:

	(In crore of Rupees)	
	1997-98	1998-99
1. Budgetary Support	1439	2200
2. Internal Generation	4402	4400
3. Market Borrowing	2459	2900
Total	8300	9500

The Ministry of Railways plan to utilise the outlay for the achievement of the following physical targets:

1. Electrification	500 route, kms.
2. Track Renewals:	
(i) Primary	2250 track kms.
(ii) Secondary	460 track kms.
3. Construction of New Lines	133 route kms.
4. Gauge Conversion	810 route kms.
5. Rolling Stock:	
(i) Locos:	160
Diesel	179
Electric	
(ii) Coaches:	
EMUs/Metro	420
Others	1801
(iii) Wagons (in terms of 4-wheelers)	26000
(iv) Rail Buses	19

122. Outlays provided for some of the Plan Heads are as under:

	(Rs. in crore)
New Lines (Construction)	500
Gauge Conversion	803
Doubling	513
Computerisation	60
Rolling Stock	4485
Track Renewals	1960
Signalling & Telecom Works	361
Electrification Projects	341
Workshops including PUs	176
Staff Quarters	60
Amenities for Staff	55
Passenger and other Railway Users' Amenities	100
Metropolitan Transport Projects	251

123. The Plan allocation in 1997-98 was Rs. 8300 crore whereas it is Rs. 9500 crore for 1998-99. Asked whether this 15 per cent hike in the plan allocation would be sufficient to give fillip to industrial activity in the country the Ministry of Railways stated:

"Plan size of Rs. 9500 crore is not adequate for 1998-99. In fact, the proposed IX plan size of the Railways was for Rs. 65,000 crore, which would have meant Annual Plan sizes of about Rs. 13000 crore.

Even proposed IX Plan size has planned freight growth of 5% per annum which would mean that the declining trend of rail share in transport sector would continue. For planning higher



growth, the requirement of funds for IX Plan would be still higher. As estimated by the "The Working Group of the IX Plan for the Railways", if the rail share in the overall transport system is to be increased by 5%, then the requirement of funds for IX Plan comes to Rs. 93,000 crore. Reduced plan outlay will result in slowing down the progress of various sanctioned projects."

124. Asked to elaborate as to how the Ministry of Railways plan to overcome the financial and other constraints, it was stated that:

- “(i) Railways will continue to seek a higher level of capital from the General Exchequer and compensation for public service obligation being borne by the Railways.
- (ii) Augmenting internal resources generation by increasing revenues and reducing costs by increasing efficiency in production and maintenance units, improving purchasing procedures, reduction in manpower, human resource development, etc.
- (iii) Leveraging right of way of Railways to attract investment in fibre-optic telecommunication network.
- (iv) Commercial exploitation air space above stations for securing renovation and upgradation of terminal capacities at these locations.
- (v) Different leasing arrangements available would be resorted to in addition to market borrowing keeping in view the need to regulate lease payments so as not to effect internal resource capacity. A beginning has been made with long-term borrowing which would spread the repayment obligation over longer period as compared to present market borrowing tenures.
- (vi) To increase the productivity of manpower.
- (vii) Joint ventures involving State Government's PSUs, Private Entrepreneurs etc. for Railway Projects.

125. When the Committee enquired as to why Railways asked for Rs. 65000 crore for Ninth Plan against the requirement of Rs. 93000 crore estimated by the Working Group, the Chairman. Railway Board

stated during evidence:

"I would like to clarify that the Railway Board wanted a Plan size of Rs. 65,000 crore for the Ninth Plan. That has not yet been finalised. A communication has come from the Planning Commission that they are not in a position to give us that Plan size. They offered us around Rs. 47,484 crore. The expenditure during the first year of this plan, 1997-98, was Rs. 8403 crore. For the second year, i.e. 1998-99, the Plan size is Rs. 9,500 crore. But the Plan size for all the five years has not yet been finalised. What I want to clarify is that in the first year, we have already spent Rs. 8,403 crore. Then Rs. 9,500 crore is the Plan size for the current year which has started from 1st April, and the size for the five years has not yet been finalised. The offer to us is about Rs. 47,500 crore and we are wanting to have more because we had already projected Rs. 65,000 crore. This is the situation with respect to Plan size."

126. Against the Railways requirement of Rs. 65000 crore for the IX Plan, Planning Commission have provided only Rs. 47,484 crore. The Committee therefore wanted to know as to how Railways proposed to face this situation. The witness stated:

"We would be too happy to have that size but for the financial constraints. The Eighth Plan size was in the order of Rs. 32000 crore. By increasing it suddenly to a very great limit, it would be difficult to get the same. Therefore, our request would be to get more than Rs. 47000 crore. We have asked for Rs. 65000 crore. Hon. Members are aware that we are having a severe constraint of funds. That is why, on-going projects in their respective areas are suffering".

127. To a specific query from the Committee to attract direct investment/joint ventures in the field infrastructure, the Ministry in their written note opined as under:

"For project oriented lines and for certain suburban projects, the joint venture route for funding is some times adopted through which more funds become available for expeditious progress on the project. This however, is possible only where the co-sharer is interested in getting the railway facilities urgently. Recently we have taken up construction of Dallirajhara-Jagdalpur new

line on cost sharing basis with Ministry of Steel and M.P. Government. Necessary MoU has been signed. Final location survey is in progress. The work would be taken up as soon as this survey is completed, Ministry of Steel deposit their share of cost and the land is provided by the M.P. Government. Another project taken up on the cost-sharing basis is the Dharangdara-Kuda siding for which the cost is to be shared by Railways, Ministry of Industry and Government of Gujarat.

In order to extend the railway network for suburban and other urban traffic. Projects in New Mumbai and Chennai are being executed with bearing of cost by the respective State Governments. Two-third of the capital cost of the projects is being borne by the State Government and one-third by Railways. Land required for the project is to be provided free of cost by the respective State Government.

Memorandum of Understanding (MoU) has been signed between Government of India and State Government of Maharashtra for setting up of Mumbai Railway Vikas Corporation to undertake those projects which have been identified under Mumbai Urban Transport Project (MUTP)-II for development of existing suburban system of Mumbai. The proposed joint venture company will have equity participation of Ministry of Railways and Government of Maharashtra in ratio of 51:49.

The Corporation will work under Ministry of Railways. It will be responsible for executing Railway projects in Mumbai area, commercial exploitation of land and air space and also for the rehabilitation and resettlement of the persons affected by the rail component of MUTP-II. The revenue from commercial exploitation will be utilised by the Railways and the Government of Maharashtra in the ratio of 1 : 1 : 1 in Mumbai, elsewhere in Maharashtra and in rest of the country. This ratio may however be increased in favour of Mumbai for the time being, if required, after mutual consultation. Ministry of Railways and Government of Maharashtra will provide funds to MRVC on 50 : 50 basis. MRVVC may also be able to generate funds through commercial exploitation of land and air space, levy of surcharge and market borrowing in addition to funding from Government. Similarly gauge conversion of Chennai Beach-Tambram-Chengalpattu section from MG to BG is being taken up with

sharing of cost on 50 : 50 basis with the Government of Tamil Nadu."

128. During the evidence, the Member (Engineering) explaining the financial constraint during the current year stated as under:

"Out of Rs. 9500 crore, a very large portion goes into Production Units, making of wagons and coaches etc. that does not appear like a project in the field. That work is also necessary. Also, a very big amount goes into track renewal. It is around Rs. 2000 crore. What remains for doing projects, is only of the order of Rs. 3000 crore. Now if the money available for projects is increased, say to Rs. 6000 crore or Rs. 7000 crore it will double availability of funds for doing projects."

### **Budgetary Support**

129. The Ministry of Railways had asked for budgetary support of Rs. 29250 crore during IX Plan whereas the budgetary support to be provided for 1998-99 is Rs. 2200 crore. When asked whether the Budgetary support of Rs. 2200 crore was adequate to meet the Plan requirement of the Ministry of Railways during the current year, the Ministry of Railways in a written note stated:

"As per the proposed IX Plan document, Railways have asked for Rs. 29,250 crore as budgetary support including subsidy for public service obligations. This comes out to 45% of the total plan size. However, Planning Commission wanted the Plan size to be pruned drastically. Therefore, during discussion for finalisation of the Annual Plan 1998-99, Indian Railways suggested a figure of Rs. 2700 crore to arrive at a Plan size of Rs. 10,000 crore. Planning Commission has decided to allocate Rs. 2200 crore as Budgetary support for 1998-99 and a Plan size of Rs. 9500 crore."

Even the barest minimum requirement of budgetary support of 35% of the plan size has not been agreed to by the Planning Commission in the 1998-99.

With reduced budgetary support, the plan sizes have to be reduced resulting in delays in various projects. This is likely to affect the creation of adequate transport capacity to lift the projected freight and passenger traffic in the IX Plan".

130. In response to a query of the Committee regarding the essentiality of budgetary support, the Member (Mechanical) stated during the evidence as under:

"The budgetary support which is given to us is roughly Rs. 2,200 crore this year out of Rs. 9,500 crore and we are going to spend it. But this is not a support in the sense it is some sort of a loan on which we have to pay back 7 per cent charges. That is, it is added to our capital and we have to pay 7 per cent dividend."

### Market Share

131. When asked about the strategy of Indian Railways to augment and strengthen to optimise their market share in respect of freight and passenger traffic *vis-a-vis* road transport, the Ministry of Railways in their written note elaborated as under:

- "1. Strengthen High Density Network—Invest on sides and diagonals of the Golden Quadrilateral through doubling/trebling etc.
2. Modernizing traffic facilities.
3. Proper Rolling Stock planning.
4. Pursue better technology in wagon/locomotives for better pay loads for end-to-end running without load shedding/patching.
5. Comprehensive bulk freight strategy thorough:
  - (a) Detailed mapping of flow of bulk commodities for various modes of transport for key existing and potential customers of the Railways.
  - (b) Assessment of the key infrastructure and service needs of these customers.
  - (c) Sharpening the marketing capability through constructive pricing mechanism and tariff rationalization with customer focus.

6. A strategy for maximising non-bulk goods through providing multimodal infrastructure particularly enabling CONCOR to capture this traffic.
7. Segmented approach in passenger business to evolve strategies to cater to distinct needs of passenger segment, viz. Rajdhani/Shatabdi, Cross-country inter city mail-express trains, and slow stopping passenger trains and commuter trains.
8. Develop optimal inter segment mix to secure recovery of cost of passenger business through internal cross-subsidization within passenger segment and securing phased reduction of cross subsidization from freight."

132. The market share of Railways in terms of freight and passenger traffic has invariably gone down from 89% and 80% of the total Market Share in 1950-51 to 40% & 20% respectively in 1996-97 due to inadequate investment resulting in limited growth of traffic.

### **Cross subsidisation**

133. The transport efforts put in for carriage of passenger traffic *vis-a-vis* freight traffic in term of number of trains run is in the proportion of 60 : 40, whereas the revenue contributed is in the ratio of 28 : 72, which leads to the massive cross subsidisation. During the year 1997-98 this cross subsidisation aggregated to Rs. 2800 crore, which accrued due to following social obligations:

- (i) loss on transport of essential commodities carried at lower rates below costs;
- (ii) loss on passenger and other coaching services;
- (iii) loss on un-economic branch lines;
- (iv) loss on new lines opened for traffic in the last fifteen years including Calcutta Metro and Konkan Railway
- (v) freight concessions to the North Eastern region;
- (vi) security patrolling; and

- (vii) 50% of the cost of maintaining Government Railway police for maintenance of law and order on the railway system even though it lies totally in the domain in responsibility of the State governments.

The losses incurred under these heads is a massive figure of Rs. 1800 crore in 1996-97.

134. To minimise the cross-subsidisation from freight to passenger traffic the Ministry in a written note submitted as under:

"The passenger services have to be self-supporting if the cross subsidisation is to be minimised. This will have to be achieved in phased manner by attempting to cover the cost of operation in the first phase. The means the passenger fares will have to be updated not only to offset the increase in cost by also to provide for gradual reduction of the existing gap between cost and earning."

#### Lease Liabilities

135. It came out to the notice of the Committee that IRFC have been leasing rolling stock to the IR which are liable to pay IRFC lease 'rentals in respect of these leased rolling stocks.' These lease rentals paid to IRFC have increased from Rs. 27 crore in 1987-88 to Rs. 2192 (BE) crore in 1998-99. In addition to this lease liability the IR also have to pay lease/sublease charge to BHEL and CIMMCO during 1998-99 to the tune of Rs. 78 crore and Rs. 33 crore during the current financial year.

136. A statement showing the value of assets leased by IRFC and lease rental paid to IRFC year-wise is given below:

Year	(Rupees in crore)	
	Value of assets Lease rental	
	leased by IRFC	paid to IRFC
1	2	3
1987-88	770	27
1988-89	861	123

1	2	3
1989-90	1073	265
1990-91	1170	470
1991-92	1500	626
1992-93	962	855
1993-94	900	960
1994-95	1050	1126
1995-96	659	1395
1996-97	1913	1541
1997-98	2470	1852
Total	13328	9241
1998-99 (B.E.)	2665	2192

137. When asked about the impact of the huge liability on their plan projects, the Ministry in their written replies stated as under:

"As regards the impact of lease rental outflow on the Plan projects, at the outset it may be mentioned that Railways had to go in for these lease arrangements so as to find resources to bridge the resource gap to finance the Railway Plan. Lease financing being a form of market borrowing does constitute a costlier option as compared to internal resources and budgetary support. However, due to inadequacy of budgetary support to Railways over the years and constraints on internal resources generation, Railways are increasingly compelled to resort to larger amounts of market borrowings and consequently lease rental payments on accumulated leased assets have now reached very high levels. although it is a fact that lease charges include the repayment of Capital so that perpetual dividend liability as in the case of Capital from the General Exchequer is avoided, the lease payments tend to depress the internal resource generation of the Railways for the Plan."



138. To a specific query from the Committee as to how the Indian Railways plan to check the burgeoning loan repayment/interest payment burden, the Ministry of Railways in their written note stated:

“While Railways will have to meet all payment obligations under the lease arrangements already entered into, the question of reducing incremental borrowing/leading can be considered. It may, however, be mentioned that a reduced level of market borrowing will affect the Railways’ overall resources availability and hinder modernization and expansion of the Railway system, unless there is a matching increase in budgetary support and internal resources generation. Railways are making all efforts to augment earnings and reduce working expenses to generate additional resources internally and to get increased budgetary support from the General Exchequer.

With a view to spreading out the repayment liability in respect of market borrowings by IRFC, a beginning has been made for obtaining long term loans from Public Sector Banks and financial institutions. During the year 1997-98, Rs. 330 crore was raised by IRFC from LIC and Banks through long term Rupee loans having 15 year tenure. This line of borrowing is proposed to be pursued further in the current year.

With a view to reducing the cost of borrowing, Ministry of Finance (Central Board of Direct Taxes) has been requested to grant the following benefits:

- (a) To consider railway rolling stock as a part of the infrastructure facility for relief under Section 80 1A.
- (b) IRFC should be exempted from payment of minimum Alternative Tax (MAT) under Section 115 JA.”

## Productivity

139. During the period from 1950-51 to 1995-96 the freight transport output measured in terms of net tonne kilometre has increased by 6.2 times and the passenger output of non-suburban passenger kilometres by 4.5 times, *while the network has grown by only 1.17 times in terms of route kilometres and 1.36 times in terms of track kilometres.* Other inputs, such as number of passenger coaches, wagons and tractive efforts of locomotives, have grown by 2.0 to 2.6 times only.

140. Efficiency of terminal operations constitutes one of the most important parameters of asset utilisation of railways. It has been estimated that the terminal detention constitute nearly 1/3rd of the total detention of rolling stock. Productivity of terminals is likely to become more and more critical as the volume of traffic carried by the railways increases. In order to increase efficiency, reduce manpower costs and improve services to the customers, the terminal operations should be efficiently improved upon alongwith this average running speed of the freight trains which is still very low.

141. The Ministry of Railway through their Status Paper outlined their strategy to improve the productivity as under:

“Major initiative proposed to be taken is on improving productivity in real terms through multiskilling and mechanisation as also by outsourcing certain off line activities. By sustained manpower planning exercises Indian Railways have been able to reduce manpower to the extend of about 10% during the last 5 to 6 years. Further at present more than 42% of the manpower is unskilled. With rapid change in the technology, there is need for shifting the balance of manpower to skilled workforce. While this shift may increase the manpower cost, it is proposed to balance this increase cost by control of manpower and improvement in productivity. The personnel policies are proposed to be redesigned to sit this shift towards skilled workforce.

In order to bring economy in the overhead charges the Ministry of Railways furnished in writing as under for filling up Vacancies the redeployment of surplus staff is given precedence over all other modes of recruitment. For this purpose, wherever required the surplus staff is retrained in skills required for the new job. The position is being regularly monitored and during 1997-98 a total of 4123 surplus staff were redeployed in alternative jobs. The number of surplus staff (Group C&D) at the end of 1997-98 stood at 7312”.

### **Growth Rate**

142. Freight traffic on the Indian Railways has historically grown at 3.5% annually which has not matched the GDP growth rate whereas international experience indicates that rail freight should grow at a faster rate than GDP as already brought out earlier.

143. In a note submitted to the Committee, the Ministry of Railways elaborating their growth constraints stated as under:

"For achieving the required growth rate commensurate with the National Economic Growth or GDP, the requirement of funds for the IX Plan/Annual Plans would be substantially higher with substantially higher capital support from the General Exchequer. Even for achieving 5% growth rate in freight, the requirement of funds for IX Plan is Rs. 65,000 crore and as estimated by the Working Group of the IX Plan for the Railways, the requirement of funds for IX Plan would be Rs. 93,000 crore for 6% GDP growth rate with the assumption that the rail share in the overall transport sector will be increased by 5%."

### Regional Imbalances

144. About 9,500 route kms. of the total 62729 route kms. (as on 31.03.1997) were added after the independence over a period of more than 50 years which shows meagre progress in expending the Railway Network hardly about 200 kms. per year on average. The Railway Network made by the colonial power was largely determined by the strategic and commercial interests. Many areas have still not seen a railway line. Strategic and infrastructural considerations in respect of priority areas demand extension of railway network.

145. In a note submitted to the Committee, the Ministry of Railways stated their strategy of prioritisation as under:

"Project identification and prioritisation is based on the operational requirement, need for development of routes matching the traffic flows and traffic requirement, which has no co-relation with state boundaries. New lines and gauge conversions in backward areas are decided by the Government."

146. Regarding investment details state-wise the Ministry in a separate note stated as under:

"The information is not maintained state-wise Railway projects specially new lines and gauge conversions are taken up on route basis, often spanning across two or more States. The information regarding new lines, gauge conversions & railway electrifications

completed state-wise since independence has however been compiled and is given in the appendices IV, V and VI respectively. The details of state-wise investment on these lines are not available.

### **New Lines/On-Going Projects/Pending Projects**

147. The Railways included project after project due to socio-political compulsion resulting in the thinly spreading of limited resources which yielded negligible returns in terms of capacity augmentation and traffic revenue. Railways have become increasingly dependent of borrowed funds, which tends to depress their resource capacity the outstanding values of these commercially viable and otherwise projects has been assessed to be tune of Rs. 35,000 crore. Projects were taken up but could not be completed within the stipulated time because their priorities were changed year after year. More to say some projects were frozen even after substantial investment. No permanent criteria was evolved by the Ministry of Railways for funding ongoing/pending projects.

148. A statement showing *inter-alia* the various projects which are sanctioned but have not been able to progress optimally due to lesser availability of resources or were frozen for some time due to lower priority and paucity of resources, the amounts already spent on them and requirement of funds together with the position of their commercial viability and the position of their completion is given at **Appendix VII**. The percentage of socially desirable projects to the total new projects taken up in respect of new lines and gauge conversion is 85%.

149. The list does not include the projects sanctioned in the last two years where either clearances are in process or final location survey and land acquisition is in progress, as in these cases the work can only start on completion of these activities.

150. The Committee enquired about the adequacy of funds for various projects which were sanctioned by the Government but are lying pending due to paucity of funds. In their written reply, the Ministry stated:

“The present allocation will not be sufficient to cater to the optimal requirements of the on-going projects. However, the

funds for new line projects have been increased from Rs. 375 crores in 1997-98 to Rs. 500 crore in ~~1998-99~~ and from Rs. 220 crore to Rs. 510 crore for doubling works. This will enable us to progress new line and doubling projects at a relatively faster pace. As regards gauge conversion, the funds provided have marginally come down from Rs. 996 crore, which was increased to Rs. 1185 crore in revised estimate stage, to Rs. 803 crore. This is because most of the important through routes have been completed and the Railways are concentrating on making up deficiencies in terminal/maintenance facilities which will enable us to make optimal use of the converted sections and to add to the real carrying capacity of the Railway system. However, we will be progressing the on going projects and we hope to complete 840 kms in 1998-99."

151. Regarding rationality of taking up new line projects when the funds are not adequately available for on-going/pending projects, Ministry of Railways submitted to the Committee in a written note as under:—

"It is true that the Railways have a large shelf of new line projects and adequate funds are not available for progressing the same. However, it is not possible to totally stop taking up new projects. The strong aspiration of the people, the need to provide infrastructure for new major industries/growth centers/strategic requirements may make it unavoidable to add new projects..... While extreme restraints is exercised in taking up new projects in view of the huge shelf, it is essential to take up certain lines required for certain projects for development of backward areas."

152. Replying to the queries of Members of the Committee regarding the fixation of priority for allocation of funds for new line or/and Gauge conversion projects, Member (Engineering) during evidence stated as under:

"We have four parameters for fixing priority of gauge conversion and new lines. We give top priority to the area in which a new power house or a steel plant is being established. Second priority we give to defence related necessity and after that if we have surplus money we sanction it for backward areas or the areas to be developed."

153. In this connection, the Ministry of Railways have also, in their written note, stated:

“Priority in allocation of funds has to be given to those projects which are required on urgent operational or capacity generation considerations or on strategic considerations, as also those projects on which work has been going on for many years but which are nearing completion so that the nation can start reaping the fruits of its investment. Completion of project oriented lines has also to match the time schedule of the project and funding of such lines has to be done accordingly. After meeting the requirement of such projects, the balance funds are distributed to other on-going projects depending upon their progress and requirement and as per the priority determined by the Government.

In the current year, the following projects have been funded fully so that they can be completed in 1998-99 :

#### *New Line*

1. Khajuri-Panihar of Guna-Etawah project, completing the line between Guna and Gwalior.
2. Maneshwar to Angul of Talcher-Sambalpur line, completing the project.
3. Goalpara to Guwahati of Jogigopa Guwahati line, completing the project.
4. Banspani to Jaruri of Daitari-Banspani.

#### *Gauge Conversions*

1. Tambaram-Trichy
2. Trichy-Dindigul
3. Mudkhed-Adilabad
4. Narkatiaganj-Gorakhpur
5. Baypanhalli-Yeshwantpur
6. Babupet-Ballarshah

7. Sholapur-Hotgi
8. Sheosagar-Moranhat
9. Mariani-Jorhat
10. Nonera-Soni

The priority for all other on-going works will be decided by the Government keeping the guidelines indicated above under consideration."

154. The Chairman, Railway Board elaborating the financial requirements for Plan Expenditure during the coming three years 1999—2002 stated during evidence as under:

"As a matter of fact, if 7 per cent growth is to be achieved, Rs. 85,000 crore should be the size of the 9th Plan. But due to the constraint of resources, we asked for a growth of 5 per cent, that is Rs. 65,000 crore. The details have been given in part 2 of Qs. 4 and 7. The Planning Commission, however, has indicated a plan size of about Rs. 47.5 thousand crore. That has not yet been finalised. About Rs. 8,400 crore was given to us last year and Rs. 9,500 crore in the second year. We will be in a position to accommodate this plan size of Rs. 65,000 crore in case it is made available to us at Rs. 12,000 crore in the third year, Rs. 15,000 crore in the fourth year and Rs. 20,000 crore in the last year because the increment we will get will be such that we will be able to make use of it in the most desirable manner. Our request will be that we have to see that 5 per cent growth definitely takes place. Otherwise, we will be very badly losing our market share. This plan size is given to us. In this plan size, we have indicated that 30 per cent money should come from the budgetary support, 15 per cent should come towards the cost of public services obligations, 30 per cent we will be generating from internal resources and 25 per cent roughly will be market borrowing. If these ratios are taken for the Rs. 12,000 crore which we are requesting for in the next year, 30 per cent budgetary support will mean Rs. 3,600 crore, public service obligation at 15 per cent will mean about Rs. 1,800 crore, 30 per cent internal resources will mean Rs. 3,600 crore and 25 per cent market value will mean about Rs. 3,000 crore. With this, we will

be able to achieve a growth of 5 per cent. But as has been there in the details given, the money which we will be earmarked for the new lines and gauge conversions will not be in the range of new lines despite completing the projects in time. As had been mentioned yesterday, gauge conversion projects which we have on the anvil, are roughly of the type that they will take about 10 or 11 years for completion at the present day market prices and without taking the inflation aspects into account. The new line projects are such that at Rs. 500 crore per year which has been provided, they will take about 40 years for completion. So, in case new line projects have to be expedited, most of them are unremunerative. Fifty per cent of the gauge conversion projects are unremunerative and 50 per cent of them are roughly remunerative. So, we will have to be given in addition to what I have mentioned, about Rs. 2,000 crore if the new line projects have to be completed in a period of ten years. About Rs. 2,000 crore has to be the allotment for the new lines and this will mean an increase of about Rs. 1,500 crore per year. This has to come from outside the normal railway plan because all these projects generally are not viable and, therefore, our request to the Committee will be that this point should be supposed. Then we will be able to take care of the aspirations of the people and the development of the underdeveloped areas and the new line projects which are on the anvil which will take 40 years to be completed, would be completed in a reasonable period of time."

155. To another question whether the present allocation made for the current year would be sufficient to cater to the requirements of the ongoing projects, the Ministry stated:—

"The present allocation will not be sufficient to cater to the optimal requirements of the on-going projects. However, the funds for new line projects have been increased from Rs. 375 crore in 1997-98 to Rs. 500 crore in 1998-99 and from Rs. 220 crores to Rs. 510 crores for doubling works. This will enable us to progress new line and doubling projects at a relatively faster pace. As regards gauge conversions, the funds provided have marginally come down from Rs. 996 crore, which has increased to Rs. 1185 crores in revised estimate stage, to Rs. 803 crore. This is because most of the important through routes have been completed and the Railways are concentrating on making up deficiencies in terminal/maintenance facilities which will enable



us to make optimal use of the converted sections and to add to the real carrying capacity of the Railway system. However, we will be progressing the on-going projects and we hope to complete 840 kms. in 1998-99."

156. Asked to explain the rationale for having sanctioned new projects when there is already paucity of funds to meet the on-going projects, the Ministry of Railways stated:—

"It is true that the Railways have a large shelf of new line projects and adequate funds are not available for progressing the same. However, it is not possible to totally stop taking up new projects. The strong aspiration of the people, the need to provide infrastructure for new major industries/growth centres/strategic requirements may make it unavoidable to add new projects. As per the recommendation of the National Transport Policy Committee (1980) new lines are to be taken up as per the following criteria:—

- (a) Project-oriented lines to serve new industries or tap mineral or other resources.
- (b) To serve as a missing link which can form alternative routes to relieve the congestion existing busy rail routes.
- (c) On strategic considerations.
- (d) As developmental lines to establish new growth centres, or give access to remote areas.

More or less the same criteria also applies for gauge concession projects.

While extreme restraint is exercised in taking up new projects in view of the huge shelf, it is essential to take up certain lines required for certain projects for development of backward areas. The work on these lines has to be regulated for a few years which are utilised for final location survey, land acquisition, environmental clearance, compensatory afforestation etc. which are not capital intensive activities but do take sometime in completing legal and official formalities of the Government. By the time the projects are ripe to be executed, some of the on-going lines would be completed and it would be possible to

fund these lines. The Government decides on the basis of the above criteria as to what new projects are to be taken up each year."

157. In reply to a question whether, the new line projects included the Railway Budget 1998-99 would get adequate allocation of funds, the Ministry of Railways stated:—

"In any new line project, in the first year the main activity is the final location survey in which the alignment is demarcated on the ground, details of bridges, stations the requirement of land is working out along with the detailed cost estimates and the preparation of land acquisition plans and papers is done. This is followed by land acquisition, compensatory afforestation etc. The actual work starts once the land becomes available. For these activities not much of funds are required. The requirement for each project for the above activity is usually less than Rs. one crore each in the first year. Incidentally fund allocation for the project is made after the requisite clearances become available."

158. Asked about the details of the sources from which allocation would be made for the project, the Ministry stated:—

"The required funds will be provided by reappropriation after the clearances becomes available. For the new projects where clearances have been obtained, budget allocation has already been made."

159. When the Committee wanted to know the strategy of the Indian Railways to mobilise the required capital/funds to complete the on-going new line projects, the Ministry stated:—

"The Planning Commission have been requested to provide additional region/project specific funds for the Udampur-Srinagar-Baramulla line in J&K and for the projects in the North-East. They have also been requested to increase the budgetary support so that adequate funds for optimally progressing the new line projects become available."

160. Asked about the factual position in respect of Diphu (Assam)—Karong (Manipur) line which was shown as proposed in the Railway Hand Book for the year 1996-97, the Ministry of Railways stated:—

“The work of construction of new line from Diphu to Karong has been included in Budget, 1997-98 with the proviso that the work would be taken up after obtaining necessary clearances. The CCEA clearance is awaited. The work would be started as soon as it is received.”

161. As per the decision of the Government, 10% of the Plan Budget was to be spent in the North Eastern Region. Asked to state whether the provision of 10% of the Plan Budget has been made in the Railway Budget for the year 1998-99 for the development of North Eastern Region, the Ministry replied:—

“As per the policy decided in consultation with the Home Ministry, 10% of the budgetary support provided by the Planning Commission has to be provided to the works in the NE region. This year the budgetary support is Rs. 2200 crore, as such Railways were required to provide an amount of Rs. 220 crore. The allocation of funds on the various projects in the North Eastern region made in the budget for the year 1998-99 is as under:—

(Rs. Crore)	
Plan Head	Outlay, 1998-99
New Line	99.898
Gauge Conversions	82.212
Traffic Facilities	2.26
Bridge Works	3.74
S&T Works	7.61
Workshops	6.33
Other specified works	2.50
<b>Total</b>	<b>204.55</b>

There are 3 projects *viz.* Diphu — Karong new line and gauge conversion of New Jalpaiguri-Siliguri and Katakhal-Bairabhi for which token outlays have been shown in the budget since clearances are awaited. Once these are obtained, funds will be provided by reappropriation to these projects and we will ensure that the total is not less than Rs. 220 crore."

### **Signalling and Telecom Works & Safety Measures**

162. Signalling and Telecom works play a paramount role in the safety of passengers as well as railway properties and goods. During the year 1998-99 Rs. 361 crore have been sanctioned against the allocation of Rs. 230 crore in 1997-98.

163. There were 381 train accidents (including one train accident on Metro Railway Calcutta and 3 on Konkan Railway) during 1996-97. The Committee wanted to know whether the present allocation of Rs. 361 crore is sufficient to meet the requirements of safe and accurate signalling and telecommunication system to avoid rail accidents, the Ministry of Railways stated:—

"It is clarified that Signalling and Telecommunication system prevents train accidents caused due to human error of station staff and train running staff. Though the present allocation of Rs. 361 crore for signalling and telecom during 1998-99 is not sufficient, but it is 57% more than the allocation of last year."

164. Asked to give the extent of additional fund requirements to equip the railways with more sophisticated and accurate signaling and telecommunication system, the Ministry stated:—

"The additional requirements of funds to provide important Signalling and Telecom safety works *i.e.* Track Circuiting, Automatic Warning System, Safety Improvement at Level Crossing. Last Vehicle Check Device by axle counters Train Radio Communication, Replacement of worn out Signalling and Telecom gears on B.G. routes (excluding MG and NG sections) of Indian Railways is of the order of Rs. 7,500 crore. The funds need to be regulated based on availability of resources and time frame.

Introduction of Signalling & Telecom system for safety enhancement is a continuous process. All efforts are being made

to allocate funds for signalling and telecom systems within the available resources."

165. To a question whether the Indian Railways are at the level play field with countries like Japan, Germany etc. in respect of Railway Signalling and Telecommunication System, the Ministry replied in negative and stated that the main constraint is non-availability of adequate funds. Non availability of indigenously state-of-art technology is another constraint.

166. The major train accidents are mostly due to human failure and the impact of such accidents are more severe in the super fast train, therefore, adequate safety measures need to be provided. Another area of concern is the unmanned level crossings. As per Status Paper of Railways the safety management has been accorded priority and efforts are being made to enhance the safety in train operation with sophisticated and modern equipments. However, the number of train accidents occurred during the year 1997-98 increased to 396 in 1996-97 which show that there is still room for improvement. Strengthening of the technical and human based safety systems should be given priority in the Ninth Plan.

167. Asked about the specific steps/measures taken/proposed to be taken by the Indian Railways to minimise the loss due to rail accidents, the Ministry of Railways replied:—

"Indian Railways have accorded the highest priority to Safety. The steps taken to prevent accidents and hence to reduce losses as a result thereof, are given below:—

- (i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.
- (ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.
- (iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.
- (iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

- (v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
- (vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (vii) To prevent case of cold breakage of axles, Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
- (viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xii) Refresher courses are regularly organised at specified intervals.
- (xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.
- (xiv) Periodical safety drivers are conducted to inculcate safety consciousness among the staff.

### **Wagon—Requirement**

168. As per Ninth Plan projection the wagon requirement is 75000 wagons which shows that the average annual requirement will be 35000 wagons. During the current year the target for acquiring wagons is 26000 which shows a difference of 9000 wagons *vis a vis* annual average wagon requirement.

169. The Chairman, Railway Board, explaining the production capacity of Railways in respect of wagon manufacturing and a total requirement of wagons per year stated during the evidence as under:

“Uptill now, mostly the manufacture has been done outside Railways excepting a very limited manufacture in Railways. It may be about five to ten per cent. Basically, it has been done by public sector outside Railways and some private sector firms. They were in the form of Wagon India. They were the Members of the Wagon India Limited.”

170. Further explaining this point the Member (Mechanical) stated:

“The total provision in the Ninth Plan for acquiring wagons, as the Hon. Member has pointed out, is 1,75,000 unit which works out to 35,000 units on an average per year. This is the target for acquisition of wagons. Even in the Eighth Plan, the target for acquisition was 1,25,000 wagons. But because of paucity of funds, the actual acquisition was less. We made a provision of about 36,000 last year against which we acquired 28,000 wagons. This year again, the acquisition is about 26,000. I expect that the normal acquisition of these wagons will be 26,000 to 28,000 four-wheeler units per year.

As I mentioned and as hon. Member there has also conformed, the wagon manufacturing capacity in the companies—public sector units outside the Railways and private sector units outside the Railways—is roughly ranging from 36,000 or 40,000 units per year.

Under the circumstances, for us to manufacture and increase the manufacture of wagons in Railway workshops by depriving where the manpower and the facilities are available outside the Railway workshops—in public sector units and private sector units would not probably be correct because we also require the capacity in the Railway workshops for the maintenance of these assets which we will be acquiring. If need comes beyond the capacity of the firms, which have already invested for manpower in public sector units, at that time, such a step could be taken.”

## Track Renewals

171. A total of Rs. 7231 crore (gross) was invested in the track renewals during the VIII Plan period. In the IX Plan it is proposed to spend Rs. 13200 crore (gross) in the track renewals and related activities. When the Committee wanted to know the reasons contributing to decline in track renewals 2795 kms. in 1996-97 to 2893 kms. in the previous year, the Ministry of Railways stated:

“The allocation during the year 1995-96 was Rs. 1150 or (net)/Rs. 1546 cr. (gross). The allocation during 1996-97 was Rs. 1202 cr. (net)/Rs. 1596 cr. (gross). Even considering an inflation of 8% the real value was less and hence there is marginal reduction in progress by 3.5%. Against the target of 2740 kms. of track renewals during 1997-98, 2950 kms. has been achieved.”

172. Asked about total kms. of track which is still due for renewal and whether any time limit has been fixed by which the track renewal arrears could be wiped out, the Ministry stated:

“Total track due for renewal is 10957 kms. on BG and 1014 on MG as on 1-4-1997. It is proposed to wipe out arrears of track renewals on A, B and C routes of BG in the IX plan period and on D and E routes of BG as well as MG routes during the X plan period.”

173. When the Committee wanted to have details of the new projects taken up under the track renewal plan, the Ministry stated:

“Every year new works are systematically taken up under Track Renewals plan head. 372 number of new works have been proposed to be sanctioned for the year 1998-99. Accordingly 3485 kms. CTR units of track renewals of BG (3006 kms. primary and 479 kms. secondary) and 88.4 kms. CTR units on MG have been proposed to be sanctioned.”

## Passenger Amenities

174. All the Zonal Railways have been directed to formulate “Perspective Plans” for provision of passenger amenities at stations so that the amenities could be provided/augmented in phased manner. For this purpose, allocation under the Plan Head “passengers and Other Railway Users’ Amenities” was substantially increased to Rs. 120 crore in 1996-97.



175. The Ministry, in their written reply, elaborated the additional facilities as under:

"Provision of additional facilities is a continuous process and all efforts are being made by the Railways to provide additional facilities to the extent possible. Some of the steps which are being/have been taken recently to provide improved facilities to the passengers are as under:

- (i) Introduction of high speed trains like Swaran Jayanti New Delhi-Amritsar Express with new coaches having additional facilities and high speed, etc.
- (ii) Introduction of Tatkal Scheme for providing train reservations to passengers at short notice. This Scheme will be extended to all the Superfast trains during 1998-99.
- (iii) Supply of bed rolls to all the passengers travelling in AC 3-tier class in addition to those travelling in 1st AC and AC 2-tier classes.
- (iv) Introduction of Rajdhani type facilities in selected trains.
- (v) Running of longer trains with 24 coaches to make more accommodation available to the passengers."

176. In a separate note submitted to the Committee, the Ministry of Railways touched upon the instructions issued to the Zonal Railways as under:—

"Instructions have also been issued to the General Managers of all Zonal Railways to ensure that amenities which are direct requirements of passengers and has a substantial visible impact on the passengers should be considered under passenger amenities work and provided at the stations. Some of these items are as under:—

- (i) Provision of additional drinking water facilities which include water coolers, taps master water coolers, water trolleys, etc.
- (ii) Provision of public address system.
- (iii) Improvement to passenger information system including enquiry offices.

- (iv) Signage.
- (v) Provision of dustbins.
- (vi) Improvement/modernisation of the Booking and Enquiry Offices on PRS pattern.
- (vii) Improvement in the circulating areas.
- (viii) Opening of additional enquiry offices.
- (ix) Creating infrastructure for stacking of bed rolls."

177. The Ministry of Railways, to achieve the compatibility of the twin functions of Railways namely Public Utility and Commercial Obligations, submitted to the Committee in writing to take the following steps:

- (i) To enhance capital from General Exchequer.
- (ii) Compensation for public service obligations discharged for—
  - \* loss on transport for essential commodities carried at lower rates below costs;
  - \* loss on passenger and other coaching services;
  - \* loss on un-economic branch lines;
  - \* loss on new lines opened for traffic in the last fifteen years including Calcutta Metro and Konkan Railway;
  - \* freight concessions to the North Eastern region;
  - \* 50% of the cost of maintaining Government Railway Police for maintenance of law and order on the domain of responsibility of the State Governments.
- (iii) (a) Funding of socially desirable by commercially unviable projects by providing dividend free grant, funding from beneficiary sector/State or Central Exchequer or both, etc.
- (b) Operating losses of socially desirable but commercially unviable projects to be reimbursed.

- (iv) Creation of Rail Infrastructure Development Funds for ROBs/ RUBs by levy of 1% cess on purchase of road vehicles.
- (v) Tariff for electric traction should be reduced to the actual cost of generation and distribution of SEBs.
- (vi) Commercial exploitation of Railway land and air space.
- (vii) Leveraging right of way of Railways to attract investment in fibre-optic telecommunication network.

### Catering Services

178. Catering policy formulated in 1992 provides that all new catering/vending units will be managed by the professional and reputed caterers. The main object of the present policy is to ensure improved quality of catering service. The existing departmental catering units are also being continued. These units were modernised during 1980s through setting up base kitchens at important locations for preparation of meals for trains.

179. The policy prescribes the procedure for award of catering vending licences to professional caterers by inviting applications through Press Notification by the Zonal Railways. The criteria for selection is reputation, capability, experience, track record of the applicants. Lump-sum licence fee is fixed by the Zonal railways based on the norms laid down.

180. Normal tenure of the contract is five years renewable subject to the performance of the licensee being satisfactory. There is no reservation or preference for any category except for Scheduled Castes and Scheduled Tribes. The tariff of all the items to be sold by a licensee is approved by the railway administration.

181. The scale of catering/vending facilities to be provided at a location is decided by the Zonal Railway administrations. At busy stations particularly sub-urban stations where mobility is restricted, the proliferation of stalls is being discouraged to avoid congestion.

182. Asked about the total percentage of the catering services managed by the Railways, the Ministry of Railways stated:—

“Major portion of Catering/vending services are managed by the licencees. Out of about 3000 stations and 160 trains, catering services at 2932 stations and 112 pairs of trains are being managed privately. Departmental catering units operate only at about 68 stations and 48 pairs of trains which comes to about 3% and 30% respectively. At about 34 railway stations, catering services are being managed both by the department and the licencees side by side.”

183. When the Committee wanted to know about the steps being taken to improve the services' particularly in the running trains and at platforms, the Ministry stated:—

“Indian Railways are making all out effort to provide wholesome, hygienic and nutritious food to the travelling passengers both at stations and in trains. To this effect, an Action Plan has been circulated to the Zonal Railways emphasising the—

- (i) purchase of food supplies from approved sources and their storage in clean and hygienic conditions;
- (ii) supply of hygienic pre-packed and branded 'ready to eat' fast food items at stations and on trains;
- (iii) installation of self vending machines for dispensing cold and hot beverages and other branded products;
- (iv) training to staff/supervisors;
- (v) induction of trained cooks from the open market;
- (vi) intensified inspections/surprise checks and constant monitoring of catering services by the Railway officers and staff; at stations, base-kitchens and pantry cars;
- (vii) joint checks by commercial and medical departments by undertaking food sample checks for lab tests to prevent food adulteration.

184. Steps being taken to improve the catering services, particularly in the trains include—

- (i) gradual upgrading of catering facilities in Mail/Express trains;

- (ii) special emphasis on handling of food, prevention, storage and service in hygienic conditions;
- (iii) supply of meals in casseroles, free supply of potable drinking water along with meals;
- (iv) sale of water pouches/mineral water bottles from pantry cars;
- (v) periodic review of menus and adhering to the prescribed menus and quantity;
- (vi) proper upkeep of equipment and appliances in base kitchens/pantry cars;
- (vii) ensuring provision of gas in pantry cars, coal and this are being discarded;
- (viii) induction of reputed/professional caterers for management of catering services; and
- (ix) efforts to introduce pantry cars in more and more trains.

185. To a question as to how the railways have been exercising check on the quality of food supplied/served by the private caterers, the Ministry replied:—

“Catering services provided by the licensees are closely monitored by the Railways. There is a prescribed roster of inspections and each unit is inspected by the officers and staff falling in their jurisdiction at the Headquarters and Divisional level. Incognito checks are also conducted to check the quality and standard of catering services provided by the licensee including the aspect of hygiene and cleanliness. A checklist has been prescribed for grading the performance of the catering vending units run by the licensee. Particular attention is paid to the following:—

Hygiene and sanitation in pantry cars, storage of garbage in insect proof containers away from food area;

Provision of proper equipment, use of gas, deep freezers, other installations and their proper maintenance;

Licensee are directed to provide trained staff, bearers and waiters to be smartly dressed in neat and clean uniforms with name badges;

The base kitchens set up by the licences are regularly inspected;

Display of rate list and menu in all restaurants, refreshment rooms and pantry cars. Carrying of printed menu cards by the waiters;

Periodic medical examination of the catering staff of the licensee.

Checks by the medical officers under Quality control;

Regular sampling of food items under quality control and Prevention of Food Adulteration Act;

Monitoring of complaints relating to catering and their remedial action; and

Obtaining food licence under the PFA."

186. Asked about the various options before the Indian Railways to make catering services more effective, hygienic, economical, the Ministry of Railways stated:—

"Indian Railways are presently making all out efforts to improve and upgrade the quality and standard of catering services. Only professional caterers with good track record and experience in the catering field are selected for managing the catering services. Catering services provided in Rajdhani and Shatabdi express trains are being appreciated by the travelling passengers. Efforts are also being made to upgrade the catering services in some selected mail/express trains in a gradual manner.

Indian Railways are however confronted with various problems as catering though an important amenity is not the core function of the Railways. The main business of the Railways is transportation. Hence an appropriate framework with professional inputs becomes critical for such organisation. Historically railways have been managing the catering services by engaging private caterers on licence basis. But many of the catering and vending licences other than for Rajdhani/Shatabdi trains are from the unorganised sector and they are running the services as family managed units with unskilled staff. Their equipment and infrastructure is also very inadequate and primitive. They need to be brought under a franchise system with quality control through a professional body.

Thus an option available to the Railways is that the management and control of catering services may be entrusted to a professional body. With this object in view a proposal to set up

an Indian Railway Catering and Tourism Corporation was mooted by the Ministry. Views of the concerned Ministers such as Department of Public Enterprises, Planning Commission, Department of Tourism, Ministry of Finance etc. were obtained. While the Department of Tourism fully supported the proposal but the Planning Commission, Ministry of Finance and the Department of Public Enterprises did not favour the setting up of a Public Sector Company in the hospitality sector in view of disinvestment in existing PSUs like ITDC. Due to change in the Government, the proposal could not be piloted before the Cabinet.

The proposal for setting up the Catering Corporation is being reformed in order to strengthen and professionalise the catering services. It is now being piloted as a proposal in the core sector because provision of adequate catering services is a legitimate rail related passenger amenity and should be viewed as an essential service and not as a non-core activity. The Corporation will provide necessary control and direction to catering services on trains as well as stations. It will also act as a regulatory body for award of franchises. The proposal formulated for this purpose is under active consideration of the Railway Ministry to obtain the approval of the Cabinet with the concurrence of the other ministers. An amount of Rs. 5 crore has been provided in the budget towards equity capital of the proposed Corporation."

### Creation of New Zones

187. Total estimated cost of the new Zones as per the estimates submitted by the respective OSDs is as under:—

Name of the Zone	Estimated Cost (in Rs. Crores)
East Central Zone/Hajipur	114.8
South Western Zone/Bangalore	166.4
East Coast Zone/Bhubaneswar	110.7
West Central Zone/Jabalpur	134.8
North Central Zone/Allahabad	121.7
North Western Zone/Jaipur	123.5

188. The expenditure incurred by the Government on six new Zones upto 1997-98 and the allocations made for the year 1998-99 are as under:—

New Zones	(In Rs. Lakhs)	
	Expenditure incurred upto 1997-98	Allocations for 1998-99
East Central Zone/Hajipur	747.21	450.00
South Western Zone/Bangalore	547.48	450.00
East Coast Zone/Bhubaneswar	440.24	450.00
West Central Zone/Jabalpur	196.01	400.00
North Central Zone/Allahabad	468.85	399.00
North Western Zone/Jaipur	212.33	450.00
Total	2612.12	2599.00

189. To a question whether any time limit has been fixed by which these Zones would be fully operational, the Ministry of Railways replied:—

“There has been a problem in fixing jurisdiction of the new Zones due to regional aspirations. There has been an additional demand for setting up new Zones at Hubli, Bilaspur and Ajmer. Till such time a final decision is taken on the issue of jurisdiction, it is not possible to give a time frame for making these Zones fully operational.”

### Gauge Conversion

190. Rs. 1364 crore and Rs. 900 crore were allocated for gauge conversion during the year 1996-97 and 1997-98 respectively. However for the year 1998-99 allocation of funds has been reduced to Rs. 810 crore under this head. The Committee therefore wanted to know the



constraints under which the allocation had to be reduced during the current year. The Ministry of Railways stated:—

“The gauge conversion projects are partly funded out of budgetary support, and partly out of internal resources. During the 8th Plan an outlay of about Rs. 1000 crore and above per year was provided for gauge conversion projects but with urgent outstanding requirements of traffic facilities, signalling, doubling works and shortage of rolling stock, it is no longer possible to provide such outlays.

Most of the through routes taken up have been completed. We have converted about 7800 Kms. of MG/NG lines to BG in the last 6 years and the time has now come to consolidate the new route developed and integrated them fully into the system. In addition about 840 kms. would be completed in 1998-99. The time has now come to carry out a mid term review of the programme and to concentrate on optimal utilisation of the converted routes and of integrating them into the broad gauge operational system by providing all missing amenities and facilities.

The on going projects will be progressed. The works to be completed in 1998-99 have already been listed in the Budget. The priority of the other works will be decided by the Government and all the works in Progress and any new projects that the government decide to take up in accordance with their policy would be completed in the coming years as per the availability of the resources.”

### **Input & Operating Costs**

191. The index of input cost (with 1970-71 base year) has risen by 16 times whereas the freight rates and passenger fares have gone up only 10 times and 7 times respectively.

192. In view of the above fact, the Committee wanted to know the strategy going to be adopted by the Indian Railways to reduce the input and operating costs. The Ministry of Railways stated:—

“The strategy to be adopted by the Indian Railways to reduce the input and operation costs is:

- (a) To secure efficiency in production and maintenance units.

- (b) To improve purchase procedures not only to secure cost reductions but also improve reliability.
- (c) Human resource development.
- (d) Reduction in manpower by improving manpower productivity in real terms through multi-skilling and mechanization, as also by outsourcing certain off line activities."

193. As 56% of the total working expenses accounts for the staff cost, the Committee wanted to know about the steps being taken/proposed to be taken to bring economy in expenditure on staff. The Ministry of Railways stated:

"Major initiative proposed to be taken is on improving productivity in real terms through multiskilling and mechanization as also by outsourcing certain off line activities. By sustained manpower planning exercises Indian Railways have been able to reduce manpower to the extent of about 10% during the last 5 to 6 years. Further at present more than 42% of the manpower is unskilled. With rapid changes in the technology, there is need for shifting the balance of manpower to skilled workforce. While this shift may increase the manpower cost, it is proposed to balance this increased cost by control of manpower and improvement in productivity. The personnel policies are proposed to be redesigned to suit this shift towards skilled workforce."

194. Investments on Rolling Stock maintenance infrastructure should keep pace with that on the acquisition of Rolling Stock. This is necessary to create the infrastructure required to meet the needs of additional arisings due to increase in holdings, provide facilities for the maintenance of new/upgraded type of stock as also to finance replacement/renewals of over-aged/obsolete Machinery & Plant and other maintenance infrastructure.

195. Investments on maintenance infrastructure is a percentage of that on Rolling Stock have, however, been declining since the VI Plan. From 17.93% during VI Plan (1980-85) these have reduced to 5.18% during the VIII Plan (1992-97). The projected outlays for the IX Plan

indicated that these will go down to 2.77% during this period. When the Committee enquired about the action taken to reverse this trend, the Ministry of Railways stated:

"Action has, however, been taken to reverse this trend as indicated by the figure for 1997-98 and 1998-99 given below:

	Exp. on Maintenance	Exp. on RSP	%Exp. on Infra.
1997-98 (Prov.)	Rs. 142.53 crore	Rs. 3905 crore	3.65%
1998-99 (Plan)	Rs. 215.99 crore	Rs. 4300 crore	5.02%

The thrust areas for the IX Plan are:

- (1) Creation of additional maintenance capacity to meet the maintenance needs of additional rolling stock.
- (2) Upgradation/modernisation of infrastructure to prove asset productivity & enhance service reliability of rolling stock.
- (3) Replacement of overaged/obsolete assets."

196. The percentage ratio for net revenue to Capital-at-Charge and investment from Capital Fund has decreased from 14.9 in 1995-96 to 11.7% in 1996-97 as the net revenue in 1996-97 reduced to Rs. 3624 crore against Rs. 4135 crore in 1995-96. When the Committee wanted to know the reasons for it, the Ministry of Railways stated:

"The reason for reduction in net revenue is attributable to higher growth in expenditure than earnings. The earnings during 1996-97 grew by only 8.5% whereas the working expenses rose by 13.4% over the previous year. In the working expenses, the ordinary working expenses increased by 12.6% and the appropriation to Pension Fund by 25%."

## RECOMMENDATIONS/OBSERVATIONS

### Ninth Plan Allocations

197. Over the years the market share of Railways in terms of freight as-well-as passenger traffic has continued to decline. The freight traffic has come down from 89% of the total freight traffic in 1950-51 to 40% in 1996-97 and passenger traffic from 80% in 1950-51 to 20% in 1996-97. This was caused due to inadequate and unscientific investment in infrastructure by the Railways. The major impact of this improper investment was that the Railways could not achieve a growth rate commensurate to the National growth rate. While the National economy is growing at about 6-7% per annum, the Railways have a growth rate of 3.5% only. Railways have the responsibility to ensure that GDP growth of the country is not to be curtailed or reduced on account of their failure. To meet this challenge and to increase the Railways share in the overall transport system by 5%, the Working Group of the Railways for the IXth Plan had recommended the requirements of fund to the tune of Rs. 93000 crore. However it has been stated by the Railways during evidence that they had proposed an outlay of Rs. 65,000 crore only to the Planning Commission for the Ninth Plan. This too has been reduced to Rs. 47,484 crore by the Planning Commission. If the Railways are not provided Rs. 65,000 crore, their share in goods traffic cannot possibly increase.

198. The Committee are perturbed over the static growth rate of Railways and also over the way the Planning Commission has reduced the proposed IXth Plan outlays from Rs. 65,000 crore to Rs. 47,484 crore. The Committee are of the firm opinion that Indian Railway's share in goods traffic needs to be increased keeping in view the fact that Railways are the cheapest mode of transport apart from the fact that they are eco-friendly. In the opinion of the Committee, it is imperative for the Railways to achieve a growth rate commensurate with the growth rate of National GDP. Realising the limitation of generating sufficient surplus/excess resources by the Railways, the Committee strongly recommend to the Planning Commission to accord top most priority to enhance the Plan outlays for the remaining three years of the IXth Plan upto the level as proposed by the Ministry of Railways for achieving at least 5% growth rate.

### Pending/Ongoing Projects/New Line Projects

199. The unabated increase in the number of new projects taken up every year without sufficient funds have led to huge cost and

time over-runs. Every year new projects are taken up at the cost of projects which were either priority projects or were nearing the completion stage. The priority criteria for funding the on-going projects have not been adhered to. The overall impact of this, is long gestation period having substantial cost over-run. The Committee have been informed that the cost of completing all the pending projects is about Rs. 35,000 crore and at the present rate of allocation per year it will take 40 years for completion of all the pending ongoing new line projects, 10 to 11 years for gauge conversion and 5-6 years for doubling of lines. In this regard, the Committee are of the firm conclusion that limited resources spread thinly over a large number of projects, lead to astronomical time and cost over runs, affecting adversely the financial viability of the Indian Railways. They are not convinced by the present system of fixing the time span for completion of various projects by the Railways.

200. The Committee are not at all satisfied with the present state of Affairs. They, therefore, recommend that unless and until the Ministry fixes a time-frame for completing the projects and strictly adhere to it, it is not feasible for the Railways to get rid of the ongoing predicament of time and cost-over-runs of the pending projects. According to the Committee, the only remedy for the aforesaid ill is to have a clear cut Policy to select new projects and fixing a time-frame for every project. The Committee recommend that the ongoing pending projects should be given top priority for funding and should be completed within a time bound programme. Selecting of new projects should not be made in an arbitrary manner but on the recommendations of a Committee consisting of representatives of the Railways, Ministry of Finance, Planning Commission etc.

201. It has come to the notice of the Committee during evidence that certain Projects included in the Budget for which necessary financial allocations were voted and approved by the Parliament, were made subject to scrutiny by various agencies such as Planning Commission, Expanded Board, Cabinet Committee on Economic Affairs, etc. and are held up for non clearance by these agencies. The Committee are of the view that once a proposal is voted and passed by the Parliament, it becomes a matter of privilege of the House. The Committee therefore recommend that new Projects should be included in the Budget only after the necessary clearance is received from the concerned agencies, and once the necessary financial allocations are voted, approved and passed by the Parliament, such projects should not be curtailed or held up and must be implemented in right earnest.

### *Budgetary Support*

202. The Indian Railways have been seriously under-funded in the recent Plan periods and the budgetary support has been short of their requirements. Market borrowings are not a viable alternative for financing an infrastructure sector like Railways beyond a point. The budgetary support which was 75% of the total Plan outlay in the 5th Plan was reduced to 23% in 8th Plan. The average cost of Market borrowings is very high and has imposed an increasing burden of lease charges to the tune of Rs. 2303 crore (estimated) in 1998-99 which is likely to exceed the market borrowing level itself. High costs of market borrowings and service burden are crippling the Railways which has several social obligations. Developmental projects for social and strategical reasons have to be taken up by the Railways for which financial resources are hardly available with them. The Committee think that higher Budgetary support is a must for the Railways which is a public utility first and a commercial enterprise thereafter. There cannot be a compatibility between the twin characters of Railways first as a public utility and then as a commercial organisation without a suitable compensation from the General Exchequer.

203. The Committee note that it is a universally accepted fact that the Railways should be compensated for the public service obligations, especially in the field of passenger and suburban traffic by the national Governments. The subsidies granted from the Government exchequer to the Railways in some of the developed countries of the world for various public service obligations were; 23.1% in the year 1993-94 to the British Rail; 40.1% in 1994 to the Swiss Federal Railways; 68.5% in 1993 to the German Federal Railways and 47.7% in 1994 to the French National Railways. The Committee are, therefore, of the firm view that the Indian Railways should be compensated for the public service obligations to the maximum extent.

204. The Committee are of the firm opinion that Railways at present are not in a position to augment their revenues for allocating the required funds even for on-going projects. In these circumstances higher Budgetary support to the Railways is inevitable at least for those projects which are socially desirable but not economically viable. Railways get nothing in the real sense as they have to pay a dividend almost equal to the level of budgetary support to the Central Government on the Capital they have received since their inception from the General Exchequer. The Committee, taking a holistic view recommend that the budgetary support for the projects which are socially desirable must be made available by the Central

Government by declaring these projects as National Projects. There should be full support from the Government and the Railways for taking up and completing the projects which come under the socially desirable category. Laying emphasis on better operational and commercial management, the Committee recommend the adoption of aggressive revenue generation strategy on the one hand and rigorous cost control on the other by the Indian Railways for giving a fillip to the growth of revenues and improvement in the operating ratio.

### *Leasing Rentals*

205. The Indian Railways had to resort to a leasing system for rolling stock assets from the Indian Railway Finance Corporation because they could not mobilise sufficient internal resources/budgetary support from the General Exchequer to meet their requirement of rolling infrastructure for augmenting their freight capacity. As a result, the lease rentals payable to IRFC increased substantially from Rs. 27 crore in 1987-88 to Rs. 2192 (B.E.) in 1998-99, which shows that these lease rentals are almost reaching the level of the value (i.e. Rs. 2665 BE) of rolling assets leaded by IRFC.

206. The overall burden of this enhanced lease rentals tells upon the financial health of the Railways, hindering their modernisation and expansion process. The Committee take a very serious view of the burgeoning lease charges payable every year to IRFC which has been borrowing money from the public and other financial institutions. The Committee think it quite imperative to reduce the cost of borrowings by the Railways from the IRFC and for this purpose, they strongly recommend to the Government that Railway rolling stock should be considered as a part of the infrastructure for relief facility under section 80(1A) and the IRFC be exempted from payment of Minimum Alternative Tax (MAT) under Section 115 JA of the Income Tax Act.

### *GRP'S Accountability*

207. The security of passengers and their belongings in the running trains is the constitutional obligation of the State Governments. The safety is to be ensured by the Government Railway Police. The Committee have been informed that the Railway administration is not able to maintain any record of theft/robbery/dacoity because the progress of the cases are not intimated to the Railways by the GRP. Unless and until the GRP personnel are made accountable to the Railway administration, there cannot be any control over them. Since the GRP personnel are on deputation to

the Railway Ministry who share 50% of their financial expenditure, the Committee desire that some mechanism should be evolved by the Ministry of Railways in consultation with State Government, Home Ministry, etc. so that GRP personnel may be accountable to the Railways to some extent.

Safety and Security of the passengers should get top priority. The Committee feel that due to lack of proper security arrangements, a number of train dacoities including the illegal activities inside the trains are increasing. The Committee are of the considered view that there must be a comprehensive plan of action to combat the unlawful activities in the train for the security of the common passengers specially for women and children.

#### *Wagon Procurement*

208. During the VIII Plan, the financial as well as physical targets of Wagon procurement/production were fixed at Rs. 10,630 crore and 1,20,000 Wagons respectively. Against these targets only 96,491 Wagons were procured/produced with the enhanced financial outlays of Rs. 12,858 crore. The Committee note that the Railways would require 1,75,000 Wagons during the IX Plan i.e. 35,000 Wagons per year. However as stated by the Member (Mechanical), the Railways procured/acquired 28,000 Wagons against the target of 26,000 Wagons last year and during the current financial year the Railways expect the acquisition of 26,000—28,000 Wagons.

209. The Ministry of Railways informed the Committee that Wagons are manufactured by the Railways themselves in a limited way to the extent of about 5-10% of the total requirement per year. They informed that basically Wagons are manufactured by PSUs and Private Firms and the Railways place orders on them through Wagon India Limited. The Committee are seriously constrained to observe that the Railways possess a great potential of producing Wagons with the available technology and infrastructure with them at the Golden Rock Workshop at Trichy and the Workshop at Jamalpur. However, the Chairman, Railway Board informed the Committee during evidence that Railway do not want to create additional production capacity of Wagons with them as the country has already a capacity to produce 29,000 Wagons a year against their requirement of 26,000 Wagons or so. Railways have proposed to create maintenance capacity of 450 Wagons at Jamalpur at a cost of Rs. 15 crore. This capacity would be further increased to maintenance of



1000 Wagons. The Committee do not agree with the views expressed by the Chairman, Railway Board and strongly recommend that Railways should utilise the existing infrastructure available at Trichy & Jamalpur Workshops for production of Wagons.

### *Catering Services*

210. To facilitate the passenger traffic, catering services play a paramount role. These catering services on trains and stations are presently being managed partly by the Railways and partly by private contractors. The Committee were informed by the Ministry that in order to improve the quality and augment these catering services a Corporate entity 'Indian Railway Catering and Tourism Corporation' would be formed shortly and in this direction the proposal was initiated twice during 1996 and 1997 for the approval of the Cabinet. However, due to changes of Government, the approval of the Cabinet could not be obtained. The Ministry have now informed the Committee that it has been decided to reframe the proposal and seek the approval of the Government. The Committee desire that an early decision may be taken in the matter under intimation to them.

211. The Committee are concerned to note that out of about three thousand stations and 160 trains, catering services at 2932 stations and on 112 pairs of trains are being managed by private parties and the Departmental catering units operate only at about 68 stations and on 48 pairs of trains. At about 34 railway stations catering services are being managed by both the Department and the private parties side by side. As it has been the general experience that quality and quantity of food supplies at various stations and in the trains is very poor and unhygienic, the Committee desire that special surprise checks should be conducted by the Railway officials at all the stations and in the trains. The Committee desire that a monitoring Committee should be formed with special powers to check the rates, quality, quantity of eatables and other materials sold at the platforms and in the trains. Needless to mention that after the formation of 'Indian Railway Catering and Tourism Corporation', the Committee hope that all the Catering services would be brought under it.

### *Signalling & Telecommunication*

212. Signalling and Telecom works play a paramount role in the safety of passengers as well as railway properties and goods. During the year 1998-99, Rs. 361 crore have been sanctioned against the allocation of Rs. 230 crore in 1997-98. The Committee note that there have been 381 train accidents (including one train accident on Metro Railway Calcutta and 3 on Konkan Railway) during 1996-97. The Committee have been informed that Rs. 7,500 crore would be required to provide important signalling and Telecom safety works including level crossings, replacement of worn-out signalling and telecom gears, etc. on BG routes. During evidence the representative of the Ministry of Railways admitted that the Indian Railways are not having a level play field with countries like Japan, Germany, etc. in respect of Railway Signalling and Telecommunication System and the main constraint is non-availability of adequate funds apart from non-availability of state-of-the art technology indigenously. The Committee recommend that the Planning Commission and the Ministry of Finance should ensure sufficient funds for signalling and telecom requirements of the Railways as safety of passengers is of utmost importance and cannot be compromised at any cost. Keeping in view of the importance of signalling & telecommunication in the Railways, the Committee again reiterate that a post of Member (Signalling & Telecommunication) should be created without any further delay.

213. For safety of women passengers, the Committee are of the firm view that lady constables should be deputed in all the 'ladies only' compartments in the trains.

### *Track Renewals*

214. The Committee find that Rs. 7231 crore were invested during the Eighth Plan period for track renewals. During the Ninth Plan it is proposed to spend Rs. 13200 crore in the track renewals and related activities. The Committee are concerned to note that total track due for renewal is 10957 kms. on BG and 1014 on MG as on 1.4.1997. During 1998-99, 372 new works are proposed to be taken under track renewals. Accordingly 3485 kms. of BG and 88.4 kms. of MG track would be renewed during the year. With the present rate of allocation of funds, it would not be possible for the Railways to wipe out the arrears of track renewals before the Xth Plan. The Committee therefore, desire that more funds should be made available for track

renewals so that all the arrears of track renewals could be wiped out within the IXth Plan period itself.

### *Passenger Amenities*

215. The Committee note that on the recommendation of the Railway Convention Committee in 1949, a provision of Rs. 3 crore per annum was earmarked for passenger amenities. A list of minimum amenities known as basic passenger amenities to be provided at all the stations irrespective of their status was drawn in 1952. The Committee are concerned to note that against the allocation of Rs. 120 crore for passenger amenities in 1996-97, the Railways were able to spend only Rs. 87.86 crore. During the year 1997-98 the Government could spend Rs. 80.47 crore for passenger amenities. An allocation of Rs. 100 crore has been made under this head for the year 1998-99. The Committee deprecate the tendency of the Railways not to spend the money allocated for passenger amenities while the facilities already provided continue to deteriorate. Underutilisation of funds during 1996-97 resulted in lower allocation of funds in the subsequent years. It has been the general experience that the passenger amenities are lacking badly in every respect. The Committee desire the Ministry of Railways to ensure that the allocation made for the year 1998-99 should be spent particularly in improving the passenger information system including enquiry offices; providing drinking water and lavatory facilities specially for ladies both at stations and in the trains in every coach in a professionalised way on the pattern of 'Sulabh Shauchalaya' better cleanliness and maintenance of dining cars, providing an attendant for clearing the lavatories in each train, etc. The Committee further recommend that ladies toilets at every station and each coach of the train should compulsorily be provided. The Committee also recommend that the present allocation of funds for passenger amenities should be sufficiently increased keeping in view the increase in passenger fares.

### *Creation of New Zones*

216. The Committee note that the total estimated cost of the six newly created Zones is Rs. 671.9 crore. The Ministry of Railways have spent Rs. 26.12 crore during 1997-98 and an allocation of Rs. 25.99 crore has been made for 1998-99. It is strange to note the reply of Government that "it is not possible to give a time frame for

making these Zones fully operational". The Committee have been informed that there have been additional demands for setting up of new Zones at Hubli, Bilaspur and Ajmer. Keeping in view the financial constraints, the Committee recommend that before setting up more Zones, the matter should be thoroughly examined. They also recommend that concerted efforts should be made to make all the six newly created Zones fully operative as early as possible. The Committee further recommend that the Headquarters of any existing Zones/Divisions should not be shifted otherwise a serious resentment will disturb the regional balances.

### *Gauge Conversion*

217. The Committee note that the gauge conversion projects are partly funded out of budgetary support, and partly out of internal resources. During the 8th Plan an outlay of about Rs. 1000 crore and above per year was provided for gauge conversion projects. Rs. 1364 crore and Rs. 900 crore were allocated for gauge conversion during the years 1996-97 and 1997-98 respectively. The Committee are concerned to note that the allocation of funds under this head has been reduced to Rs. 810 crore for the year 1998-99. The Committee are not satisfied with the Reply of the Government that most of the through routes taken up for gauge conversion have since been completed and that the time has come to consolidate the new routes developed and integrate them fully into the system. As construction and operation works are being dealt separately, they are of the opinion that both the works of gauge conversion and integrating the routes converted earlier into the system could have been taken up by the Ministry of Railways simultaneously. With the present rate of allocation of funds for gauge conversion, it would take 10-11 years in converting the remaining MG Lines into BG Lines. The Committee are of the considered view that the allocation of funds for the on-going gauge conversion projects should be increased sufficiently so that the unigauge system could be made operative within IX Plan itself.

218. The second class ordinary travel is generally patronised over short distances as the passengers normally travel in unreserved coaches by ordinary slow moving passenger trains. Majority of the passengers patronise this particular class of travel for distances up to 150 Kms. This sort of passenger traffic mainly comprises short distance daily passengers. A large number of season ticket holders form a substantial percentage of travellers in this category. Due to

dispersal of residential accommodation beyond the municipal limits of major cities to the suburban areas, the number of passengers in this category has been growing fast. The Committee, therefore, recommend that Mainline Electric Multiple Units (MEMU)/Diesel Multiple Units (DMU) and pull-push services should be introduced/increased in these areas so that the daily passengers could travel comfortably in these trains. They also desire that atleast one toilet with attendant and drinking water should be provided in each coach of the MEMU/DMU/EMU.

219. The Committee feel that the task of lifting additional freight traffic for meeting the requirements of different user sectors is quite challenging and requires both short-term and long-term strategies directed towards increased productivity of assets. The Committee desire that immediate action should be taken for (a) maximisation of investment in wagons and locomotives, (b) investments in line capacity works on identified and saturated roots, (c) improvement in terminal operation, (d) deployment of two or more locomotives to improve trailing load ratio for better speed of goods trains or production of locomotives with more haulage capacity, (e) adoption of engine on-load system at loading and unloading terminals to eliminate waiting period for the locomotives, and (f) encouraging private participation in acquiring wagons under 'Own Your Wagon Scheme'. The Committee also desire that the Railways should play a more vital role in getting users cooperation at terminals so that wagons detention period could be reduced. The Committee further recommend that the Railways should set up nodal goods sheds for bulking/containerisation of 'smalls' traffic and develop inland container depots and container stations. Railways should also provide fast and guaranteed container services to and from major Ports to meet the growing needs of export and import traffic.

220. The Committee feel that use of long distance passenger services by the suburban commuters is a source of considerable irritation and inconvenience to the long distance passengers having reserved accommodation. At the same time the Railways cannot ignore their responsibility of meeting the suburban transport needs of the large cities. The Committee, therefore, desire that dedicated suburban corridors should be created in the major metro cities. Simultaneously upgradation of the dispersal systems should be taken up in close cooperation with the State Governments/Local Authorities so as to reduce concentration or congestion on the roads in front of the Railway stations.

221. The Committee recommend that extension of Metro Rail from Tollygange to Garia and Circular Rail projects at Calcutta and other congested cities should be initiated within a time bound programme for which sufficient funds should also be made available immediately. Maintenance of Metro Railway also needs to be improved. The Committee also recommend that Railways should take a survey for providing Metro/Fast Suburban/Rail Bus services in other congested cities like Patna, Bhuaneshwer, Bangalore, Cochin, etc.

222. The Committee find that operating ratio of the Railways is likely to increase from 86.2% in 1996-97 to 91.2% in 1998-99 in spite of the fact that the Railways have been claiming that they are streamlining the Railway operations to minimize operational expenses. The Committee observe that the Railways must be aware of their responsibilities to exercise utmost control on the costs of their operations. In this connection the Committee feel that the outgo on account of hike in salary bills and pension payments can be contained by incremental revenue from the projected increase in passenger kms. and freight btkms. provided, the railways are able to strictly observe the discipline of controlling the size of their work force.

223. The Committee note that the Railways possess some of the untapped real estate in the country. Proposals for development of real estate sent to the Government in the past, have not been approved so far. The Committee are of the opinion that necessary powers should be delegated to the Railways in this regard so that they may develop their land selectively in consultation with the State Governments/Local Municipal Authorities. It would be a positive step in resource mobilization for the Railways.

224. The Committee have come to the firm conclusion that the Railways will have to streamline their growth strategy in accordance with the requirements of the national economy. The Committee strongly recommend that the Railways should take steps to (a) sharpen the marketing capability to attract the freight and passenger business to the rail network through constructive pricing mechanism and tariff rationalisation, (b) strengthen the high-density network to make the system capable of meeting the demands of the freight and passenger business, (c) practise austerity, especially in the areas of energy consumption, materials management, overtime, travelling allowance, advertisements, etc. and in all other areas in

general to the maximum extent possible, (d) cut operating costs by at least 10% in the next 5 years, (e) withdraw from ancillary activities to enable the management to concentrate on the primary business of running freight and passenger services, (f) evolve a financing strategy for optimal allocation of scarce resource to achieve the objective of a higher growth rate, in tune with, and perhaps ahead of, the GDP growth rate and thus be the harbinger of a railway renaissance, and (g) bring about a cultural change in the organisational philosophy from being a production oriented one to a customer orientated one.

225. The Committee find that there are a number of pending demands for introduction of EMUs/MEMUs/DMUs from different sections of society. The Committee take serious view of the failure of the Ministry of Railways in giving a clear reply to a specific query raised by the Committee as to whether the Ministry are thinking to accede to these demands of the people.

226. In order to provide the facility of instant reservation to rail customers who plan their journeys at short notice, an innovative 'Tatkal' scheme, which enables a passenger with a photo identity Card to get confirmed booking within 24 hours before the departure of the train on payment of a surcharge, was launched last year. The Railways have proposed to extend this scheme in 24 more trains w.e.f. 1st July 1998. Besides, it has also been proposed to extend this scheme to all superfast Express trains during 1998-99. The Committee recommend that 'Tatkal Scheme' should be introduced in all the trains at all the originating stations. They are also of the opinion that if need be, second additional coach under Tatkal Scheme may be added in the trains.

227. The Committee express their strong apprehensions about the success of this 'Tatkal System' and fear if the operation of this scheme is not monitored effectively, the scheme may become more profitable to the touts rather than to the needy public. The Committee also desire that reservations should also be provided on priority to the needy people such as students going for interviews, persons going for medical treatment or otherwise in emergency such as deaths, etc. in other trains on the same lines on which it is available to handicapped persons.

228. The Committee are not satisfied at all with the claim of the Ministry of Railways that there has been improvement in punctuality of the trains. The Committee desire that the Ministry of Railways should make concerted efforts to ensure their punctuality performance at least up to 95% in the current year.

229. The Committee express their serious concern over the failure of the Ministry of Railways to deal with the tout problem prevailing in the railway reservation system, in spite of the repeated recommendations by various Committees including previous Parliamentary Standing Committees on Railways. The Committee find that during 1997-98 the total number of touts apprehended was 4808. However, when the Committee wanted to know the number of touts who have been apprehended for the second or third time, the Ministry could not furnish the required information. An impression is gathered that malpractices prevalent in the Railways are happening within the knowledge of and in connivance with Railway officials. The Committee take a strong note of the failure of the Ministry of Railways in furnishing the required information and recommend that strict action should be taken against these touts and officials found involved.

230. The Committee find that a number of surveys in regard to New Lines, Gauge Conversion, Doubling, etc. have been proposed to be taken up during the current year. When the Committee wanted to know whether these surveys are need-based or demand-based and the number of surveys, demands for which could not be met, they were informed that no such records are maintained. The Committee express their strong anguish over the fact that such important records are not maintained in the Railways and desire that necessary records should be maintained henceforth.

231. The Committee find that there is no proper record/accounting procedure as regards the sale proceeds of scrap material. Earlier Standing Committees on Railways had in their reports on Demands for Grants in 1994-95 and 1995-96 recommended to create a sub-head in the Railway account books for suitable reflection of the money realised on account of scrap disposal. The Committee take a very serious view of the casual attitude of the Ministry of Railways in implementing the above recommendation after accepting the same. The Committee, therefore, reiterate that a proper accounting of the sale proceeds of scrap should be done in a systematic manner and shown in the Budget Documents.

232. The Committee also find that there has been a large number of wooden sleepers lying unattended near the railway tracks where gauge conversion works/replacement of wooden slippers by concrete sleepers were undertaken. In the circumstances the Committee would like to know the exact amount realised on account of sale of old wooden sleepers.



233. The Committee take note of the fact that it has become a matter of routine for commuters to travel on roofs of the local trains, particularly in areas adjoining the big/Metropolitan cities causing a number of accidents/deaths. People undertake their journeys on roofs of the trains under compulsion due to lack of space in the trains because of lack of adequate number of trains, especially in the mornings and evenings. The Committee, therefore, strongly recommend that conscientious efforts should be made to check the roof travelling by increasing the frequency of the trains and capacity in the trains in these areas. For the daily passengers local train services must be increased particularly during the office hours. They also recommend that all trains including Rajdhani and Shatabadi Express trains should have at least one general compartment for the benefit of the ordinary passengers. To avoid the over-crowding in the trains, the Committee recommend that daily trains should be introduced in place of all the 'Bi-weekely' trains. Simultaneously, vigilance checks should be conducted regularly to check on railway staff in all the trains including ordinary trains to contain the unauthorised passengers.

234. The Committee note with concern that the expenditure under the Head 'Misc. Working Expenses' has increased from Rs. 896.34 crore in 1996-97 to Rs. 1275.94 crore in 1998-99. The Committee are not at all satisfied with the details given in the Railway Budget in regard to their expenditure under Miscellaneous Working Expenses. On critical analysis of the Budget Documents, the Committee find that this Head contains further miscellaneous expenditure including an huge expenditure of Rs. 423.60 crore as travelling Expenditure including air travel under Revenue Expenditure. The Committee desire that full details of the proposed travelling expenditure, number of air journeys, undertaken in 1996-97, its purposes, destinations and outcome thereof should be furnished to them.

235. The Committee are also of the opinion that the expenditure on 'Publicity' should be drastically cut and the money so saved should be spent on passengers amenities.

NEW DELHI;  
July 3, 1998  
*Asadha 12, 1920 (Saka)*

MAMATA BANERJEE,  
*Chairperson,*  
*Standing Committee on Railways.*

**PART II**  
**(i) APPENDICES**  
**APPENDIX I**

**PROGRESS MADE BY THE RAILWAYS FROM 1950-51 UPTO THE END OF EIGHTH FIVE YEAR PLAN**

	1950-51	1st	2nd	3rd	4th	5th	31-3-80	6th	7th	31-3-92	8th
<b>General</b>											
Capital-at-charge (Rs. in crores)*	827.00	969.00	1520.90	2680.30	3893.40	4797.10	5486.60	8285.65	14629.45	17712.46	23474.67
Route Kilometers	53,596	55,011	56,247	58,399	60,234	60,693	60,933	61,850	62,211	62,458	62,725
Electrified Route Kms.	388	388	748	2,423	4,191	4,720	4,820	6,325	9,100	10,653	13,018
Number of Stations	5,976	6,152	6,521	6,986	7,079	7,020	7,017	7,093	7,076	7,116	6,984
Number of Staff (In thousand)	914	1,025	1,157	1,352	1,432	1,495	1,551	1,603	1,647	1,654	1,585
<b>Rolling Stock</b>											
No. of Locomotives											
(i) Steam	8,120	9,026	10,312	10,613	8,847	8,215	7,856	5,970	3,336	2,492	85

\*Metropolitan Transport Projects and Circular Railway, Calcutta

	1950-51	1st	2nd	3rd	4th	5th	31-3-80	6th	7th	31-3-92	8th
(ii) Diesel	17	67	181	727	1,610	2,025	2,243	2,905	3,610	3,905	4,360
(iii) Electric	72	79	131	403	669	901	974	1,252	1,644	1,871	2,519
No. of Passenger vehicles	31,109	15,984	20,178	22,804	26,108	26,647	27,290	27,825	27,772	29,503	29,978
Electric Multiple Unit Coaches	460	574	846	1,355	1,892	2,321	2,581	2,957	3,100	3,291	3,846
Other Coaching Vehicles	6,509	6,730	7,415	8,763	8,422	8,260	8,295	7,789	6,861	6,491	5,408
No. of Wagons	205,596	240,756	307,907	370,019	388,366	399,971	405,183	365,392	349,560	346,394	272,127
Volume of Traffic (in Millions)											
Tonnage Originating—Revenue	73.2	92.2	119.8	162.0	162.1	210.8	193.1	236.4	310.0	338.0	409.0
Total including Non-Revenue Traffic	93.0	115.9	156.2	203.0	184.9	137.3	217.8	264.8	334.3	360.0	423.4
Net Tonne Kilometers—Revenue	37,565	50,435	72,333	98,978	109,391	150,250	144,559	172,632	229,602	250,238	277,567
Total including Non-Revenue Traffic	44,117	59,576	87,680	116,936	122,354	162,687	155,959	182,161	236,917	256,895	279,992

	1980-81	1st	2nd	3rd	4th	5th	31-3-80	6th	7th	31-3-92	8th
<b>Passengers Originating</b>											
(i) Suburban	412	495	680	1,018	1,437	1,929	1,903	1,884	2,109	2,412	2,578
(ii) Non-Suburban	872	780	914	1,064	1,217	1,575	1,602	1,449	1,544	1,637	1,575
<b>Total#</b>	<b>1,284</b>	<b>1,275</b>	<b>1,594</b>	<b>2,082</b>	<b>2,654</b>	<b>3,504</b>	<b>3,505</b>	<b>3,333</b>	<b>3,653</b>	<b>4,049</b>	<b>4,153</b>
<b>Passengers Kilometers</b>											
(i) Suburban	6,551	8,165	11,770	17,164	28,037	39,433	38,730	44,264	54,803	63,390	76,543
(ii) Non-Suburban	59,966	54,235	65,895	79,130	107,627	137,201	159,927	182,318	226,045	251,174	280,470
<b>Total#</b>	<b>66,517</b>	<b>62,400</b>	<b>77,665</b>	<b>96,294</b>	<b>135,664</b>	<b>176,634</b>	<b>198,657</b>	<b>226,582</b>	<b>280,848</b>	<b>314,564</b>	<b>357,013</b>
*Excludes Capital outlay on											
#Excludes Metto, Calcutta											
				8.65	41.96	78.85	340.27	857.20	1622.21	2160.73	

## APPENDIX II

### RAILWAYS - FINANCING OF PLANS - APPROVED AND ACTUAL OUTLAYS

(Rs. in crore)				
Year	Budgetary Support	Extra Budgetary Resources (Bonds etc.)	Internal Resources	Total
1	2	3	4	5
1990-91	Approved	1420 (28.4)	1170 (23.4)	2410 (48.2)
	Actual	1632 (33.3)	1170 (23.4)	2091 (42.7)
1991-92	Approved	1694 (31.8)	1500 (28.2)	2131 (40.0)
	Actual	1941 (36.0)	1503 (27.9)	1944 (36.1)
				5325 (100.00)
				5388 (100.00)

1	2	3	4	5
1992-93	Approved	1935 (34.0)	1200 (21.0)	2575 (45.0)
	Actual	2589 (42.0)	1025 (17.0)	2548 (41.0)
1993-94	Approved	960 (15.0)	1300 (20.0)	4240 (65.0)
	Actual	975 (17.0)	856 (14.0)	4030 (69.0)
1994-95	Approved	1150 (18.0)	1684 (16.0)	4315 (66.0)
	Actual	1145 (21.0)	745 (14.0)	3582 (65.0)
1995-96	Approved	1150 (15.0)	2250 (30.0)	4100 (55.0)
				7500 (100.00)

1	2	3	4	5
	Actual	1141 (18.0)	985 (16.0)	4209 (66.0)
				6335 (100.00)
1996-97	Approved (RE)	1439 (17.3)	2750 (33.1)	4111 (49.5)
				8300 (100.00)
	Actual	1465 (17.6)	2382 (28.7)	4462 (53.7)
				8309 (100.00)

Note : Figures in parentheses indicates percentage to total.

## APPENDIX III

## RAILWAYS - MAJOR PLAN HEAD-WISE INVESTMENT

(Rs. in crore)

Sl.No.	Plan Head	Seventh Plan		Eighth Plan									
		Outlay Expr.		1992-93		1993-94		1994-95		1995-96		1996-97	
		3	4	5	6	7	8	9	10	11	12	13	14
				Outlay	Expr.	Outlay	Expr.	Outlay	Expr.	Outlay	Expr.	Outlay	R.E.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Rolling Stock	4290	5294	2260	2408	2750	2320	2700	1922	2940	2535	3805	4213
2.	Workshops including Production Units	1200	927	300	155	260	136	170	120	200	101	140	125
3.	Machinery & Plant	—	353	90	63	85	40	77	35	95	36	90	68
4.	Track Renewals	2500	3582	1000	1063	1010	970	970	1024	1050	1150	1050	1128
5.	Bridge Works	284	251	90	71	80	72	90	73	160	85	80	83
6.	Gauge Conversion	1300	1759	550	689	810	931	925	1150	1000	1117	1000	964
7.	Doubling	—	—	130	213	219	232	150	206	300	218	300	202
8.	Traffic Facilities- yard Remodelling & Others	—	—	130	112	100	121	75	72	152	85	140	123



1	2	3	4	5	6	7	8	9	10	11	12	13	14
9.	Signalling & Telecommunication works	400	425	150	153	165	156	225	169	285	208	296	291
10.	Computerisation	400	184	45	16	60	26	80	58	100	45	75	63
11.	Electrification Projects	830	961	235	235	280	278	260	291	390	348	360	309
12.	Other Electrical Works	80	169	68	65	65	44	60	61	90	67	90	82
13.	New Lines	350	916	200	293	200	252	190	240	203	211	220	284
14.	Staff Quarters	175	131	25	27	28	29	28	22	31	22	60	45
15.	Amenities for Staff	—	104	30	27	33	31	33	34	35	35	60	59
16.	Passenger & Other user's Amenities	—	77	50	36	60	68	60	74	90	88	120	104
17.	Other Specified works	0	112	30	25	30	19	40	22	24	17	25	33

1	2	3	4	5	6	7	8	9	10	11	12	13	14
18.	Inventories	100	554	90	274	90	-143	90	-418	85	-98	10	-39
19.	M.T.P.	400	473	170	178	170	225	230	255	240	196	190	150
20.	Railway Research	25	26	5	8	5	3	11	8	20	2	9	3
21.	Investment in PSUs	0	251	52	51	0	52	51	54	10	0	10	10
Total		12334	16549	5700	6162	6500	5861	6515	5472	7500	6468	8130	8300

## APPENDIX IV

### NEW LINES OPENED STATEWISE SINCE INDEPENDENCE

S.No.	Rly.	Section	Gauge	Kms.	Year of Opening
1	2	3	4	5	6
<b>Andhra Pradesh</b>					
1.	SC	Kinwat Adilabad	MG	30	1950-51
2.	SE	Bobbili-Salur (Restoration)	BG	17	1953-54
3.	SC	Renigunta-Tirupati	BG	10	1968-69
4.	SE	Kottavalasa-Kirandul	BG	122	1968-69
5.	SC	Bibinagar-Nalgonda	BG	74	1980-81
6.	SR	Gooty-Dharmavaram	BG	91	1982-83
7.	SC	Bhandrachalam RD-Manuguru	BG	49	1983-84
8.	SC	Nalgonda-Miryalguda	BG	37	1984-85
9.	SC	Motumari-Jaggayyapet Town	BG	27	1986-87
10.	SC	Miryalguda-Nadikude	BG	39	1987-88
11.	SC	Jaggayyapet Town-Jaggayyapet	BG	6	1987-88
12.	SC	Adilabad-Pimpalkutti	BG	12	1991-92
13.	SC	Telapur-Patancheru	BG	9	1992-93
<b>Total</b>				<b>523</b>	

1	2	3	4	5	6
<b>Assam</b>					
1.	NF	Assam Rail Link	MG	36	1949-50
2.	NF	Ledo-Lekhapani	MG	9	1957-58
3.	NF	Rangapara North-Dhalaibil	MG	25	1961-62
4.	NF	Dhalaibil-North Lakhimpur	MG	148	1962-63
5.	NF	Kalkalighat-Dharmanagar	MG	16	1964-65
6.	NF	North Lakhimpur-Gogamukh	MG	45	1964-65
7.	NF	Gogamukh Murkongselek	MG	109	1965-66
8.	NF	Raninagar-Jogighopa	BG	106	1965-66
9.	NF	Bye Pass Line Between Sirpuria-Gaon & Tinsukia	MG	3	1966-67
10.	NF	New Bongaigaon-Guwahati	BG	164	1983-84
11.	NF	Lalabazar-Jamira	MG	30	1988-89
12.	NF	Balipara-Gamani	MG	14	1988-89
13.	NF	Silchar-Jiribam	MG	48	1989-90
14.	NF	Gamani-Bhalukpong	MG	21	1989-90
15.	NF	Jamira-Bhairabi	MG	18	1990-91
16.	NF	Amguri-Tuli	MG	115	1991-92
17.	NF	Jogighopa-Goalpara	BG	18	1997-98
<b>Total</b>				<b>822</b>	

1	2	3	4	5	6
<b>Bihar</b>					
1.	NF	Assam Rail Link	MG	41	1949-50
2.	NE	Dauram-Mashodura-Murliganj	MG	22	1954-55
3.	ER	Bhandaridah-Muri	BG	28	1959-60
4.	ER	Rampur Dumra-Barauni Jn. And Tal Jn. Halbidah Link Cabin Ganga Bridge	BG	20	1959-60
5.	NF	Kumedpur-Mukuria	MG	25	1959-60
6.	SE	Muri-Ranchi	BG	65	1960-61
7.	SE	Ranchi-Hatia	BG	8	1960-61
8.	ER	Bakhtiarpur-Bihar Sharief	BG	29	1961-62
9.	ER	Bihar Sharief-Nalanda	BG	13	1961-62
10.	ER	Garhwa RD-Nagar Untari	BG	45	1961-62
11.	NE	Barauni-Samastipur	BG	50	1961-62
12.	NF	New Siliguri-Barsoi	BG	35	1961-62
13.	NF	Mikuria-Barsoi	BG	5	1961-62
14.	ER	Nalanda-Rajgir	BG	12	1962-63
15.	ER	Diversion of Bandel-Barharwaloop Between Nimtita-Tildanga	BG	15	1962-63
16.	SE	Hatia-Nawagaon	BG	125	1963-64
17.	ER	Nagarunitari-Chopan	BG	11	1963-64
18.	SE	Bimlagadh-Kiriburu	BG	12	1963-64

1	2	3	4	5	6
19.	ER	Extn. of Avoiding Line Between Nugma-Thapar Nagar	BG	6	1965-66
20.	NE	Sepaul-Thurbhita (Restoration)	MG	13	1967-68
21.	NE	Thurbhita-Saraigarh	MG	12	1970-71
22.	ER	Diversion of Balapur Hattildanga	BG	6	1971-72
23.	ER	Diversion Between Sujanipara and Ahiron	BG	5	1973-74
24.	NE	Saraigarh-Raghopur Partapganj	MG	23	1974-75
25.	ER	Amlo-Bermo-Jarangdih (Restoration)	BG	6	1975-76
26.	NE	Pratapganj-Forbesganj (Restoration)	MG	36	1975-76
27.	NE	Jhanyharpur-Laukahabazar	MG	44	1976-77
28.	NE	Bagaha-Valmikinagar RD	MG	33	1978-79
29.	SE	Tupkadih-Talgaria	BG	33	1986-87
<b>Total</b>				<b>778</b>	

**Delhi**

1.	NR	Nizamuddin-Safdarjung	BG	7	1954-55
2.	NR	New Delhi-Tilak Bridge a Cabin- Sahibabad	BG	18	1966-67
3.	NR	Second Yamuna Bridge-Tughlakabad	BG	14	1966-67
4.	NR	Delhi Avoiding Line	BG	18	1968-69
<b>Total</b>				<b>57</b>	

1	2	3	4	5	6
<b>Chandigarh (Union Territory)</b>					
1.	NR	Raillink-Chandigarh	BG	6	1953-54
<b>Gujarat</b>					
1.	WR	Dahiansira-Malia	MG	24	1949-50
2.	WR	Kanalus-GOP	MG	34	1950-51
3.	WR	Pihij-Nadiad	NG	6	1951-52
4.	WR	Vasad-Kathana (Restoration)	BG	43	1951-52
5.	WR	Cambay-Bunder (Siding) (Restoration)	BE	2	1951-52
6.	WR	Gandhidham-Deesa	MG	273	1952-53
7.	WR	Rajkot Jn.-Rajkot Town	MG	7	1954-55
8.	WR	Realignment of Entry at Dhola Jn.	MG	5	1954-55
9.	WR	Gandhidham-Kandla	MG	11	1954-55
10.	WR	Gop-Katkola	MG	32	1955-56
11.	WR	Gandhidham-New Kandla	MG	12	1956-57
12.	NR	Raniwara-Bhildi	MG	56	1957-58
13.	WR	Udaipur-Himatnagar	MG	60	1965-66
14.	WR	Jhund-Dharangadhara	BG	53	1967-68
15.	WR	Halvad-Maliya-Miyana-Dahinsara	BG	48	1968-69
16.	WR	Maliya Miyana-Kandla Port	BG	101	1969-70
17.	WR	Sabarmati-Gandhinagar	BG	28	1975-76
18.	WR	Bhuj-Naliya	MG	107	1987-88
<b>Total</b>				<b>902</b>	

1	2	3	4	5	6
<b>Haryana</b>					
1.	NR	Rohtak-Gohana (Restoration)	BG	32	1958-59
2.	WR	Dabla-Singhana	MG	3	1974-75
3.	NR	Gohana-Paniphat (Restoration)	BG	40	1977-78
4.	NR	Rohtak-Bhiwani	BG	49	1980-81
<b>Total</b>				<b>124</b>	
<b>Himachal Pradesh</b>					
1.	NR	Negrota-Jogindernagar (Restoration)	NG	56	1951-52
2.	NR	Part of Mukerian-Pathankot	BG	4	1952-53
3.	NR	Realignment Between Guler-Jawanwala Sahar	NG	25	1976-77
4.	NR	Nangaldam-Rai Mahatpur	BG	4	1984-85
5.	NR	Rai Mahatpur-Una	BG	11	1989-90
<b>Total</b>				<b>100</b>	
<b>Goa</b>					
1.	SC	Collem-Castle	MG	23	1961-62
<b>Jammu &amp; Kashmir</b>					
1.	NR	Madhopur Kathua	BG	6	1965-66
2.	NR	Jammu-Kathua	BG	77	1972-73
3.	NR	Jammu-Udhampur (Part I) Upto Bajalta	BG	11	1991-92
<b>Total</b>				<b>94</b>	



1	2	3	4	5	6
<b>Karnataka</b>					
1.	SC	Hagori-Kariganuru	BG	73	1965-66
2.	SC	Kariganuru-Hospet	BG	7	1966-67
3.	SR	Dharmapuri-Bangalore	MG	63	1968-69
4.	SR	Mangalore-Panamburu (Mix Gauge)	BG/MG	26	1972-73
5.	SR	Hassan-Sakleshpur	MG	43	1976-77
6.	SR	Mangalore-Subramaniya RD	MG	92	1976-77
7.	SR	Tornagallu-Mudukulapenta	BG	24	1976-77
8.	SR	Sakleshwar-Subramaniya RD	MG	48	1979-80
9.	SR	Yelahanka-Baiyyappanahalli	BG	16	1982-83
10.	SR	Chitradurg-Challakere	MG	35	1989-90
11.	SR	Chitradurg-Rayadurg	BG	100	1993-94
<b>Total</b>				<b>527</b>	
<b>Kerala</b>					
1.	SR	Shoranur-Nilambur (Restoration)	BG	68	1951-52
2.	SR	Kottayam Ernakulam	MG	60	1956-57
3.	SR	Quilon-Kottayam	MG	95	1957-58
4.	SR	Trivandrum Central-Nagercoil	BG	31	1979-80
5.	SR	Ernakulam-Alleppey	BG	57	1989-90
6.	SR	Alleppey-Kayankulam	BG	43	1992-93
7.	SR	Trichur-Guruvayoor	BG	24	1992-93
<b>Total</b>				<b>378</b>	

1	2	3	4	5	6
<b>Madhya Pradesh</b>					
1.	SE	Champa-Korba	BG	38	1956-57
2.	CR	Khandwa-Takal	MG	30	1957-58
3.	CR	Takal-Amulla	MG	24	1958-59
4.	SE	Raipur-Byepass	BG	9	1958-59
5.	SE	Bhilai-Dallirajahara	BG	26	1958-59
6.	WR	Indore-Ujjain	BG	79	1958-59
7.	SC	Amla Khurd-Tukaithand	MG	10	1960-61
8.	SC	Tukaithand-Akola	MG	6	1960-61
9.	SE	Bauridand-Barbaspur	BG	26	1961-62
10.	SE	Siding Barbaspur JN-Tiger Hill	BG	10	1961-62
11.	SE	Barbaspur-Karonji	BG	59	1962-63
12.	SE	Karonji-Bishrampur	BG	14	1962-63
13.	SE	Tiger Hill-Duman Hill Horba-Darhali Surakachar	BG	16	1964-65
14.	SE	Surakachar-Gevra RD	BG	9	1965-66
15.	SE	Kottavalasa-Kirandul	BG	162	1968-69
16.	ER	Morwa (Singrauli) Billi (Orba)	BG	21	1970-71
17.	CR	Katni-Marwa (Singrauli)	BG	254	1971-72
18.	WR	Guna-Maksi	BG	193	1976-77
19.	SE	Durg-Marauda	BG	13	1978-79

1	2	3	4	5	6
20.	ER	Karaila RD-Kakari	BG	10	1983-84
21.	CR	Guna-Miana	BG	31	1988-89
22.	CR	Miana-Badarwas	BG	19	1989-90
23.	CR	Badarwas-Kolaras	BG	28	1989-90
24.	WR	Chittaur-Neemuch (Part)	BG	16	1990-91
25.	CR	Kolaras-Shivpuri	BG	25	1990-91
26.	CR	Gwalior-Panihar (Part)	BG	8	1990-91
27.	CR	Satna-Rewa	BG	50	1992-93
28.	CR	Guna-Etawah (Part)	BG	33	1992-93
29.	CR	Sanichara-Nonera	BG	13	1994-95
Total				1232	

### Maharashtra

1.	SC	Hadgaon Rd-Himayatnagar	MG	18	1948-49
2.	SC	Himayatnagar-Kinwat	MG	59	1949-50
3.	SC	Kinwat-Adilabad	MG	15	1950-51
4.	CR	Kurla-Trombay (Arterial Siding)	BG	7	1954-55
5.	SC	Hingoli-Kamhargao	MG	29	1957-58
6.	SC	Kamhargao-Akola	MG	101	1959-60
7.	SC	Tukaithand-Akola	MG	103	1960-61
8.	CR	Divi-Panvel	BG	26	1964-65
9.	CR	Butibori-Umrer	BG	44	1965-66

1	2	3	4	5	6
10.	CR	Panvel-Uran	BG	27	1965-66
11.	CR	Panvel-Apta	BG	15	1966-67
12.	SC	Diversion Between Bhigwan & Pophlaj	BG	22	1976-77
13.	CR	Vasai RD-Diva	BG	42	1982-83
14.	CR	Apta-Pen	BG	20	1982-83
15.	CR	Pen-Nagothana	BG	27	1984-85
16.	CR	Wani-Pimpalkutti	BG	67	1984-85
17.	SC	Manikgarh-Chandur	BG	29	1984-85
18.	CR	Nagothana-Roha	BG	15	1985-86
19.	SC	Adilabad-Pimpalkutti	BG	9	1991-92
<b>Total</b>				<b>686</b>	

### Nagaland

1.	NF	Anguri-Tuli	MG	35	1992-93
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### Orissa

1.	SE	Noamundi-Banspani	BG	28	1958-59
2.	SE	Bondamunda-Dumaro	BG	68	1960-61
3.	SE	Barabil-Panposh Gorge	BG	9	1960-61
4.	SE	Permanent Take-Off Arrangement of Bondamunda-Barsua	BG	3	1961-62
5.	SE	Nawagaon-Bondamunda	BG	19	1962-63
6.	SE	Nawagaon-Purnapani	BG	8	1962-63

1	2	3	4	5	6
7.	SE	Sambalpur-Bargarh	BG	43	1962-63
8.	SE	Titlagarh-Bolangir	BG	64	1962-63
9.	SE	Hatia-Nawagaon	BG	11	1963-64
10.	SE	Bargarh-Bolangir	BG	75	1963-64
11.	SE	Bimalgarh-Kiriburu	BG	29	1963-64
12.	SE	Kapilas RD-Balegaon	BG	3	1967-68
13.	SE	Retiring Alignment from Rajatgarh-Darang	BG	23	1967-68
14.	SE	Kottavalasa-Kirandul	BG	159	1968-69
15.	SE	Cuttack-Paradeep	BG	84	1973-74
16.	SE	Jakhapura-Daitari	BG	33	1980-81
17.	SE	Koraput-Machiliguda	BG	20	1985-86
18.	SE	Koraput-Rayagada (Part)	BG	42	1991-92
19.	SE	Talcher-Sambalpur (Part)	BG	18	1992-93
20.	SE	Sambalpur-Maneswar	BG	18	1993-94
21.	SE	Damanjodia-Rayagada of Koraput-Rayagada Line	BG	145	1995-96
Total				902	

### Punjab

1.	NR	Rupnagar-Anandpur Sahib	BG	39	1947-48
2.	NR	Anandpur Sahib-Nangal Dam	BG	19	1948-49
3.	NR	Mukerian-Pathankot	BG	38	1952-53

1	2	3	4	5	6
4.	NR	Pathankot-Madhampur	BG	12	1955-56
5.	NR	Mukerian-Talwara	BG	29	1965-66
6.	NR	Madhopur-Kathua	BG	2	1965-66
7.	NR	Chord Line Jalandhar Cantt. Jalandhar City-Alwarpur	BG	4	1967-68
8.	NR	Nangaldam-Rai Mehatpur	BG	3	1984-85
9.	NR	Bhatinda Bye Pass Line	BG	6	1987-88
10.	NR	Bhatinda Bye Pass Line	BG	2	1989-90
11.	NR	Beas-Goindwal	BG	29	1996-97
Total				183	
<b>Rajasthan</b>					
1.	WR	Mavli-Kheroda	MG	28	1947-48
2.	WR	Kheroda-Kanor	MG	26	1948-49
3.	WR	Sanganer-Phagi	MG	35	1949-50
4.	WR	Kanor-Bari Sadri	MG	28	1949-50
5.	WR	Phagi-Diggi	MG	26	1950-51
6.	WR	Diggi-Toda Rai Singh	MG	44	1953-54
7.	WR	Fatehpur-Churu	MG	43	1956-57
8.	NR	Raniwara-Bhildi	MG	14	1957-58
9.	WR	Udaipur-Udaipur City	MG	4	1961-62
10.	WR	Udaipur-Himatnagar	MG	150	1965-66

1	2	3	4	5	6
11.	NR	Pokaran-Jaisalmer	MG	105	1966-67
12.	NR	Hindumalkot-Sriganganagar	BG	28	1969-70
13.	WR	Dabla-Singhana	MG	30	1974-75
14.	WR	Kota-Chanderiya	BG	158	1988-89
15.	WR	Chanderiya-Chittaurgaru	BG	8	1989-90
16.	WR	Chittaur Neemuch (Partly)	BG	40	1990-91
17.	CR	Mathura-Alwar (Part)	BG	29	1992-93
18.	CR	Deeg-Alwar	BG	79	1993-94
Total				875	

## Tamil Nadu

1.	SR	Madhurai-Bodinayakkanur (Restoration)	MG	82	1951-52
2.	SR	Salur-Singanallur	BG	14	1952-53
3.	SR	Madurai-Usilampatti (Restoration)	MG	38	1953-54
4.	SR	Virudunagar-Aruppukkottai	MG	23	1963-64
5.	SR	Aruppukkottai-Manamadurai	MG	57	1964-65
6.	SR	Kodigehalli Block Hut-Banaswadi	MG	10	1964-65
7.	SR	Manipuram Block Cabin-Reddipalem Block Cabin	BG	2	1964-65
8.	SR	Salem-Dharmapuri	MG	67	1967-68
9.	SR	Dharmapuri-Bangalore City	MG	99	1968-69

1	2	3	4	5	6
10.	SR	Trivandrum Central-Nagarcoil Kanniyakumari	BG	57	1979-80
11.	SR	Nagarcoil-Tirunelveli	BG	33	1980-81
12.	SR	Talaiyuthu-Milavittan	BG	47	1985-86
13.	SR	Milavittan-Tuticorin Harbour	BG	11	1986-87
14.	SR	Karur-Dindigul	BG	73	1988-89
15.	SR	Dindigul-Madurai	BG	62	1992-93
Total				675	

### Tripura

1.	NF	Kalkalighat-Dharmanagar	MG	15	64-65
2.	NF	Dharmanagar-Pencharthal	MG	22	85-86
3.	NF	Pencharthal-Kumarghat	MG	11	89-90
Total				48	

### Uttar Pradesh

1.	CR	Restoration			
		1. Bhimsen-Hamirpur RD	BG	48	1948-49
		2. Yamuna South Bank-Bharwa Sumerpur	BG	11	1948-49
		3. Hamirpur Rd-Yamuna South Bank	BG	12	1948-49
2.	NR	Chumar-Robertsganj	BG	75	1951-52
3.	NR	Bijnor-Chandpur Siau (Restoration)	BG	36	1951-52
4.	NR	Unnao-Madhoganj- Balamau (Restoration)	BG	100	1951-52
5.	NR	Balamau-Madhoganj (Restoration)	BG	23	1953-54



1	2	3	4	5	6
6.	NR	Robertganj-Churk	BG	5	1954-55
7.	NR	Utraitia-Sultanpur (Restoration)	BG	127	1955-56
8.	NR	Barhan-Awagarh	BG	38	1957-58
9.	NR	Awagarh-Etah	BG	22	1958-59
10.	ER	Nagaruntaria-Chopan	BG	87	1963-64
11.	NR	Chopan-Churk	BG	20	1963-64
12.	ER	Morwa (Singrauli)-Billi (Orba)	BG	37	1970-71
13.	NR	Dalamau-Daryapur (Restoration)	BG	25	1976-77
14.	NE	Katarnianghat-Kuriyalaghat	BG	29	1976-77
15.	NR	Delhi-Shahdara-Baghpat RD	BG	33	1977-78
16.	NR	Baghpat RD-Shamli	BG	56	1978-79
17.	NR	Shamli-Saharanpur	BG	69	1980-81
18.	ER	Karaila RD-Kakari	BG	13	1983-84
19.	ER	Kakari-Jayant	BG	10	1984-85
20.	CR	Mathura-Alwar (Part)	BG	13	1991-92
21.	NE	Rampur-New Haldwani	BG	47	1992-93
22.	NE	Rudrapur-Kathgodam	BG	14	1993-94
23.	NE	Chhitauni-Valmikinagar	MG	21	1996-97
Total				971	

### West Bengal

1.	NF	Assam Rail Link	MG	152	1949-50
2.	ER	Kastagram-Pariharpur	BG	27	1953-54
3.	ER	Radhanagar-Barachuk	BG	1	1956-57
4.	ER	Dhandaridah-Muri	BG	39	1959-60

1	2	3	4	5	6
5.	ER	Addl. Line Between Andal and Ukhra	BG	10	1959-60
6.	ER	Diversion of Budge Budge Branch Between Majehat-Santoshpur	BG	4	1960-61
7.	ER	Avoiding Line Between Damodar-Kalipahari	BG	13	1960-61
8.	ER	Tildanga-Farakka	BG	6	1960-61
9.	NE	Malda Town-Khejuriaghat	BG	33	1960-61
10.	ER	Barssat-Basirhat-Hasnabad	BG	53	1961-62
11.	NE	Malda Town-Old Malda	BG	6	1961-62
12.	NE	New Siliguri-Barsoi	BG	110	1961-62
13.	NE	Dabgram Blochut-New Jalpaiguri	MG	3	1964-65
14.	NE	Siliguri Town-New Jalpaiguri	MG	5	1964-65
15.	SE	Jaychandipahar-Sanka	BG	7	1964-65
16.	NE	Raninagar-Jogighopa	BG	152	1965-66
17.	SE	Panskura-Durgachuk	BG	59	1968-69
18.	ER	Andul-Calcutta Chord Line	BG	14	1971-72
19.	ER	Tildanga-Farakka Permanent Diversion	BG	8	1971-72
20.	NE	Singhabad-to Indian Border	BG	3	1972-73
21.	SE	Panskura-Haldia	BG	10	1976-77
22.	ER	Kalyani-Kalyani Township	BG	5	1979-80
23.	SE	Santragachi-Bargachia	BG	24	1984-85

1	2	3	4	5	6
24.	SE	Lakshmikantapur-Namkhana	BG	10	1991-92
25.	ER	Kulpi-Karanjali	BG	5	1994-95
26.	ER	Karanjali-Nischantpur	BG	8	1996-97
27.	ER	Nishchintapur-Kashinagar	BG	8	1997-98
		<b>Total</b>		<b>875</b>	
		<b>Konkan Railway</b>			
		Maharashtra	BG	382	
		Goa	BG	105	
		Karnataka	BG	273	
		<b>Total</b>		<b>760</b>	

## APPENDIX V

### GAUGE CONVERSION COMPLETED SINCE INDEPENDENCE

Sl.No.	Rly.	Section	Kms.	Year of Conversion
1	2	3	4	5
<b>Andhra Pradesh</b>				
1.	SR	Gudur-Renigunta	89	1956-61
2.	SC	Gudivada-Bhimavaram	66	1961-66
3.	SC	Vujaywada-Marulipatnam	79	1961-66
4.	SC	Dharmavaram-Yellahanka	80	1982-83
5.	SC	Guntur-Machur	130	1990-91
6.	SC	Bellary-Rayadurg	29	1992-93
7.	SC	Guntur-Narsaraopet	46	1992-93
8.	SC	Bolaram-Secunderabad	14	1993-94
9.	SC	Secunderabad-Mehboobnagar	127	1993-94
10.	SC	Narsaraopet-Donakonda	75	1993-94
11.	SC	Donakonda-Giddalur	84	1994-95
12.	SC	Giddalur-Nandyal	69	1995-96
13.	SC	Nandyal-Guntakal	136	1996-97
14.	SC	Dronachellam-Mehboobnagar	185	1997-98
<b>Total</b>			<b>1209</b>	

1	2	3	4	5
<b>Assam &amp; NE States</b>				
1.	NF	Tejpur-Rangapara	20	1951-56
2.	NF	Guwahati-Lumding	181	1993-94
3.	NF	Lumding-Nailalung	22	1994-95
4.	NF	Chapermukh-Haibargaon	21	1994-95
5.	NF	Nailalung-Dimapur	38	1995-96
6.	NF	Dimapur-Furkating	70	1995-96
7.	NF	Guwahati-Kamakhya	7	1995-96
8.	NF	Furkating-Mariani-Lekhapani	193	1996-97
9.	NF	Tinsukia-Dibrugarh	48	1996-97
10.	NF	Tinsukia-Lekhapani	63	1997-98
11.	NF	Jorhat-Furkating	67	1997-98
12.	NF	Simalguri-Sheosagar	16	
<b>Total</b>			<b>746</b>	
<b>Bihar</b>				
1.	NF	Katihar-Singhabad	30	1961-66
2.	NF	Kumedpur-Basso	28	1961-66
3.	NER	Samastipur-Muzaffarpur	52	1974-75
4.	NF	Muzaffarpur-Sonpur	58	1974-78
5.	NER	Sonpur-Palazaghat	6	1978-79
6.	NER	Sonpur-Chapra-Kacheri	54	1980-81

1	2	3	4	5
7.	NER	Barauni-Katihar	182	1984-85
8.	NER	Muzaffarpur-Raxaul	129	1994-95
9.	NER	Samastipur-Darbhanga	37	1995-96
10.	NER	Chhapra-Aunrihar	18	1995-96
11.	NER	Sagauli-Narkatiaganj	59	1996-97
12.	NER	Hajipur-Bachwara	71	1997-98
Total			724	
Delhi				
1.	NR	Delhi-Rewari	27	92-93
2.	NR	Delhi Sarai Rohilla-Patel Nagar	3	94-95
3.	NR	Delhi Cantt-DLI/NDLS	14	94-95
Total			44	
Gujarat				
1.	WR	Anjar-Bhuj	40	51-56
2.	WR	Viramgam-Hapa	268	80-81
3.	WR	Hapa-Okha-Parbander	296	84-85
4.	WR	Nadiad-Kapadvanj	45	92-93
5.	WR	Mehsana-Khodiar	52	94-95
6.	WR	Ajmer-Marwar-mehsana (423)	65	96-97
Total			766	
Goa				
1.	SC	Castle Rock-Vasco	75	96-97
Total			75	

1	2	3	4	5
<b>Haryana</b>				
1.	NR	Suratgarh-Bhatinda	20	78-80
2.	NR	Delhi-Rewari	56	92-93
3.	NR	Bhatinda-Hissar	134	93-94
4.	NR	Hissar-Rewari	143	94-95
5.	WR	Rewari-Jaipur	30	94-95
<b>Total</b>			<b>383</b>	
<b>Karnataka</b>				
1.	SR	Dharmavaram-Yellahanka	82	82-83
2.	SR	Bangalore-Tumkur	59	92-93
3.	SR	Mysore-Bangalore	138	92-93
4.	SR	Bellary-Rayadurg	25	92-93
5.	SR	Bangalore-Yellahanka	12	92-93
6.	SR	Tumkur-Arasikere	101	93-94
7.	SR	Arisikere-Chickajur	114	93-94
8.	SR	Chickjaur-Chitradurg	16	93-94
9.	SR	Mysore-Ashokpuram	5	93-94
10.	SR	Chickajur-Harihar	60	94-95
11.	SR	Harihar-Hubli	129	94-95
12.	SC	Hubli-Londa	93	94-95
13.	SC	Londa-Miraj (188)	171	94-95
14.	SR	Birur-Shimoga	63	94-95
15.	SC	Hubli-Gadag-Hariapur	78	94-95

1	2	3	4	5
16.	SR	Alnavar-Ambedwari	26	94-95
17.	SC	Chickajur-Chitradurg	18	94-95
18.	SC	Harlapur-Hospet	67	95-96
19.	SC	Hospet-Swamihalli	60	95-96
20.	SC	Londa-Castle Rock	25	95-96
21.	SR	Yellahanka-Chickballapur	46	95-96
22.	SC	Gunda-Rd-Kotturu	50	95-96
23.	SR	Yeshwantpur-Hosur	46	95-96
24.	SR	Arasikere-Hassan	47	96-97
25.	SR	Hassan-Holenaisipur	30	1996-97
26.	SR	Kolar-Bangarpet	18	1996-97
27.	SC	Castle Rock-Vasco (87)	12	1996-97
28.	SR	Hassan-Sakleshpur	42	1997-98
29.	SR	Holenarsipur-Mysore	87	1997-98
Total			1720	
Kerala				
1.	SR	Ernakulam-Quilon	155	1975-76
2.	SR	Quilon-Trivandrum	66	1976-77
Total			221	
Madhya Pradesh				
1.	CR	Chhindwara-Parasia	28	1995-96
Total			28	



1	2	3	4	5
<b>Maharashtra</b>				
1.	SC	Pune-Miraj-Kolhapur	326	1969-74
2.	SC	Marumad-Aurangabad	114	1991-92
3.	SC	Aurangabad-Jalna	64	1992-93
4.	SC	Parbhani-Parlivaijnath	63	1992-93
5.	SC	Jalna-Parbhani	116	1993-94
6.	SC	Daund-Baramati	42	1993-94
7.	SE	Gondla-Arjuni	82	1993-94
8.	SC	Parbhani-Purna	29	1994-95
9.	SC	Purna-Nanded	32	1994-95
10.	SE	Arjuni-Wadsa	23	1994-95
11.	SC	Londa-Miraj	17	1994-95
12.	SC	Mudkhed-Nanded	23	1995-96
13.	SE	Wadsa-Nagbir	28	1996-97
14.	SE	Nagbir-Chandafort	111	1997-98
<b>Total</b>			<b>1070</b>	
<b>Punjab</b>				
1.	NR	Suratgarh-Bhatinda	40	1979-80
2.	NR	Kodkapura-Fazilka	80	1992-93
3.	NR	Bhatinda-Hissar	23	1993-94
<b>Total</b>			<b>143</b>	

1	2	3	4	5
<b>Rajasthan</b>				
1.	NR	Suratgarh-Bhatinda	82	1979-80
2.	NR	Suratgarh-Anupgarh	78	1984-85
3.	NR	Suratgarh-Bikaner	78	1987-88
4.	NR	Lalgarh-Merta Road	177	1992-93
5.	NR	Lalgargh-Kolayat	47	1992-93
6.	WR	Sawaimadhopur-Jaipur	125	1992-93
7.	WR	Jaipur-Phulera	55	1993-94
8.	NR	Phulera-Jodhpur	261	1993-94
9.	NR	Merta Road-Merta City	15	1993-94
10.	WR	Durgapur-Jaipur	8	1993-94
11.	WR	Phulera-Ajmer	81	1994-95
12.	WR	Rewari-Jaipur	195	1994-95
13.	NR	Jodhpur-Jaisalmer	295	1994-95
14.	NR	Makrana-Parbatsar	21	1995-96
15.	WR	Ajmer-Manwar-Mehsana (423 km)	358	1996-97
16.	WR	Jodhpur-Marwar	103	1997-98
<b>Total</b>			<b>1979</b>	
<b>Tamil Nadu</b>				
1.	SR	Dindigul-Tuticorin	196	1992-93
2.	SR	Madras-Tambaram	27	1993-94

1	2	3	4	5
3.	SR	Yeshwantpur (Hosur)-Salem	151	1996-97
4.	SR	Tirchy-Thanjavur	50	1997-98
Total			424	
Uttar Pradesh				
1.	NE	Chapra-Kacheri-Barabanki	423	1981-82
2.	NE	Barabanki-Malhor	16	1981-82
3.	NE	Malhaur-Lucknow	20	1983-84
4.	NR	Moradabad-Ramnagar	78	1988-89
5.	NE	Bhtni-Mau	71	1989-90
6.	NE	Mau-Varanasi	93	1990-91
7.	NE	Salempur-Barhaj Bazar	21	1991-92
8.	NR	Lucknow-Kanpur	59	1992-93
9.	NE	Burhwal-Mehboodabad	38	1992-93
10.	NE	Mankapur-Katra	30	1992-93
11.	NE	Varanasi-Allahabad	126	1993-94
12.	NE	Mehmoodabad-Sitapur	60	1993-94
13.	NE	Kathgodam-Lalkuan	29	1993-94

1	2	3	4	5
14.	NE	Lucknow-Manaknagar	5	1993-94
15.	NE	Aunrihar-Chhapra	153	1995-96
16.	NE	Mau-Shahganj	99	1996-97
Total			1321	
West Bengal				
1.	NF	Siliguri-Haldibari	62	1961-66
2.	NF	Katihar-Singabad	81	1961-66
3.	ER	Purulia-Kotshila	35	1992-93
Total			178	

Done Since 1.4.92 (Start of Project Unigauge) = 7734 Km.

Done Since Independence (Incl. Unigauge ) = 11036 Kms.

## APPENDIX VI

### STATE-WISE DETAILS OF ROUTES ELECTRIFIED (SINCE INDEPENDENCE)

S.No.	Section	RKM	Year of Energisation
1	2	3	4
<b>Andhra Pradesh</b>			
a.	Elayur-Makudi	790	79-80/88-89
b.	Waltair-Gorapur	142	82-83
c.	Gudur-Tirupathi	93	83-84/84-85
d.	Ponpadi-Renigunta	46	84-85
e.	Krishna Canal-Guntur-Tenali	52	87-88/88-89
f.	Guntur-Nallapadu	5	91-92
g.	Patchur-Bisanathan	30	90-91/93-94
h.	Kazipet-Sanatnagar	168	91-92/93-94
i.	Motumari-Jaggayyapet	27	94-95
j.	Vijayawada by pass line-Mustabada	13	94-95
k.	Mustabad-Bhimadolu	66	95-96
l.	Rajamundry-Samalkot-Kakinada	69	95-96
m.	Anakapalle-Visakhapatnam	27	95-96
n.	Simachalam (North)—Gopalpatnam	12	95-96
o.	Dornakal-Singareni	26	95-96

1	2	3	4
p.	Balance portion of Motumari-Jaggayyapet	4	95-96
q.	Bhimadolu-Rajahmundry	71	96-97
r.	Samalkot-Anakapalle	118	96-97
s.	Simachalam-Kottavalasa-Alamanda	39	97-98
t.	Duvvada-Vadlapudi	4	97-98
Total		1,802	
<b>Bihar</b>			
a.	Kumardhubi-Saidraja	441	60-61/62-63
b.	Ralkharsaun-Dongaposi	75	60-61
c.	Birmadih-Chakardharpur-Kandra-Gomharia	117	61-62
d.	Chokulia-Sini-Chakardharpur-Jaraikela	145	62-63
e.	Santaldih-Pattardih-Sudamadih-Jamadoba-Dongaposhi-Barabil	60	65-66
f.	Padapahar-Deojhar	9	66-67
g.	Bhojudih-Mahuda-Gomoh	42	85-86
h.	Chandrapura Complex	67	86-87
i.	Tupkadih-Talgaria	33	87-88
j.	Sonnagar-Bagha-Bishnupur Barakisaliya-Jakratnawadih Kajri-Kechki	44	92-93
k.	Sonnagaryard, Baghabihnpur- Barakisaliya; Kajratnawadih-Japla; Garwa Road-Kajri; Kechi-Kechki-Barwadiah	69	93-94

1	2	3	4
l.	Japla-Garwa Road and Barwadih-Tori	1144	94-95
m.	Chitranjan-Jamtara	16	95-96
n.	Mohuda-Karkand	14	95-96
o.	Satbahini-Untari Road	4	1995-96
p.	Tori-Patratu-Barkakana-Danea	119	96-97
q.	Chandil-Gonda Bihar-Tiruldih	33	96-97
r.	Karkend-Jamadoba	8	96-97
r.	Jamtara-Madhupur-Jasidih-Baidyanath Dham	77	96-97
s.	Barkakana-Ramgarh Halt	4	96-97
t.	Danea-Gumia-Jaragndih	29	97-98
u.	BKSC-Raddhagaon	4	97-98
v.	Jasidih-Nargunjoo	36	97-98
w.	Jhiha-Kiul	56	97-98
x.	Ilu-Ramgarh Halt	65	97-98
<b>Total</b>		<b>1,681</b>	

### Delhi

a.	Sahibabad-Tuglakabad	89	76-77/82-83
b.	Rampura Cabin-Naya Azadpur	9	91-92
c.	Sabjimandi-Naya Azadpur	9	92-93
d.	Naya Azadpur-Narela	22	93-94
<b>Total</b>		<b>129</b>	

1	2	3	4
<b>Gujarat</b>			
a.	Sabarmati-Ahmedabad-Gholvad	372	72-73/74-75
b.	Godhra-Anand	78	83-84
c.	Vadodara-Nahargarh	173	84-85
d.	Sabarmati-Chandlodiya	5	92-93
e.	Chandlodiya-Gandhinagar	23	93-94
	<b>Total</b>	<b>651</b>	
<b>Karnataka</b>			
a.	Banglore-Bisanathan	91	91-92
b.	Banglore-Kengeri	13	93-94
	<b>Total</b>	<b>104</b>	
<b>Kerala</b>			
a.	Walayar-Shoranur	87	96-97
b.	Shoranur-Punkunnam	21	97-98
	<b>Total</b>	<b>108</b>	
<b>Madhya Pradesh</b>			
a.	Jamga-Bortalao	382	69-70/89-90
b.	Kirandul-Kotpar Road	180	80-81/81-82
c.	Hetampur-Datia	125	85-86/86-87
d.	Nahargarh-Vikramgarh; Alot-Thuria	171	85-86/86-87/87-88
e.	Champa-Korba-Garva Road	45	87-88



1	2	3	4
f.	Basai-Matakatila	6	87-88
g.	Dhaura-Itarsi-Darimeta	478	87-88
h.	Dhankheri-Bhawani Mandi	13	87-88
i.	Kurlasi-Choumahala	53	87-88
j.	Nagda-Bhopal	238	89-90/90-91/91-92
k.	Itarsi-Burhanpur	257	90-91/91-92
l.	Bina-Girwar; Damoh-Sagoni	138	92-93
m.	Bilaspur-Khongsara	66	92-93
n.	Khodri-Venkatnagar	30	92-93
o.	Anuppur-Shahdol	40	92-93
p.	Anuppur-Bijuri	47	92-93
q.	Boridand-Baikuntpur	42	92-93
r.	Shahdol-Chandiya Road; Khonsara-Khodri, Venkatnagar-Anuppur, Bijuri-Boridand-Manendergarh, Baikunthpur-Bishrampur, Daritola-Tigerhill	219	93-94
s.	Girwar-Damoh, Sagoni-Katni-Marwar, Agasod-Malkhedi	127	93-94
t.	Katni-Marwar-New Katni	10	94-95
u.	Chandiya Road-New Katni	33	94-95
v.	Chirimiri-Manendragarh	25	94-95
w.	Durg-Murauda	16	94-95
<b>Total</b>		<b>2,741</b>	

1	2	3	4
<b>Maharashtra</b>			
a.	Igatpuri-Bhusawal-Burhanpur	355	68-69/91-92
b.	Gholvad-Virar	73	74-75
c.	Trombay-Kurla	5	75-76
d.	Diva-Vasai	42	82-83
e.	Bhusawal-Wardha	314	90-91
f.	Makudi-Darimeta	347	88-89/90-91
g.	Nagpur-Bortalao	186	90-91/91-92
h.	Diva-Panvel	24	91-92
i.	Badnera-Amravati	9	93-94
j.	Jalamb-Khamgaon	12	94-95
k.	Butibori-Umrer	32	94-95
l.	Tadali-Ghugus	14	94-95
m.	Majri-Rajur	21	94-95
n.	Manikgarh-Godchandur	29	95-96
<b>Total</b>		<b>1,463</b>	
<b>Orissa</b>			
a.	Rourkela-Birmitrapur	25	64-65
b.	Deojhar-Banspani-Barabil-Bolanikhadaan	26	66-67
c.	Jaraikela-Rourkela-Jamga	188	61-62/68-69
d.	Kotpur Road-Koraput-Gorapur	149	81-82
e.	Koraput-Damajodi	20	88-89
f.	Dumetra Yard	3	95-96
g.	Bondamunda-Chandiposh	28	96-97
h.	Chandiposh-Bimlagarh Barsuan	37	97-98
i.	Bimlagarh-Rangra	21	97-98
<b>Total</b>		<b>497</b>	

1	2	3	4
<b>Punjab</b>			
a.	Sambhu-Mandi Govindgarh	53	95-96
b.	Mandi Govindgarh-Ludhiana	56	96-97
	<b>Total</b>	<b>109</b>	
<b>Rajasthan</b>			
a.	Jajau-Hetampur	36	85-86
b.	Ranikund Rarah-Dhounkheri	393	85-86/87-88
c.	Bhawani Mandi-Kurlasi	13	87-88
d.	Choumahala-Thuria	12	87-88
e.	Bayana-Aulenda	37	89-90
	<b>Total</b>	<b>491</b>	
<b>Tamil Nadu</b>			
a.	Madras-Villupuram	134	64-65
b.	Madras-Ilayar	52	79-80
c.	Madras-Salem Incl. Metturdam	375	79-80/90-91
d.	Jolarpattai-Potchur	24	90-91
e.	Arakonam-Tirutani-Ponpadi	20	83-84/84-85
f.	Salem-Erode	68	91-92
g.	Erode-Walayar	130	95-96
h.	Salem-Salem Market	4	97-98
	<b>Total</b>	<b>807</b>	

1	2	3	4
<b>Uttar Pradesh</b>			
a.	Saidraja-Sahibabad	819	62-63/76-77
b.	Hodel-Jajau	132	83-84/84-85
c.	Mathura-Ranikund Rarah	20	85-86
d.	Datia-Basai	65	86-87/87-88
e.	Matatila-Jiren-Jakhloan	72	87-88
f.	Tundla-Aulenda	77	88-89/90-91
g.	Saraswa-Saharanpur	11	97-98
<b>Total</b>		<b>1,196</b>	

**West Bengal**

a.	Hawrah-Sheoraphuli-Tarakeshwar Sheoraphuli-Burdwan	142	57-58, Converted to AC in 65-66, 67-68
b.	Kumardhubi-Waria-Burdwan	130	60-61, 64-65
c.	Asansol-Purulia-Birmadidih	115	61-62
d.	Damodar-Kalipahari	13	61-62
e.	Chkulia-Tikiapara-Hawrah	179	62-63/68-69
f.	Sealdah-Ranaghat-Shantipur	94	63-64
g.	Dumdum-Barasat-Bangaon	69	63-64
h.	Damodar-Radhanagar Ram-Kanali-Chaurasi-Adra	26	63-64
i.	Kalinarayanpur-Krishnanagar Dumdum-Kumardhubi-Belmuri	73	64-65

1	2	3	4
j.	Dumdum-Chitpur Yard Bundel-Naihati, Belmuri-Shaktinagar Sealdah-Hotar-Kakurgachi	96	65-66
k.	Anara-Santaldih-Jaychandipahar-Adra	41	65-66
l.	Hotar-Diamond Harbour, Baruipur-Lakshmikanthpur	108	66-67
m.	Sub-urban area	7	70-71
n.	Andul-Dankuni	25	71-72
o.	Panskura-Durgachak-Haldia	69	74-75/75-76
p.	Kalyani-Senanta	5	79-80
q.	Sealdah Area	15	76-77/77-78
r.	Hawrah-Amta, Kharagpur-Midnapur	36	84-85
s.	Bandel-Dhatrigram	52	94-95
t.	Kulpi-Karanjali	4	94-95
u.	Sitarampur-Chitranjan	18	94-95
v.	Dhatrigram-Katwa	53	
w.	Karanjali-Nishchintapur	8	
x.	Tirulidih-Ilu	24	97-98
y.	Adra-Bheduasole	60	97-98
z.	Nischintpur-Kashipur	9	97-98
<b>Total</b>		<b>1,471</b>	

## APPENDIX VII

*List of New Lines & Gauge Conversion projects sanctioned but lying pending due to paucity of funds*

S.No.	Name of Project	Cost	Exp. Upto 1998-99	Outlay 1998-99	Throw forward	Commercial Viability	Target Date
1	2	3	4	5	6	7	8
<b>New Lines</b>							
1.	Guna-Etawah	256	188.25	21.5	46.25	Socially desirable	(i) Guna-Khajuri, Panihar-Sanicara-Nonera completed (ii) Khajuri-Panihar & Nonera-Soni Taret-1998-99 (iii) Soni-Bhind-1999-2000 & (iv) Rest - 2002-03.
2.	Anravati-Narkher	182	16	10	156	Socially desirable	Not yet fixed
3.	Panvel-Karjet	107	0.48	15	91.52	Operationally required	Not yet fixed

1	2	3	4	5	6	7	8
4.	Lakshmikanthapur-Namkhana	70	46	10.73	13.27	Socially desirable	Lakshmikanthapur-Kasingar completed, Rest not yet fixed
5.	Jammu Tawi-Udhampur	327	262	45	20	National Project	Dec. 2000
6.	Nangal Dam - Talwara	150	25	7	118	Socially desirable	Not yet fixed
7.	Katra - Faizabad	51	10	10	31	Socially desirable	Not yet fixed
8.	Eldakhi-Balurghat	81	15	10	56	Socially desirable	Not yet fixed
9.	Dudhnoi-Depra	22	2	1	19	Socially desirable	2 years after land becoming available
10.	Kothur-Haripur	66	0.16	0.001	65.839	Socially desirable	Not yet fixed, frozen
11.	Kadur - Chickmagalur	157	2	5	150	Socially desirable	Not yet fixed

1	2	3	4	5	6	7	8
12	Pedapalli-Karimnagar-Nizamabad	193	16	7	170	Socially desirable	Pedapalli-Karimnagar - Dec. 2000, rest not yet fixed
13.	Nandyal - Yerraguntla	156	0.26	10	145.74	Socially desirable	Not yet fixed
14.	Howrah - Amta	100	28	3	69	Socially desirable	Howrah-Bargachia-completed Bargachia
15.	Tumluik-Digha	165	35	4	126	Socially desirable	Not yet fixed
16.	Lanigam-Junagadh	100	9	2	89	Socially desirable	Not yet fixed
17.	Kurda Road - Bolangir	353	3	2	348	Socially desirable	Not yet fixed
18.	Kapadvanj-Modasa	38	11	3	24	Socially desirable	Dec. 2000
19.	Godhra-Indore Gauge conversion	597	12	5	580	Socially desirable	Dewas-Maksi-Dec. 2000 rest not fixed
20.	Arsikere-Hassan-Mangalore	185	82	20	83	Viable	Dec. 2000



1	2	3	4	5	6	7	8
21.	Bhildi-Varangam	155	0.21	5	149.79	Viable	Not yet fixed
22.	Ajmer-Udaipur-Chittaurgarh	262	0.49	20	241.51	Socially desirable	Not yet fixed
23.	Kanpur-Kasganj-Madhura & Kasganj-Bareilly	395	4	36	355	Viable	Not yet fixed
24.	Katpadi-Pakala-Tirupati	72	11	21	40	Viable	Dec. 2000
25.	Maneri-Saharsa	210	22.51	5	182.49	Socially desirable	Not yet fixed
26.	Agra-Bandikui	150	1.07	10	138.93	Viable	Not yet fixed
27.	Neemuch-Ratlam	116	3.71	10	102.29	Viable	Not yet fixed
28.	Ranchi-Loharidaga with extension to Tori	147	1.51	10	135.49	Socially desirable	Not yet fixed

1	2	3	4	5	6	7	8
29.	Mathura-Achnera	20	0.1	0.01	19.89	Viable	Not yet fixed
30.	Virangam-Jodhpur, Bhildi-Sandani-Luni	185	0.1	0.001	184.9	Viable	Not yet fixed
31.	Gandhidham-Bhuj	42	1.22	7	33.78	Socially desirable	Not yet fixed
32.	Kashipur-Lalkuan	45	4.5	3	37.5	Socially desirable	Not yet fixed
33.	Miraj-Latur	310	37	25	248	Socially desirable	Not yet fixed
34.	Rajkot-Veraval	100	9	10	81	Socially desirable	Not yet fixed
35.	Rupsa-Bangariposi	58	2	2	54	Socially desirable	Not yet fixed
36.	Tiruchchirappalli-Nagore- Karikal	139	78	0.09	60.91	Socially desirable	Not yet fixed
37.	Wankaner-Malia Miyana	79	0.02	15	63.98	Operational requirement	Not yet fixed
Total					4531		

## (ii) MINUTES

### MINUTES OF THE SECOND SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1998-99)

The Committee sat on Tuesday, the 16th June, 1998 from 14.00 hrs. to 17.15 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

#### PRESENT

Kumari Mamata Banerjee — *Chairperson*

#### MEMBERS

*Lok Sabha*

2. Shri Jagdambi Pradsad Yadav
3. Smt. Thakkur Jayaben Bhart Kumar
4. Dr. Laxminarayan Pandey
5. Shri M.A. Kharabela Swain
6. Shri Kishan Lal Diler
7. Shri Ram Pal Singh
8. Smt. Panabaka Lakshmi
9. Shri Rajo Singh
10. Shri Naranbhai Jemalabhai Radhwa
11. Shri Dinsha J. Patel
12. Shri Moinul Hassan
13. Shri Paras Nath Yadav
14. Shri Hari Kewal Prasad
15. Shri Kondapalli Pydithalli Naidu
16. Dr. Prasanna Patasani

17. Shri V.V. Raghavan
18. Smt. Satwinder Kaur Dhaliwal
19. Shri Ram Vilas Paswan
20. Shri T.R. Baalu

*Rajya Sabha*

21. Shri S.S. Surjewala
22. Shri Satyanarayana Dronamraju
23. Shri Gopalsinh G. Solanki
24. Prof. Ram Bakhsh Singh Varma
25. Chawdhary Chunni Lal
26. Dr. Chandra Kala Pandey
27. Shri Solipeta Ramachandra Reddy
28. Shri S. Niraikulathan
29. Shri Anil Sharma

SECRETARIAT

- |                            |   |                   |
|----------------------------|---|-------------------|
| 1. Shri R.C. Gupta         | — | Deputy Secretary  |
| 2. Shri Surinder N. Dargan | — | Under Secretary   |
| 3. Shri O.P. Shokeen       | — | Committee Officer |

WITNESSES (RAILWAY BOARD)

- |                        |   |   |
|------------------------|---|---|
| 1. Shri V.K. Agnihotri | — | Member Engineering & Ex-Officio Secretary to the Government of India                |
| 2. Shri P.V. Vasudevan | — | Financial Commissioner (Railways) & Ex-Officio Secretary to the Government of India |
| 3. Shri S.K. Khanna    | — | Member Electrical & Ex-Officio Secretary to the Government of India                 |

- |    |                    |   |   |
|----|--------------------|---|---|
| 4. | Shri Shanti Narain | — | Member Traffic & Ex-Officio Secretary to the Government of India    |
| 5. | Shri Ashok Kumar   | — | Member Mechanical & Ex-Officio Secretary to the Government of India |
| 6. | Shri K. Balakesari | — | Member Staff & Ex-Officio Secretary to the Government of India      |

2. At the outset, the Chairperson welcomed the Members and witnesses to the sitting of the Committee. She invited attention of the Witnesses to provisions contained in Direction 58 of Directions by the Speaker, Lok Sabha. The Committee thereafter took the evidence of the representatives of the Ministry of Railways on 'Demands for Grants (1998-99)' of the Ministry.

3. The representatives of the Ministry replied to various points raised by the Members regarding construction of new lines, fixation of target dates for completion of pending Railways Projects, etc. Serious concern was expressed by the Members about tout menace prevalent in Railway Reservation System. Members also raised some regional issues concerning to their States/Constituencies.

4. The Committee also decided to take further evidence of the representatives of the Ministry on the subject on 29 and 30 June 1998 from 1100 hrs. to 1300 hrs., and 1500 hrs., to 1700 hrs.

5. A verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

**MINUTES OF THE THIRD SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS  
(1998-99)**

The Committee sat on Monday, the 29th June, 1998 from 11.00 hrs. to 13.35 hrs. in Committee Room No. '62', Parliament House, New Delhi.

**PRESENT**

**Kumari Mamata Banerjee — *Chairperson***

**MEMBERS**

*Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Shri Ritlal Prasad Verma
4. Smt. Thakkur Jayaben Bharat Kumar
5. Dr. Laxminarayan Pandey
6. Shri Kishan Lal Diler
7. Shri Ram Pal Singh
8. Smt. Panabaka Lakshmi
9. Shri Rajo Singh
10. Shri Dinsha J. Patel
11. Shri Ashok Namdeorao Mohol
12. Shri Bhajan Lal
13. Shri Moinul Hassan
14. Shri Paras Nath Yadav
15. Shri Hari Kewal Prasad
16. Dr. Prasanna Patasani
17. Shri V.V. Raghavan
18. Shri T.R. Baalu

*Rajya Sabha*

19. Shri Sitaram Kesri
20. Shri S.S. Surjewala
21. Shri Satyanarayana Dronamraju
22. Shri Gopalsinh G. Solanki
23. Chowdhary Chunni Lal
24. Dr. Chandrakala Pandey
25. Shri Solipeta Ramachandra Reddy
26. Shri Anil Sharma

## SECRETARIAT

- |                            |   |                          |
|----------------------------|---|--------------------------|
| 1. Shri John Joseph        | — | <i>Joint Secretary</i>   |
| 2. Shri R.C. Gupta         | — | <i>Deputy Secretary</i>  |
| 3. Shri Surinder N. Dargan | — | <i>Under Secretary</i>   |
| 4. Shri O.P. Shokeen       | — | <i>Committee Officer</i> |

## WITNESSES

- |                        |   |   |
|------------------------|---|---|
| 1. Shri V.K. Agarwal   | — | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India |
| 2. Shri V.K. Agnihotri | — | Member Engineering & Ex-officio Secretary to the Government of India                |
| 3. Shri P.V. Vasudevan | — | Financial Commissioner (Railways) & Ex-officio Secretary to the Government of India |
| 4. Shri S.K. Khanna    | — | Member Electrical & Ex-officio Secretary to the Government of India                 |

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|----|--------------------|---|---|
| 5. | Shri Shanti Narain | — | Member Traffic & Ex-officio Secretary to the Government of India    |
| 6. | Shri Ashok Kumar   | — | Member Mechanical & Ex-officio Secretary to the Government of India |
| 7. | Shri K. Balaherari | — | Member Staff & Ex-officio Secretary to the Government of India.     |

2. At the outset, the Chairperson welcomed the representatives of the Ministry of Railways to the sitting of the Committee. Thereafter the Committee took further evidence of the representatives of the Ministry of Railways on 'Demands for Grants (1998-99)'.

3. The main issues which came up for discussion included 9th Plan allocations. Annual Plan 1998-99, allocation of funds for on-going projects, market borrowings, creation of new zones, Budgetary Support, etc.

4. A verbatim record of the proceedings has been kept.

*The Committee then adjourned.*



## MINUTES OF THE FOURTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1998-99)

The Committee sat on Monday, the 29th June, 1998 from 15.00 hrs. to 17.35 hrs. in Committee Room No. '62', Parliament House, New Delhi.

### PRESENT

Kumari Mamata Banerjee — *Chairperson*

### MEMBERS

#### *Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Smt. Thakkur Jayaben Bharat Kumar
4. Dr. Laxminarayan Pandey
5. Shri M.A. Kharabela Swain
6. Shri Kishan Lal Diler
7. Shri Ram Pal Singh
8. Shri A. Sai Prathap
9. Shri Rajo Singh
10. Shri Dinsha J. Patel
11. Shri Bhajan Lal
12. Shri Moinul Hassan
13. Shri Paras Nath Yadav
14. Dr. Prasanna Patasani
15. Shri Ram Vilas Paswan
16. Shri T.R. Baalu

*Rajya Sabha*

17. Shri Gopalsinh G. Solanki
18. Chowdhary Chunni Lal
19. Dr. Chandrakala Pandey
20. Shri Solipeta Ramachandra Reddy
21. Shri S. Niraikulathan
22. Shri Anil Sharma

## SECRETARIAT

- |                            |   |                          |
|----------------------------|---|--------------------------|
| 1. Shri John Joseph        | — | <i>Joint Secretary</i>   |
| 2. Shri R.C. Gupta         | — | <i>Deputy Secretary</i>  |
| 3. Shri Surinder N. Dargan | — | <i>Under Secretary</i>   |
| 4. Shri O.P. Shokeen       | — | <i>Committee Officer</i> |

2. The Committee took further evidence of representatives of the Ministry of Railways on 'Demands for Grants (1998-99).'

3. The main issues which came up for discussion include exploitation of Railway land, procurement/production of wagons, catering services, passenger amenities, safety measures, etc.

4. The Committee also decided to take further evidence of the representatives of the Ministry of Railways on 30 June, 1998 on the subject.

5. A verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

MINUTES OF THE FIFTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (1998-99)

The Committee sat on Tuesday, the 30th June, 1998 from 11.00 hrs. to 13.40 hrs. in Committee Room No. 'C', Parliament House Annexe, New Delhi.

PRESENT

Kumari Mamata Banerjee — *Chairperson*

MEMBERS

*Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Smt. Thakkur Jayaben Bharat Kumar
4. Shri M.A. Kharabela Swain
5. Shri Kishan Lal Diler
6. Shri Ram Pal Singh
7. Smt. Panabaka Lakshmi
8. Shri Rajo Singh
9. Shri Dinsha J. Patel
10. Shri Ashok Namdeorao Mohol
11. Shri Paras Nath Yadav
12. Shri Kanchi Panneersavalam
13. Shri Hari Kewal Prasad
14. Dr. Prasanna Patasani
15. Smt. Satwinder Kaur Dhaliwal
16. Shri T.R. Baalu

*Rajya Sabha*

17. Shri Sitaram Kesri
18. Shri S.S. Surjewala
19. Shri Satyanarayana Dronamraju
20. Chowdhary Chunni Lal
21. Shri Anil Sharma

## SECRETARIAT

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|----------------------------|---|--------------------------|
| 1. Shri John Joseph        | — | <i>Joint Secretary</i>   |
| 2. Shri R.C. Gupta         | — | <i>Deputy Secretary</i>  |
| 3. Shri Surinder N. Dargan | — | <i>Under Secretary</i>   |
| 4. Shri O.P. Shokeen       | — | <i>Committee Officer</i> |

## WITNESSES

- |                        |   |  |
|------------------------|---|--|
| 1. Shri V.K. Agarwal   | — | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India. |
| 2. Shri V.K. Agnihotri | — | Member, Engineering & Ex-officio Secretary to the Government of India.               |
| 3. Shri P.V. Vasudevan | — | Financial Commissioner (Railways) & Ex-officio Secretary to the Government of India. |
| 4. Shri S.K. Khanna    | — | Member, Electrical & Ex-officio Secretary to the Government of India.                |
| 5. Shri Shanti Narain  | — | Member, Traffic & Ex-officio Secretary to the Government of India.                   |
| 6. Shri Ashok Kumar    | — | Member, Mechanical & Ex-officio Secretary to the Government of India.                |

7. Shri K. Balakesari — Member Staff & Ex-officio  
Secretary to the  
Government of India.

2. The Chairperson welcomed the representatives of the Ministry of Railways to the sitting. Thereafter the Committee took further evidence of representatives of Ministry of Railways on 'Demands for Grants (1998-99)'.

3. The Committee concluded evidence on the subject.

4. The Committee decided to consider and adopt the Draft Report on the subject on 3 July, 1998 at 1500 hours.

5. A verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

MINUTES OF THE SIXTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (1998-99)

The Committee sat on Friday, the 3rd July, 1998 from 15.00 hrs. to 17.00 hrs. in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

Kumari Mamata Banerjee — *Chairperson*

MEMBERS

*Lok Sabha*

2. Shri Jagdambi Prasad Yadav
3. Smt. Thakkur Jayaben Bharat Kumar
4. Dr. Laxminarayan Pandey
5. Shri Jagannath Singh
6. Shri M.A. Kharabela Swain
7. Shri Ram Pal Singh
8. Shri A. Sai Prathap
9. Shri Rajo Singh
10. Shri Dinsha J. Patel
11. Shri Bhajan Lal
12. Shri Moinul Hassan
13. Shri Paras Nath Yadav
14. Shri V.V. Raghavan
15. Smt. Satwinder Kaur Dhaliwal

*Rajya Sabha*

16. Shri Gopalsinh G. Solanki
17. Dr. Chandrakala Pandey
18. Shri Naresh Yadav
19. Shri V.P. Duraisamy

## SECRETARIAT

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|----------------------------|---|--------------------------|
| 1. Shri John Joseph        | — | <i>Joint Secretary</i>   |
| 2. Shri R.C. Gupta         | — | <i>Deputy Secretary</i>  |
| 3. Shri Surinder N. Dargan | — | <i>Under Secretary</i>   |
| 4. Shri O.P. Shokeen       | — | <i>Committee Officer</i> |

The Committee considered and adopted the Draft First Report on the subject 'Demands for Grants (1998-99)' of the Ministry of Railways with amendments/modifications as indicated in Annexure-I.

2. The Committee authorized the Chairperson to finalise the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways or otherwise and to present the Reports to both the Houses of Parliament.

*The Committee then adjourned.*

**AMENDMENTS/MODIFICATIONS MADE BY STANDING  
COMMITTEE ON RAILWAYS IN THE DRAFT FIRST  
REPORT ON 'DEMANDS FOR GRANTS 1998-99'  
OF THE MINISTRY OF RAILWAYS**

S.No.	Page No.	Para No.	Line	
1	2	3	4	
01.	116	202	—	<p><i>Substitute</i> for the existing para:            '202. The Committee are not at all satisfied with the present state of affairs. They therefore, recommend that unless and until the Ministry fixes a time-frame for completing the projects and strictly adhere to it, it is not feasible for the Railways to get rid of the ongoing predicament of time and cost-over-runs of the pending projects. According to the Committee, the only remedy for the aforesaid ill is to have a clear cut Policy to select new projects and fixing a time-frame for every project. The Committee recommend that the ongoing pending projects should be given top priority for funding and</p>



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				should be completed within a time bound programme. Selecting of new projects should not be made in an arbitrary manner but on the recommendations of a Committee consisting of representatives of the Railways, Ministry of Finance, Planning Commission etc.'.
02.	118	206	Before last line	<i>Add</i> 'There should be full support from the Government and the Railways for taking up and completing the projects which come under the socially desirable category'.
03.	120	209	—	<i>Substitute</i> for existing para: '209. The Security of passengers and their belongings in the running trains is the constitutional obligation of the State Governments. The safety is to be ensured by the Government Railway Police. The Committee have been informed that the Railway administration is not able to maintain any record of theft/robbery/dacoity because the progress of the cases are not intimated to the Railways by the GRP. Unless and until the GRP

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personnel are made accountable to the Railway administration, there cannot be any control over them. Since the GRP personnel are on deputation to the Railway Ministry who share 50% of their financial expenditure, the Committee desire that some mechanism should be evolved by the Ministry of Railways in consultation with State Government, Home Ministry, etc. so that GRP personnel may be accountable to the Railways to some extent.

Safety and Security of the passengers should get top priority. The Committee feel that due to lack of proper security arrangements, a number of train dacoities including the illegal activities inside the trains are increasing. The Committee are of the considered view that there must be a comprehensive plan of action to combat the unlawful activities in the train for the security of the common passengers specially for women and children'.

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04.	123	213	—	<p><i>Add at the end of para:</i></p> <p>‘The Committee desire that a monitoring Committee should be formed with special powers to check the rates, quality, quantity of eatables and other materials sold at the platform and in the trains’.</p>
05.	123	214	—	<p><i>Add at the end of para:</i></p> <p>‘Keeping in view of the importance of signalling &amp; Telecommunication in the Railways, the Committee again reiterate that a post of Member (Signalling &amp; Telecommunication) should be created without any further delay’.</p>
06.	125	217	—	<p><i>Substitute for existing para:</i></p> <p>‘217. The Committee note that on the recommendation of the Railway Convention Committee in 1949, a provision of Rs. 3 crore per annum was earmarked for passenger amenities. A list of minimum amenities known as basic passenger amenities to be provided at all the stations irrespective of their status was drawn in 1952. The Committee are concerned to note that</p>

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against the allocation of Rs. 120 crore for passenger amenities in 1996-97, the Railways were able to spend only Rs. 87.86 crore. During the year 1997-98 the Government could spend Rs. 80.47 crore for passenger amenities. An allocation of Rs. 100 crore has been made under this head for the year 1998-99. The Committee deprecate the tendency of the Railways not to spend the money allocated for passenger amenities while the facilities already provided continue to deteriorate.

Underutilisation of funds during 1996-97 resulted in lower allocation of funds in the subsequent years. It has been the general experience that the passenger amenities are lacking badly in every respect. The Committee desire the Ministry of Railways to ensure that the allocation made for the year 1998-99 should be spent particularly in improving the passenger information system including enquiry offices; providing drinking water and lavatory facilities specifically for ladies both at

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				<p>stations and in the trains in every coach in a professionalised way on the pattern of 'Sulabh Shauchalaya' better cleanliness and maintenance of dining cars, providing an attendant for clearing the lavatories in each train, etc. The Committee also recommend that ladies toilets at every station and each coach of the train should compulsorily be provided. The Committee also recommend that the present allocation of funds for passenger amenities should be sufficiently increased keeping in view the increase in passenger fares'.</p>
07.	125	218	10	<p><i>Add after 'recommend that' 'before setting up more zones, the matter should be thoroughly examined. They also recommend that concerted efforts should be made to make all the six newly created zones fully operative as early as possible. The Committee further recommend that the Headquarters of any existing Zones/Divisions should not be shifted otherwise a serious resentment will disturb the regional balances'.</i></p>

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08.	126	219	22	<i>Substitute for 'for the Gauge Conversion' 'for the on-going gauge conversion Projects'.</i>
09.	127	220	—	<i>Add at the end of para:</i>  <i>'They also desire that atleast one toilet with attendant and drinking water should be provided in each coach of the MEMU/DMU/EMU'.</i>
10.	128	After Para	222	<i>Add new para:</i>  <i>'223. The Committee recommend that extension of Metro Rail from Tollygunj to Garia and Circular Rail projects at Calcutta and other congested cities should be initiated within a time bound programme for which sufficient funds should also be made available immediately. Maintenance of Metro Railway also needs to be improved. The Committee also recommend that Railways should take a survey for providing Metro/Fast Suburban/Rail Bus services in other congested cities like Patna, Bhuvneshwer, Bangalore, Cochin, etc.'</i>

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11.	131	227 & 228	—
<p><i>Substitute for existing paras:</i></p> <p>'228. In order to provide the facility of instant reservation to rail customers who plan their journeys at short notice, an innovative 'Tatkal' scheme, which enables a passenger with a photo identity card to get confirmed booking within 24 hours before the departure of the train on payment of a surcharge, was launched last year. The Railways have proposed to extend this scheme in 24 more trains w.e.f. 1st July 1998. Besides, it has also been proposed to extend this scheme to all superfast express trains during 1998-99. The Committee recommend that 'Tatkal Scheme' should be introduced in all the trains at all the originating stations. They are also of the opinion that if need be, second additional coach under Tatkal Scheme may be added in the trains.</p> <p>229. The Committee express their strong apprehensions about the success of this 'Tatkal System' and fear if the operation of this scheme is not monitored effectively,</p>			

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the scheme may become more profitable to the touts rather than to the needy public. The Committee also desire that reservations should also be provided on priority to the needy people such as students going for interviews, persons going for medical treatment or otherwise in emergency such as deaths, etc. in other trains on the same lines on which it is available to handicapped persons.

230. The Committee are not satisfied at all with the claim of the Ministry of Railways that there has been improvement in punctuality of the trains. The Committee desire that the Ministry of Railways should make concerted efforts to ensure their punctuality performance at least up to 95% in the current year".  
and renumber subsequent paragraph accordingly.

12. 133 After para 231

Add new para:

234. 'The Committee also find that there has been a large number of wooden sleepers lying unattended near the railway tracks where gauge conversion



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				works/replacement of wooden sleepers by concrete sleepers were undertaken. In the circumstances the Committee would like to know the exact amount realised on account of sale of old wooden sleepers', and further renumber subsequent paragraphs accordingly.
13.	134	232	—	<p><i>Add at the end of para:</i></p> <p>'They also recommend that all trains including Rajdhani and Shatabdi Express trains should have at least one general compartment for the benefit of the ordinary passengers. To avoid the over crowding in the trains, the Committee recommend that daily trains should be introduced in place of all the 'Bi-weekly' trains. Simultaneously, vigilance checks should be conducted regularly to check on railway staff in all the trains including ordinary trains to contain the unauthorised passengers'.</p>
14.	135	233	—	<p><i>Substitute for existing para:</i></p> <p>'236. The Committee note with concern that the expenditure under the Head 'Misc. Working Expenses'</p>

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has increased from Rs. 896.34 crore in 1996-97 to Rs. 1275.94 crore in 1998-99. The Committee are not at all satisfied with the details given in the Railway Budget in regard to their expenditure under Miscellaneous Working Expenses. On critical analysis of the Budget Documents, the Committee find that this Head contains further miscellaneous expenditure including an huge expenditure of Rs. 423.60 crore as travelling Expenditure including air travel under Revenue Expenditure. The Committee desire that full details of the proposed travelling expenditure, number of air journeys, purposes, destinations and outcome thereof should be furnished to them.

237. The Committee are also of the opinion that the expenditure on 'Publicity' should be drastically cut and the money so saved should be spent on passenger amenities'.