

**STANDING COMMITTEE ON RAILWAYS  
(2008-09)**

**FOURTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**‘REVIEW OF PLAN PERFORMANCE AND 11<sup>TH</sup> FIVE YEAR PLAN  
PROJECTIONS’**

**FORTIETH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

October, 2008/Asvina, 1930 (Saka)

SCR No.: 134

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*Presented to Lok Sabha on 21.10.2008  
Laid in Rajya Sabha on 21.10.2008*



**LOK SABHA SECRETARIAT  
NEW DELHI**

October, 2008/Asvina, 1930 (Saka)

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**COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2008-09)**

**Shri Basudeb Acharia                      -                      Chairman**

**MEMBERS**

**LOK SABHA**

2. Shri Prasanna Acharya
3. Dr. Dharendra Agarwal
4. Shri Atiq Ahamad
5. Shri S. Ajaya Kumar
6. Smt. Suman Mahato
7. Shri Bapu Hari Chaure
8. Shri H.D. Devegowda
9. #Vacant
10. Shri Giridhar Gamang
11. Shri Anwar Hussain
12. Shri Mahesh Kumar Kanodia
13. Ch. Lal Singh
14. Shri Ananta Nayak
15. Shri Laxmanrao Patil
16. Shri A. Sai Prathap
17. Shri Kishan Singh Sangwan
18. Shri Iqbal Ahmed Saradgi
19. Shri Manik Singh
20. Shri K. Subbarayan
21. Shri C.H. Vijayashankar

**RAJYA SABHA**

22. Shri Motilal Vora
23. Shri Nandi Yellaiah
24. Shri Satyavrat Chaturvedi
25. Shri Lalit Kishore Chaturvedi
26. Shri Shreegopal Vyas
27. Shri Tarini Kanta Roy
28. Shri N. Balaganga
29. Shri Abani Roy
30. \*Shri Khekiho Zhimomi
31. Vacant

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#Shri Kishan Lal Diler passed away on 04.09.2008 (Ref.: LSS Bulletin No. 6009 dated 11<sup>th</sup> September, 2008).

\*Nominated w.e.f. 12.08.2008 (Bulletin No. 45235 dated 14.08.2008).

**LOK SABHA SECRETARIAT**

- |    |                     |   |                     |
|----|---------------------|---|---------------------|
| 1. | Shri S.K. Sharma    | - | Secretary           |
| 2. | Shri S. Bal Shekar  | - | Joint Secretary     |
| 3. | Shri V.S. Negi      | - | Director            |
| 4. | Shri Y.M. Kandpal   | - | Deputy Secretary-II |
| 5. | Shri Vinay P. Barwa | - | Executive Officer   |
-

## INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2008-09), having been authorized by the Committee to present the Report on their behalf, present this Fortieth Report of the Committee on 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 11.10.2007, 17.12.2007, 02.01.2008, 18.01.2008, 13.02.2008, 13.05.2008, 23.05.2008, 05.06.2008, 23.06.2008, 02.07.2008, 04.08.2008 and with the representatives of the Planning Commission on 10.07.2008.

3. The Committee considered and adopted the Report at their sitting held on 06.10.2008. Minutes of the sittings held on 11.10.2007, 17.12.2007, 02.01.2008, 18.01.2008, 13.02.2008, 13.05.2008, 23.05.2008, 05.06.2008, 23.06.2008, 02.07.2008, 10.07.2008, 04.08.2008 and 06.10.2008 form Part-III of the Report. For facility of reference, the recommendations/observations of the Committee have been presented in thick type.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) and the Planning Commission for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections' and sharing with them the issues concerning the subject which came up for discussion during evidence.

NEW DELHI;  
6 October, 2008  
 14 Asvina, 1930 Saka

**(BASUDEB ACHARIA)**  
**Chairman,**  
**Standing Committee on Railways**

PART-I

CHAPTER – I

TENTH PLAN

A. OBJECTIVES OF THE TENTH FIVE YEAR PLAN

1.1 According to the Railways the objectives of Tenth Five Year Plan were:

- Business
  - Regain the lost market share in freight and passenger business through a business and user friendly approach and financial discipline.
- Capacity Enhancement
  - Strengthen the High Density Network through capacity enhancing investments under the ambit of National Rail Vikas Yojana (NRVY) and completion of sanctioned rail projects
- Infrastructure and Technology
  - Utilize Information Technology for better customer interface.
  - Improve safety of operations by replacement of over aged assets financed by the Special Railway Safety Fund
  - Improve efficiency, throughput and average speed of trains through technological upgradation.
  - Reduce the energy bill by direct purchase of power from central generating agencies and joint ventures for setting up power plants
- Resource Mobilisation
  - Mobilize additional resources through private-public participation in railway projects

1.2 During the 10<sup>th</sup> Plan period, the Railways were able to make substantial progress and to a significant extent achieve the above

objectives. This has also been reflected in the physical achievements during the plan period in the areas of freight and passenger volumes, rolling stock procurement and in capacity augmentation of the network and the safety performance. The actual plan expenditure increased from the plan size of Rs.60,600 crores approved by the Planning Commission to a level of Rs.84,003 crores which is indicative of the progress achieved in meeting the objectives and targets of the 10<sup>th</sup> Plan.

#### B. TENTH PLAN OUTLAY

1.3 The total 10<sup>th</sup> Plan outlay as per Planning Commission was Rs.60, 600 crores and the final outlay was Rs.82, 232 crores. On being asked the reasons for increase in plan outlay and the breakup of the internal generation and safety surcharge for each year of the 10<sup>th</sup> Five Year Plan the Ministry in their written reply have informed that as against the 10<sup>th</sup> Plan outlay of Rs.60,600 crores as per the Planning Commission, the actual plan expenditure was Rs.84,003 crores. The increase has largely been due to the additional expenditure on new lines, gauge conversions, rolling stock and track renewals. The increased plan size was also possible on account of allocations for SRSF (Special Railway Safety Fund) and National Projects which resulted in a higher level of gross budgetary support. A much higher level of resources through internal generation due to the better performance of the Railways was also available during the Plan period. The break-up of internal generation and safety surcharge for each year of the 10<sup>th</sup> Five Year Plan period is as under –

(Figures in Crore)

| DRF           | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 |
|---------------|---------|---------|---------|---------|---------|
| Appropriation | 2504.60 | 2692.55 | 2800.00 | 3704.00 | 4298.00 |
| Interest      | 80.70   | 150.28  | 193.29  | 239.06  | 247.73  |
| Total         | 2585.30 | 2842.83 | 2993.29 | 3943.06 | 4545.73 |

| CF            | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 |
|---------------|---------|---------|---------|---------|---------|
| Appropriation | 0.00    | 0.00    | 0.00    | 4033.03 | 8326.32 |
| Interest      | 0.94    | 1.01    | 1.00    | 53.29   | 214.82  |
| Total         | 0.94    | 1.01    | 1.00    | 4086.32 | 8541.14 |

| DF            | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 |
|---------------|---------|---------|---------|---------|---------|
| Appropriation | 550.00  | 730.00  | 1841.77 | 1852.98 | 1880.00 |



|          |        |        |         |         |         |
|----------|--------|--------|---------|---------|---------|
| Interest | 3.85   | 18.99  | 109.19  | 186.48  | 248.53  |
| Total    | 553.85 | 748.99 | 1950.96 | 2039.46 | 2128.53 |

|               |         |         |         |         |         |
|---------------|---------|---------|---------|---------|---------|
| OLWR          | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 |
| Appropriation | 28.32   | 33.24   | 37.56   | 42.80   | 51.07   |

|   |         |         |         |         |         |
|---|---------|---------|---------|---------|---------|
| SRSF                                      | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 |
| Safety Surcharge collected from Passenger | 602.51  | 631.41  | 679.16  | 748.60  | 817.66  |
| Allocated from Railway Revenue            | 565.40  | 361.41  | 100.00  | 0.00    | 0.00    |
| Total                                     | 1167.91 | 992.82  | 779.16  | 748.60  | 817.66  |

### C. PHYSICAL AND FINANCIAL TARGETS

1.4 On being asked whether the Railways have been able to meet the targets set for new lines, gauge conversion, doublings, track renewals and railway electrification and the expenditure performance thereon during the 10<sup>th</sup> Plan, the Ministry in their written reply have stated as under:

| Plan Head               | Target (in Kms) | Achievements (Kms) | Expenditure (in crores) |
|-------------------------|-----------------|--------------------|-------------------------|
| New lines               | 1310            | 920                | 9166                    |
| Gauge conversion        | 2365            | 4289               | 6525                    |
| Doubling                | 1575            | 1300               | 3487                    |
| Track Renewals          | 23000           | 24739              |                         |
| Railway Electrification | 1800            | 1810               | 828                     |

It would be seen that the targets except for New Lines and Doublings were achieved. The project-wise reasons for slippage in the targeted projects planned for completion during the plan period in the two Plan Heads are as given below:

| Railway   | Name of project       | Section targeted      | Kms | Reasons for slippage                                   |
|-----------|-----------------------|-----------------------|-----|--|
| NEW LINES |                       |                       |     |  |
| ECR       | Muzzafarpur-Sitamarhi | Muzzafarpur-Sitamarhi | 64  | Delay in start of work on major and important bridges. |

|     |   |                       |    |   |
|-----|---|-----------------------|----|---|
|     |   |                       |    | Additional bridges have been planned after recent floods.   |
| ECR | Sakri-Hasanpur                          | Sakri-Biraul          | 36 | Delay in completion of bridge works and track linking works.  |
| ECR | Ara-Sasaram                             | Bikramganj-Ara        | 55 | Delay in land acquisition, slow progress due to termination of contracts.   |
| ECR | Rajgir-Hisua-Tilaiya & Islampur-Natesar | Nekpur-Natesar        | 10 | Failure of contracts/poor progress due to severe law and order problems.  |
| ECR | Giridih-Koderma                         | Koderma-Maheshpur     | 21 | Slow progress, land acquisition problems.   |
| ER  | Deogarh-Dumka                           | Deogarh-Ghormara      | 20 | There has been delay in shifting of large number of HT line crossings causing obstruction at site. This has resulted in failure of contracts also.  |
| NER | Hathua-Bhatni                           | Hathua-Bathua Bazar   | 22 | Delay in land acquisition.  |
| NFR | Kumarghat-Agartala                      | Manu-Agartala         | 89 | Technical problem in tunnel. The strata is weak requiring heading and benching method for tunneling. This has increased the cycle time resulting into delay in completion of the project. |
| NR  | Udhampur-Srinagar-                      | Qazigund-Kakapore and | 73 | Delay in land acquisition at  |

|           |  |                                   |     |  |
|-----------|--|-----------------------------------|-----|--|
|           | Baramula                                       | Udhampur-Katra                    |     | Awantipore and geotechnical problems being encountered in tunnels on Udhampur-Katra. |
|           |  | Total                             | 390 |  |
| DOUBLINGS |  |                                   |     |  |
| CR        | Diva-Kalyan                                    | Diva-Kalyan                       | 11  | Failure of contracts, delay in shifting of KDMC pipeline                             |
| ECoR      | Sambalpur-Rangali                              | Sambalpur-Sarla                   | 7   | Failure of contract, public agitation due to closing of Sambalpur Road halt station. |
| ECoR      | Titlagarh-Lanjigarh                            | Kesinga-Titlagarh                 | 13  | Slow progress of bridge over river Tel.  |
| ECR       | Kursela-Thana Bihpur                           | Naugachia-Katareah                | 11  | Slow progress.   |
| ECR       | Kursela-Semapur                                | Semapur-Kharagola                 | 11  | Slow progress.   |
| ER        | Bandel-Jirat                                   | Banberia-Tirveni                  | 4   | Slow progress on one major bridge, non availability of OHE contact wire.             |
| NCR       | Lohagara-Katiadandi                            | Lohagara-Katiadandi               | 32  | Law & order problems and delay in fixing of contracts.                               |
| NR        | Kanpur-Panki 3 <sup>rd</sup> line              | Kanpur-Panki 3 <sup>rd</sup> line | 9   | Delay in bridge works.   |
| NR        | Jafrabad-Utretia Ph-II                         | Sarai Harku-Srikrishnanagar       | 8   | Failure of contracts.  |
| NR        | Utretia-Chandrauli and Sultanpur-Bandhua Kalan | Anupganj-Chandrauli               | 13  | Failure of contracts.  |
| NR        | Jalandhar-Pathankot-                           | Jammu Tawi-Vijaypur               | 65  | Slow progress, failure of contracts.   |

|      |                              |  |     |  |
|------|------------------------------|--|-----|--|
|      | Jammu Tawi                   | Jammu-Hiranagar, Tanda-Mukerian patch doubling |     | Court stay on risk and cost tenders.   |
| SECR | Jharsuguda bye-pass          | Jharsuguda bye-pass                            | 9   | Backwater of Hirakund reservoir has caused severe impediments in progress of work. |
| SECR | Bilaspur-Salka Road          | Bilaspur-Uslapur                               | 9   | Slow progress.   |
| SR   | Ernakulam-Mulanturtutti      | Ernakulam-Mulanturutti                         | 17  | Land acquisition delays, slow progress, removal of OHE infringements.              |
| SR   | Mavelikara-Kayankulam        | Mavelikara-Kayankulam                          | 8   | Failure of contracts.  |
| SWR  | Yeswantpur-Tumkur            | Yeswantpur-Tumkur                              | 32  | Failure of contracts   |
| SWR  | Bangalore-Kengeri-Ramanagram | Bedadi-Ramanagram                              | 16  | Failure of contracts.  |
|      |                              | Total  | 275 |  |

1.5 On being asked the reasons for shortfall in the achievements of New lines the Chairman Railway Board replied during evidence as under:

“The basic reason has been land acquisition, there is the problem of contractors, which the hon. Member has also rightly pointed out as to what should be done. We are already working on this. In fact, land acquisition is a very serious problem. We have not been able to complete many of the projects today because of the land. There we are working on the plan as to how to get power to the Central Government for land acquisition. This is also the thought process now and we are working on. Similarly, on the part of contracts, earlier we used to go in for very small tender, which are causing severe problem of local mafias or difficulty of getting proper people who use to quote very low and not able to complete the work. Therefore, we are now trying to going in for bigger contracts so that we are able to have bigger areas covered so that major players could come in and that would positively hasten the work. In fact, this has helped in many of the areas today. This

experience that we have learnt, of course by default, now, we will have to take up in the future. We would now like to at least in the 11<sup>th</sup> Five Year Plan period adopt these techniques so that the work can be done faster”.

1.6 The Committee enquired whether the Ministry had undertaken any study/review to figure out the ways to achieve the targets set and the results of such a study/review. The Member (Engineering), Railway Board, stated during evidence as under:

“We do have repeated submissions about land acquisition problem. Now, for solving that, we are also thinking about obtaining certain powers like what were given for the National Highway works. If we get those powers, perhaps we would be in a better position. Now, in land, it is not only the procedure, but it is also that the cost of land going up too much. I will give you one example. I hope, I do not offend anybody. Take Rohtak-Rewari Line. The original land value was said to be Rs.23 crore; the State Government said that they would share the cost of the project. The cost of the project was less than Rs.300 crore. But the land value has become Rs.130 crore. So, that calls for revision of estimates and that calls for my people sitting with the revenue authorities asking, why would the land cost be not less; we do make all efforts because that makes the project unviable at times.

Then there is a problem of forestry clearance. Forestry clearance also, as all of you know, is a long-drawn process, starting from the State level to the Principal Chief Conservator of Forest and thereafter, to the Ministry of Environment; it does take about two years’ time. Then, even compensatory afforestation is to be done; land to be found for that also because Railways does not have land for that purpose and the Railways cannot afford that. Land has to be found from the State Governments. There are technical problems, whether of tunnelling or bridging of major rivers, etc. In this context, I would also like to submit that there is a shortage of capacity in this country. Shortage is so severe that for bridging Ganga at Patna and Munger, I have got two parties in the country who want to do that work.

I wish there were more parties. With the increase in activity for infrastructure that is taking place, we do need even foreign companies. When JICA had been discussing with us, we had been seeking from them, entry of Japanese companies for doing construction works.

Now in addition to these problems and the ways that we are thinking about, we are empowering the field units. We have increased their powers so that they can take decisions themselves. We have solved risk and cost contracts problem; you have heard us

in the other committees about risk and purchase when there is a failure of a contract. In the new contracts, this sort of a procedure would not be adopted and even in the old ones, where it was supposed to be adopted, we have solved that problem also about a month and a half back. The Hon. Member may recall those discussions.

We are constantly doing these things. We are making a very big quantum jump in our ambitions also. That much of capacity generation which should follow, it does take its time. These are genuine problems. Unfortunately, that is why, they get reflected often and you are making that observation, but that is the truth also”.

#### D. FREIGHT & PASSENGER TRAFFIC

1.7 The targets for freight and passenger traffic for the last year of the 10<sup>th</sup> Plan and the year-wise achievements are as under –

|  | Ninth Plan | Tenth Plan                         |         |         |         |         |         |
|--|------------|------------------------------------|---------|---------|---------|---------|---------|
|  | (2001-02)  | Target for terminal Year (2006-07) | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 |
| Targets Originating Freight (MT)       | 492.5      | 624                                | 510     | 540     | 580     | 635     | 726     |
| Actual                                 |            |                                    | 518.7   | 557.4   | 602.1   | 666.5   | 728.4   |
| Targets Freight Net Tonne Kms Billion  | 333.2      | 396                                | 334.24  | 367.39  | 394.53  | 432.03  | 479.45  |
| Actual                                 |            |                                    | 353.2   | 381.2   | 407.4   | 439.6   | 475.0   |
| Targets Originating Passengers Million | 5169.3     | 5686                               | 5187.78 | 5177.00 | 5359.88 | 5707.44 | 6400.03 |
| Actual                                 |            |                                    | 5187.78 | 5177.00 | 5359.88 | 5707.44 | 6400.03 |
| Targets Passenger Kms Billion          | 494.2      | 593                                | 498.43  | 507.58  | 553.53  | 596.44  | 682.66  |
| Actual                                 |            |                                    | 5048.2  | 5202.9  | 5475.5  | 5832.4  | 6352.1  |
| Actual                                 |            |                                    | 515.4   | 542.1   | 576.6   | 616.6   | 691.8   |

The targets for the final year of the 10<sup>th</sup> Plan were exceeded and as such there has been no shortfall.

1.8 According to the Ministry one of the objectives of the Tenth Five Year Plan was to regain the lost market share in freight and passenger business through a business and user friendly approach and financial discipline. The Committee desired to know whether the Ministry had undertaken any study to find out how far they had been able to achieve this objective. The Member (Traffic), railway Board submitted during evidence as under:

“The very fact that whatever physical targets that had been set for the Plan period have been exceeded, I think, itself shows that we have been successful in carrying much more volume both of passenger as well as of freight traffic than was anticipated.

As far as winning over traffic from road is concerned, that is something which is very difficult to measure. What is moving by rail and what is moving by road, although some figures are projected by the Planning Commission, giving a ratio that 70 per cent is carried by road and 30 per cent by rail, I am not sure how reliable they are. In the review I do not think we have carried out a specific study, but since we have far exceeded the targets that we had set for ourselves for output, I think that in itself is some cause of satisfaction”.

1.9 During the evidence with the representatives of the Planning Commission the Committee desired to know the extent by which the Railways had been successful in attracting more freight through the use of innovative measures. The Principal Advisor, Planning Commission, stated as under:

“Both Eleventh Plan and mid-term appraisal of Tenth Five Year Plan have commended the efforts of the Railways in this regard. This is really laudable that they have done very well. It is shown by the very fact that they have been able to achieve physical targets, more than 16 to 18 per cent, in freight traffic. They have come out from that 3.5 per cent to 4 per cent rate of growth, for a long time rate of growth of Railways in freight traffic was this, but now they have reached the rate of growth to more than 7 to 8 per cent. That itself shows that whatever measures they have taken, which includes the measures we have suggested here like differential pricing policies to get more traffic from lean season, these measures they have taken. Moreover, what they have done is the utilisation track. A lot of investment has been made in the past in

the track utilisation through Special Railway Safety Fund which Planning Commission is funding entirely for the strengthening of the various assets which have deteriorated over a period of time. They have increased the pay load. As a result of these measures, they have been able to increase the carrying capacity and finally the financial results have shown that the utilisation of capacity has gone up. So, we are very much satisfied. But the main issue now is that this momentum has to be maintained. This momentum can only be maintained by the measures that we have suggested in the Eleventh Five Year Plan”.

#### E. ROLLING STOCK

1.10 According to the Railways the year wise target and achievements and the reasons for shortfalls in case of rolling stock during the 10<sup>th</sup> Five Year Plan is as under:

| Rolling Stock | Target X Plan | 2002-03 | 2003-04 | 2004-05 | 2005-06 | 2006-07 | Total |
|---------------|---------------|---------|---------|---------|---------|---------|-------|
| Diesel Loco   | 444           | 100     | 109     | 117     | 131     | 165     | 622   |
| Electric Loco | 343           | 69      | 86      | 90      | 129     | 150     | 524   |
| Coaches       | 9160          | 1669    | 2072    | 2321    | 2304    | 2423    | 10789 |
| EMU           | 1965          | 122     | 139     | 145     | 176     | 224     | 806   |
| MEMU*/DMU*    | 750           | 126     | 121     | 124     | 115     | 121     | 607   |

\*MEMU & DMU were not included in the original Plan document.

1.11 The actual acquisition of loco and coaches was more than the targets except for EMUs. The production of EMUs was less due to capacity constraints in Production Units. However, the lower production of EMUs was off set with the increased production of General Service coaches as can be seen, the production of General Service coaches was 10789 against the 9160 projected as plan requirement and the overall production of coaches was 12202 against 11875 projected plan requirement. The marginal shortfall in MEMU and DMU acquisition is proposed to be tackled by procurement of these types of coaches from trade through open tendering process.



1.12 On being asked to elaborate on 'capacity constraints in EMU Production units' and the plans being taken to increase the installed capacity to make full use of the existing capacity of EMU production units the Ministry in their written reply have informed that the present installed capacity of ICF is 1000 coaches per year. The annual product mix of EMUs and General Service Coaches depends upon requirement of these type of coaches as per traffic demand. Since the total production capacity is limited, the increase in production of one type of coach affects the production of other type of coaches adversely. The requirement and production of General Services Coaches during the Xth Plan was high due to higher traffic requirement, and hence this type of coach took precedence in manufacture over EMU coaches. As a result 10789 General Services Coaches were manufacture during the Xth Plan against a plant target of 9160.

To increase the installed capacity, the following two works have been sanctioned at ICF, which is the coach production unit manufacturing EMUs:

(a) Augmentation of capacity for manufacture of 1500 coaches per annum.

The increase in installed capacity will also increase the corresponding production capacity of EMUs at ICF, for which a separate work is also under way.

#### F. RAIL SAMPARK YOJANA

1.13 A new scheme called 'Remote Area Rail Sampark Yojana' was announced in the Budget Speech 2004-05 to expedite the completion of all sanctioned projects to provide rail linkages to remote areas within a time frame of 5 years. The scheme was proposed to be launched from 2005-06. On being enquired about the details of progress and achievements made under this scheme so far. The Ministry in their written reply have informed that during the budget speech 2004-05 Remote Area Sampark Yojana was announced. Resource mobilization was proposed from 2% contribution out of moneys collected by State Government as Stamp Duty on property transactions apart from utilizing Central Road Fund, Rail Technology fees etc. Stamp Duty collection being a State subject, Hon'ble MR had written letter to all CMs but there has not been any positive response. Hence, the funds could not be tied up and the scheme could not take off.

1.14 Instead all the State Governments have been requested further to come forward for cost sharing of at least 50% on project by project basis from the shelf of new line and gauge conversion projects taken up on socio economic considerations to ensure their expeditious completion.

1.15 Adding further a representative of the Ministry Of Railways (Railway Board) stated during evidence as under:

“the remote area Rail Sampark Yojana, I would say that there has been little response in this particular case. The Minister has written to the Chief Ministers for participating not only in this but also in other projects. We had discussed earlier with some States and they had shown a very positive response”

#### G. MID TERM REVIEW OF THE TENTH FIVE YEAR PLAN

1.16 On being enquired about the details of the mid-term review made by the Railways of the 10<sup>th</sup> Five Year Plan indicating the modifications/changes made in the projected targets set in each head and the reasons for the same. The Ministry in their written reply have informed that the Planning Commission had conducted a mid-term appraisal of the 10<sup>th</sup> Plan. The salient features of the mid-term appraisal of the Railways is as under –

- It was noted that Railways thrust is towards enhancing capacity, quality and productivity and services through technology upgradation, modernization besides increased resource generation through internal generation and private participation as well as tariff rationalization.
- There is 6.8% growth rate of originating freight traffic and 2.02 % growth in number of passengers in first three years of Tenth Plan.
- Railways is behind schedule in achieving targets on New Lines and Doubling due to problems of land acquisition environment/forest clearance and acquisition of EMUs due to lower production by wagon industry.
- National Rail Vikas Yojana was formulated to remove capacity constraints in critical sections of Indian Railway network – there is need to reinforce the initiatives through

SPV route.

- Need for dedicated freight corridors on selected high density corridors to meet long line freight requirements. Need for accelerated programme of containerization to increase the share of non-bulk traffic.
- Public-Private Partnership in running of trains - Railways should explore possibility of running tourist trains and goods trains between specific destinations.
- Railways have taken a number of steps for improving Railways' share in freight traffic such as rationalization of freight structure, flexible rating policy for specific pair of stations, computerisation, incentives to premiere customer etc.
- Investment Strategy -Railways have put in place prioritisation policy for large portfolio of projects and adopted corridor-wise approach. Railways need to observe caution in sanctioning new projects.
- Re-balancing of Tariff: There is need for a system of automatically indexing tariffs to increase in fuel cost and wage cost adjusted for an actual productivity increases.
- Technical Upgradation and Modernisation - Railways have put in place Integrated Modernisation Plan 2005-10.
- Safety - Progress of works under SRSF satisfactory and Railways are implementing Corporate Safety Plan (2003-13).
- Container Movement - Need to allow competition in container traffic and develop dedicated freight corridors.
- Organisational Restructuring ~ Railways to prepare a paper in consultation with Planning Commission on tariff setting mechanism including the need for Rail Tariff Regulatory Authority.
- Need for accounting reforms, outsourcing of non-core activities, concessioning of branch lines, making production units as cost and profit centers: preliminary steps for which have already been initiated by Railways.

- Need for Resource generation through non-conventional sources: Railways already set up Railtel, IRCTC and proposed RLDA for this purpose.

1.17 Some changes/modifications were proposed inter-alia in the targets of passenger/freight traffic, in procurement of rolling stock and the fund requirement for the last two years of the 10<sup>th</sup> Plan. However, in the final mid-term appraisal document of Planning Commission, no changes were incorporated. The Railways, however, exceeded the targets of freight and passenger traffic and also in rolling stock procurement (except in MEMUs/DEMUs/EMUs). The plan expenditure also exceeded the outlays proposed for the Plan period.

## CHAPTER – II

### ELEVENTH PLAN

#### A. 11<sup>TH</sup> FIVE YEAR PLAN PROJECTIONS

2.1 According to the railways the main objectives in the 11<sup>th</sup> five year plan are creation of adequate transport capacity to handle the projected growth of both passenger and freight traffic during the Plan period and provide improved services to both the segments. Increase in market share in freight traffic, both bulk and non-bulk, is also an important focus area. The following thrust areas have been identified for the 11<sup>th</sup> Plan –

##### Capacity augmentation

- Construction of Dedicated Freight Corridors (DFCs) along the highly saturated eastern and western routes.
- Providing additional lines on other routes
- Doubling works
- Gauge Conversion to create alternate routes
- Low-cost capacity improvements
- Technological up gradation

##### Improvement in operations and productivity

- Introducing heavier trains of 25 t/30 t axle load
- Introducing higher capacity wagons with better payload to tare ratio
- Running of double stack container trains
- Increasing running of longer passenger trains of 24 coaches
- Introducing higher capacity coaches
- Rightsizing of manpower
- Increased computerization in operation and maintenance of services

##### Increase in the market share in both bulk and non-bulk freight traffic

- Improving the quality of service with reduction in transit time and better reliability and availability

- Facilitating building of logistic parks and container and other freight terminals
- Rationalizing freight structure and dynamic pricing policies.
- Increased use of IT-enabled services for improved customer interface.

Consolidate the rail share in Passenger Business, particularly, in long distance and medium distance segment

- Increasing the commercial speed of passenger trains
- Introduction of fast services between metropolitan cities with speed up to 150 kmph
- Introduction of MEMU/DMU passenger services
- Improving customer interface by IT enabled services

Improving the energy efficiency and adopting environmental friendly measures

- Use of fuel-efficient locomotives
- Adopting energy-efficient technologies for manufacturing and maintenance activities
- Reducing the electricity charges and traction energy costs, and
- Improving the fuel management in diesel locomotives

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Improving safety

- Technological up gradation by reducing human intervention and operation.
- Better - skills in operation and maintenance of assets by enhanced training.

The proposals of the Railways have been incorporated in the Working Group Report on Railway Programmes and relate to the planning of the Railways for the freight and passenger business segment, capacity enhancement, technology upgradation, safety, human resource management and resource mobilisation. The physical targets during the 11<sup>th</sup> Plan period have also been brought out in the Document.

2.2 The details of planhead-wise outlay proposed by the Railways is as under –

| Head | Plan Head                          | 11 <sup>th</sup> Plan Outlay | Percent |
|------|------------------------------------|------------------------------|---------|
| 11   | New Line                           | 16000                        | 6.37    |
| 14   | Gauge Conversion                   | 18700                        | 7.45    |
| 15   | Doubling                           | 19000                        | 7.57    |
| 16   | Traffic Facilities                 | 7500                         | 2.99    |
| 17   | Computerisation                    | 5200                         | 2.07    |
| 18   | Railway Research                   | 425                          | 0.17    |
| 21   | Rolling Stock                      | 59475**                      | 23.70   |
| 29   | Road Safety-Level Crossing         | 1000                         | 0.40    |
| 30   | Road Safety-ROB/RUB                | 11000                        | 4.38    |
| 31   | Track Renewals                     | 23165                        | 9.59    |
| 32   | Bridge Works                       | 2895                         | 1.15    |
| 33   | Sig.&Telecom works                 | 12000                        | 4.78    |
| 35   | Electrification Projects           | 3500                         | 1.39    |
| 36   | Other Elect. Works                 | 3460                         | 1.38    |
| 41   | Machinery & Plan                   | 2200                         | 0.88    |
| 42   | Workshops incl. Production Units   | 10100                        | 4.02    |
| 51   | Staff Quarters                     | 1085                         | .43     |
| 52   | Amenities for Staff                | 1455                         | 0.58    |
| 53   | Passenger & Other users; amenities | 3500                         | 1.39    |
| 62   | Investment in PSU                  | 41000                        | 16.34   |
| 64   | Other specified works              | 1000                         | 0.40    |
| 81   | M.T.P.                             | 4750                         | 1.89    |
| 71   | Inventories                        | 2590                         | 1.02    |
|      | TOTAL                              | 251000                       | 100.00  |

\*\* This includes Rs.3336 for payment of capital component on leased assets

It was proposed that the outlay of Rs.2,51,000 crores would be financed through internal generation of Rs.90,000 crores, extra budgetary resources of Rs.75,000 crores and gross budgetary support of Rs.86,000 crores. The Planning Commission have, however, indicated a lower level of gross budgetary support and have suggested more resource mobilisation from the private sector.

2.3 In a written reply the Planning Commission has stated that there is no difference in the size of the outlay proposed by the

Ministry of Railways. The 11<sup>th</sup> Plan outlay of Rs.2,19,717.36 does not include Rs.20,000 Cr private sector investment and additional GBS of Rs.12,000 Cr for the National Projects. The projection of Rs.86,000 Cr as Gross Budgetary Support(GBS) was subsequently scaled down by the Ministry to Rs.65,000 Cr. Against this Rs.50,063.36 Cr was approved Together with an estimated Rs.12,000 Cr that would be available for the National Projects as addittionality, the total Budgetary support would be Rs.62,063.36, which is comparable with the outlay sought by the Ministry.

B. CAPACITY AUGMENTATION (NEW LINES, DOUBLING, GAUGE CONVERSION, ELECTRIFICATION, DEDICATED FREIGHT CORRIDOR (DFC) AND HIGH DENSITY ROUTES (HDN)

2.4 The Ministry in their written reply have stated that capacity enhancement of the railway network is achieved by works in the areas of new lines, doubling, gauge conversion and traffic facilities. Capacity augmentation on the High Density Network (HDN) routes is also proposed as a priority work. To cater to the increase in traffic and the larger network, rolling stock procurement has also to be increased and in this regard the production capacity of rolling stock also is being enhanced during the 11<sup>th</sup> plan period. According to the Ministry the targets proposed for new lines, gauge conversion, doubling and electrification in the 11<sup>th</sup> Five Year Plan is as under-

| Item             | Target    |
|------------------|-----------|
| New Lines        | 2000 Kms* |
| Gauge Conversion | 10000 Kms |
| Doubling         | 6000 Kms  |
| Electrification  | 3500 Kms  |

(\* Does not include Dedicated Freight Corridors on the Eastern and Western Routes)

The above targets are subject to timely availability and allotment of funds for the projects. For a number of New Line and Doubling projects, the implementation would also critically depend on land acquisition and forestry clearances etc.

2.5 The Committee pointed out that during the 10<sup>th</sup> Plan period the Railways had failed to achieve the targets set for new lines and doubling projects the reasons for shortfall were attributed to



contractual failure, delay in land acquisition, shortage of funds etc. On being asked as to what steps are being taken by the Ministry during the 11<sup>th</sup> Five Year Plan to ensure timely completion of projects, the Ministry have informed the Committee that a number of changes have been effected in contract system and powers have been delegated to field units so as to improve efficiency in the Construction Organization on the Railways. A few major changes brought in are:-

- (i) Introduction of performance guarantee clause in the Tenders instead of risk and cost clause existed earlier.
- (ii) Increase in earnest money.
- (iii) Increase in powers of General Managers to accept tenders upto to Rs. 100 Cr.
- (iv) Delegation of powers to field units for consultancy tenders, limited tenders, etc.
- (v) Modification in the price variation clause particularly for cement and steel.
- (vi) Authorizing railways to engage Project Management Consultants (PMC) to take care of shortage of officers and supervisors.
- (vii) Authorizing General Manager to sanction estimates upto Rs. 100 Cr.

The contract management system needs further modifications in view of changing scenario due to spurt in infrastructure development activities and dearth of resourceful and reliable contractors. In order to further bring in improvements, an Additional Members Committee has been set up to go into the issues involved for empowering field unit by suitable delegation of powers, streamlining procedures for improving efficiency and output.

2.6 All pending new lines works have been categorized into four categories viz. 'last mile' projects, 'operationally required' projects, projects of strategic importance and projects taken up on cost-sharing basis. However, Railways still face various constraints such as land acquisition, contractual failures, forestry clearances etc. In this regard the Planning Commission in their written reply have informed that for speedy completion of Railway projects especially new line project the Railways should modernize and professionalize contracting processes and adopt and integrated

approach to the execution so that delays in finalization of contracts as also the other sources of failure of the contracts are removed. The civil work should be taken up after completing substantial pre-construction activity. There are already mechanisms in place for reviewing the progress of important Railway projects both at the Centre and State level which should be used effectively by Railways.

2.7 Upto the month ending June 2008, more than one year of the Eleventh Five Plan has since passed. The Committee desired to know if the changes proposed in the contract system had any positive effect on the projects that were to be completed in the year that had gone by. The Member (Engineering), Railway Board, in his reply during evidence stated as under:

“There are seven items listed here. Many were finalised and ordered before April, 2007. In fact, there have been further improvements since then also but these improvements are possible in the contracts finalised since then and tenders invited on the basis of these modifications in the tendered documents. So, the results of these measures are available partially by reducing the necessity of following risk and purchase process. In the risk and purchase, after April 2007 a further improvement was also done to make changes how to deal with even older contracts which had a risk and purchase provision. The powers for consultancy and limited tenders have been enhanced even further. All these are attempts to give more and more powers in the field to be able to take faster decision in contract management so that the delays in decision making or the processing are reduced and the projects can move faster. For example, in item 7, the General Managers have now even been authorised to deal with sanction estimates for doubling, for traffic facilities and through put enhanced work up to Rs.400 crore. So, these are continuous improvements some of which took place earlier and further improvements into some of those and some additional things have been done. The purpose is same, more projects should get completed in time without cost overrun. But there are problems like for sleepers, about steel and in projects where the major component is steel. That problem has not been solved. There is a problem of capacity for construction in the country”.

2.8 The Committee also pointed out that the Railway projects get delayed due to the failure of Sub-contractors that were appointed by the main contractors. The Committee desired to know whether the Railways screened the technical feasibility of Sub-contractors

also and if the sub-contractors were held responsible for failures. In reply the Member (Engineering), Railway Board stated as under:

“The question related to the contractor appointing sub-contractors and applying the same eligibility criteria is not practical to be imposed in the market because there are a very few people who can organise big works. They are getting plenty of opportunities all over not only Railways but everywhere. Now they do the management whether by engaging the labour or whether it is by directly entering into a labour contract or by entering into a contract for transporting steel and cement to the site, it is up to him. While I take note of the concern I would also add that it will not be possible to impose such conditions and deal with such items of clearing all sub-contracts at our administrative level because then I have to again enter into all the small details of the contract issue”.

2.9 In the 11<sup>th</sup> Five Year plan the Railways have proposed about 6,000 Kms. of doubling. Doubling is required at some places where the traffic has reached saturation point. The Committee pointed out that the entire section is not taken up for doubling and desired to know as to how the Railways proposed to tackle the problem at the places where the traffic has reached saturation point. In his reply the Member (traffic), Railway Board submitted during evidence as under:

“You raised a very valid point. There are various reasons why this was being done and we are now changing our approach. The reason why entire sections were not being doubled is because the cost becomes very high. Normally, once these are announced, we have to get these cleared by the Planning Commission, the Expenditure Board and the CCEA.

If we sanction an entire section, the total amount becomes extremely high. The size of the project becomes very large. That is one of the reasons why we were doing it in smaller phases. Secondly, sometimes we used to do it to avoid going through the Planning Commission because projects above a particular value have to go to the Planning Commission and below that can be done in Railway Ministry itself.

A change has now come about. For example, there is a line from Mugal Sarai to Lucknow. Earlier small sections were sanctioned. Now, it has been done that the entire line has been sanctioned. For doubling, we also want to execute that as a turn-key project which will cover all aspects, both doubling and signalling and possibly electrification also, whether that will succeed or not is a different thing. But we have sanctioned it. We

are sanctioning longer bits now. For example, a line in parts of Haryana and Punjab, that is, from Rohtak to Bhatinda and Jhakhal to Bhatinda. We have also cleared Bhatinda-Mansa line so that the entire section gets cleared.

You have raised a very genuine problem. We are alive to this issue. We will overcome it”.

2.10 As on date Railways have a large shelf of uncompleted projects approved sanctioned in the past years which are languishing for want of adequate funds. On being enquired findings a way out to fund this huge shelf of projects and whether the Planning Commission considers its appropriate to allocate more funds to the Ministry of Railways to complete the backlog of projects or any specific proposals or suggestions they have proposed to the Railways to complete these pending projects? The Planning Commission in a written reply have stated that in order to contain the shelf size of uncompleted projects and to optimize the benefits of investment, it is imperative to exercise caution in sanctioning of new projects and prioritize on regular basis the desirable projects already sanctioned and to focus the resources on these projects so that these projects are completed in a time bound manner and the revenues generated from these projects would be then be available for funding the remaining projects.

2.11 The Committee during the evidence with the representatives of the Planning Commission desired to know what the Planning Commission planned to do for the completion of these projects. In reply the Secretary, Planning Commission stated as under:

“.....The fact is that in many of these cases they are not viable and in certain cases, they are already above the national average. In those cases we invariably say that these projects should not be taken up. But for considerations on which we are not competent to comment upon, these projects were taken up. This has gone on for so many years and this is how these projects got piled up. Then, some projects were left half way. These are realities”.

2.12 Adding further he stated :

“If we extend this whole thing logically, then the question is the availability of resources. Now, resource availability is not unlimited. When we do a Five Year Plan or an Annual Plan, generally the standard arrangement is that we get some indication of the total resources available for Plan activities and within that then we allocate a certain amount of fund for the

Railways. If you look at the current year's Plan -- the flagship programmes -- the maximum growth which has taken place in the current year's Plan, I think, it is about 18 per cent or of that order, but within that 80 per cent of the growth has gone to the flagship programmes like NREGA, PMGSY, NREGA, National Rural Health Mission and all that. We are talking about overall economic development strategy and prioritisation within that, how much then we can give for the transport sector and within that how much we can give for the Railways. What the Railways are generating from their own internal resources and what GBS from the general budget can go to their programmes. So that has been increasing. But the scope for increasing that on a very large scale *vis-à-vis* the kind of scale of projects which are pending, I would say is rather limited. Two things have to be done. I am placing some ideas taking into account the suggestions of the hon. Members. One is that obviously these have to be prioritised and categorised as it was said and within that we have to say that all right, even it might have started, if at all we have to complete, we have to complete these projects first. So, I think, that is a very welcome suggestion. Then maybe we have to find some additional funding from other sources beyond the budget and then only it can be done. It maybe that some kind of support has to be given and we have to look for that -- whether it will be an external borrowing or whether it will be through some bonds or something and this has to be worked out. Even then it may not be adequate to take up the entire thing”.

### C. DEDICATED FREIGHT CORRIDORS (DFCS)

2.13 As per the budget speech 2007-08 made by the Minister of Railways construction of Eastern (1232 kms) and Western (1469 kms) 'Dedicated Freight Corridors' (DFC) was to start in 2007-08 and these will be completed during the 11<sup>th</sup> Five Year Plan at a cost of Rs. 30,000 crore. A Special Purpose Vehicle (Dedicated Freight Corridor Corporation of India Ltd.) has been formed for the implementation of DFC Projects. On being asked about the DFC Projects taken up as on date and the initiatives taken to accomplish the work during the 11<sup>th</sup> Five Year Plan period itself the Ministry in their written reply have informed of the details of the DFC projects proposed to be taken up are as under:-

Western Corridor: 1469 km long (double line) from Jawaharlal Nehru Port (JNPT) to Dadri/Tuglakabad in Delhi area. The corridor will be routed via Vadodara, Ahmedabad, Ajmer, Palanpur and Rewari .

Eastern Corridor: 1232 Km long (double line except Ludhiana-Khurja section) from Ludhiana to Sonenagar. Eastern corridor will extend to Kolkata to the proposed deep sea port in future. The corridor will be routed via Ambala, Saharanpur, Khurja and Allahabad .

Dedicated Freight Corridor Project on Eastern and Western routes were approved 'in principle', by Cabinet Committee on Economic Affairs in its meeting held on 22<sup>nd</sup> February 2007 and later again by CCEA in its meeting on 26<sup>th</sup> November 2007. Final Location Survey for the project is in progress. Plans and drawings of more than 1500 km have been completed by Rail India Technical & Economic Services (RITES).

The projects are targeted for completion in five years after beginning of construction. Feasibility studies for DFC on East-West, North-South, East-South and southern corridor are being done.

2.14 The Committee during the evidence of the representatives of the Ministry of Railways (Railway Board) desired to know whether the alignment of both East-West corridor had been finalized and the progress made during the last one year. Responding to the query the Chairman, Railway Board stated during evidence as under:

“As far as dedicated freight corridor is concerned, we have eastern and western corridors. In the western corridor, actually there has been some delay because of funding decision of the Japanese but now, that has been settled. It is because initially the Japanese were interested that we must electrify this line and then only they would be able to fund this project. For this, we were required to do a trial of double stack container train under wire which is just getting ready on eastern sector. We are now trying to set it up there which would be ready by this month end and the trials will be done. But that would not hold up the issue. In the meanwhile, the Japanese have already started the loan discussions. In fact, in the last four to five days, the JBIC has been busy only on this as also the Ministry of Finance. We are discussing the various modalities.

With this, the loan should start flowing from the first quarter of 2009. That is the planning. As far as the Eastern Corridor is concerned, we have already given the funding to World Bank and the ADB. The World Bank has done its initial studies. In fact, they are working out the funding pattern which will again start flowing from the first quarter of 2009. As far as the ADB is concerned,

actually we have certain projects which are under the ADB scheme, so they have accepted now the freight corridor as the sixth project of Indian Railways and allowing us to piggy back on the old scheme. They would also start giving us the funds from the first quarter of 2009. Funding has now more or less been settled. But to start work the alignment, the final location survey, is almost complete. End of June was the target for completion. Many portions have already been completed and already frozen. On that we are going to start work on the Eastern Corridor. The work immediately is to start between Aligarh and Kanpur where we have floated an EOI and the response has been very good, almost 48 international companies have participated in this tender. We are trying to finalise that part of it. Once we decide on that, the work on that will start. In the meanwhile we would also like to start some work on the Western Corridor. There we are planning to do the bridges between Surat and Mumbai. All the bridges would be done. For that part also tender has been floated. In a month's time that tender will be opened. That is how we would like to plan the works on both the corridors. Our target is five years from the time we start work. We are trying to see that the work starts off".

#### D. HIGH DENSITY NETWORK

2.15 According to the Ministry a major thrust has been for capacity augmentation on the HDN routes. These routes account for over 70% of the total traffic carried. The HDN routes are saturated with line capacity utilization exceeding 100% on a number of routes. In order to augment capacity, Railways have already sanctioned 104 works at an approx. cost of Rs.10,000 crores for these HDN routes. A Blue Print for augmenting capacity on the HDN routes in which 124 works costing more than Rs.14,000 crores have been identified which should enable Railways to meet the future growth targets. These works include doublings, new lines, bye-passes, automatic signalling, creation of crossing stations, intermediate block stations/signals, yard remodeling, etc. A summary of these identified works in the Blue Print as well as on-going works in the HDN routes are as under –

For the HDN routes, a blue print has been prepared and the details of ongoing works and those proposed to be taken up are as under-

| HDN_Identity | HDN_Name  | Ongoing works |                  | HDN Blue Print Works |                  |
|--------------|---|---------------|------------------|----------------------|------------------|
|              |   | No of works   | Cost (In Rs Cr.) | No of works          | Cost (In Rs Cr.) |
| HDN 1*       | DELHI – HOWRAH MAIN ROUTE (Via Allahabad – Mughalsarai – Gaya – Asansol – Khana) along with the feeder routes | 18            | 1267             | 37                   | 1873             |
| HDN 2*       | MUMBAI – HOWRAH MAIN ROUTE and feeders  | 26            | 1076             | 31                   | 5329             |
| HDN 3*       | DELHI – MUMBAI MAIN ROUTE Via Baroda, Kota and feeders  | 16            | 949              | 17                   | 2443             |
| HDN 4*       | DELHI – GUWHATI via MB -Sitapur - Bhurwal- Gorakhpur – Chappra – Barauni – Katihar and feeders                | 4             | 2783             | 5                    | 455              |
| HDN 5*       | DELHI – CHENNAI via Jhansi – Bina – Itarsi – Nagpur – Balharshah – Kazipet – Vijayawada – Chennai and feeders | 4             | 3                | 22                   | 1950             |
| HDN 6*       | HOWRAH – CHENNAI MAIN ROUTE and feeders   | 15            | 2543             | 10                   | 286              |
| HDN 7*       | MUMBAI – CHENNAI MAIN ROUTE and feeders   | 13            | 1357             | 2                    | 1850             |
|              | TOTAL   | 104           | 10087            | 124                  | 14185            |



## E. RAILWAY PROJECTS IN THE NORTH-EAST STATES

2.16 According to the Plan document providing rail connectivity to all states in the North East is a national priority. It has been decided to create a dedicated fund for the national projects of North East with 25% contribution from Gross Budgetary Support (GBS) of Railways and the remaining 75% to be provided additionally from the General Revenues. And the Railways have been directed to ensure completion of all the sanctioned works within the Eleventh Plan period. The Committee when desired to know about the status of the projects in the North East States, the Secretary, Planning Commission, stated during evidence as under:

“Sir, to address specifically this issue of North-East we are not insisting on 14 per cent return while clearing the projects for the North-East. We have actually initiated a major review for the infrastructure of the North-East and in fact, we hope that we will be able to present a special report on that. Our approach and among them, our first priority is that we will connect all the State Headquarters and in that also, we are trying to move forward on a time bound programme. Our suggestion is that they should make an initial general survey and they should do a detailed survey or the full location survey. We are suggesting to the Railways that this is something which is currently going on and we hope to finalise our recommendations”.

2.17 Adding further he stated:

“.....about the North-East, our programme now is that we will complete the full location survey within one and a half years, or at least by 2009, the complete detailed work on the design and other works can go on. Once the full location survey is completed, only then the tendering and other processes can start. So, we should have a time bound programme for it. Secondly, we are also committing in a broad way irrespective of the initial funding that we have provided in the Eleventh Plan, at least for these projects subject to the capacity to spend, we will give them the authorisation to go ahead and we may indicate a certain sum for the year. If they are able to spend much higher than their capacity, then we may consider that case because the capacity to spend in the North –East is also limited. We are also thinking whether we can set up some special implementing agencies like the North-East Railway Construction Corporation or something like that which will be dedicated with adequate human resources to carry on these works because it will be difficult to work on that terrain and there are other difficulties also”.

“.....North-East is important both for strategic reason and for defence and other reasons. Moreover, that area has a feeling of deprivation in terms of connectivity.

Before Independence it was much better connected than post Independence. After the division of the country, they feel that they have been cut-off. So, that is our high priority and we hope that we will be able to monitor it closely”.

## F. RAILWAY PROJECTS IN BACKWARD, TRIBAL, HILLY & REMOTE AREAS

2.18 The Committee pointed out during the evidence with the representatives of the Planning Commission that in addition to the North-East region there were other areas in the country that are underdeveloped and inhabited by tribals like in the states of Chattisgarh, Jharkhand, Orissa parts of West Bengal, Bundelkhand region that needed to be connected by rail for overall development and exploitation of the economic potential of that area. Besides these areas there are and also naxalite hit, remote and hilly areas that need rail connectivity for development. The Committee desired to know whether the Planning Commission was giving priority to these regions or earmarking funds for the development of these areas and whether it considered not to apply the Rate of Return (RoR) of 14 per cent while sanctioning railway projects in such areas. The Secretary, Planning Commission submitted as under:

“.....Coming to the other areas like the tribal areas of Chhatisgarh, Bundelkhand and parts of Bengal and Orissa, I think those areas deserve to be given high priority for two reasons. Firstly, a large number of tribal population is in that area and there is lot of economic potential in that area which is not being realised due to lack of railway lines. So, we are supportive of such plans and we will certainly very seriously consider the question of rigidly applying the 14 per cent criteria and we will re-examine this issue. We can think of a certain minimum level of connectivity of the railways in all the areas. I think that is a very salutary principle that you have suggested and we are open to this idea. We will consider it internally and then call the Railway Board and work it out.

..... A suggestion was made that backward regions and regions which are currently suffering from extremist violence should be given high priority. We do give high priority to those areas. The overall transport sector takes into account all modes of transport, primarily rail and road. On the road side, there are a number of other programmes which are supporting them. Very recently, for going below the national highway and state highway, for Pradhan Mantri Gram Sadak Yojana, we have sanctioned a separate window of Rs. 5,000 crore. We have even suggested that the norms of the Pradhan Mantri Gram Sadak Yojana can be relaxed in those areas. This is just to give you a rough idea. As far as the rail connectivity in those areas, as I said, we are open to the idea and we will work out as to how it can be done. The suggestion for earmarking certain percentage

for those areas is a good one and we are open to this idea. We would work out the details.

#### 2.19 Adding further he stated:

“.....Now, the other point which was mentioned is on the question of priority and covering the backward region. I think, from what I can suggest is that while the North East and the Special Category States like Jammu and Kashmir etc are on a different footing and, therefore, this whole concept of national project has been brought in where substantial fund is being given to the Railways from the budgetary sources also. We can think of, at least, to start with the scheduled five areas which are basically hilly and tribal areas. If we can put them on a separate footing and try to give some priority and allocate funds, I think largely without too much of a dispute or too much of a controversy, it can be covered. I think that can be a broad approach. But this is subject to a broad consensus and policy decision.”

### G. PASSENGER TRAFFIC & FREIGHT TRAFFIC PROJECTIONS

2.20 According to the Railways as against passenger traffic of 6352 million Passengers during 2006-07, the last year of the 10<sup>th</sup> plan, the projections for the last year of the 11<sup>th</sup> plan is 8400 million Passengers. In respect of Freight traffic, as against 728.4 million tonnes during 2006-07, the projections for 2011-12, the last year of the 11<sup>th</sup> plan is 1100 million tonnes.

With the growth in the economy, it is felt that there would be adequate traffic offering for the railways to meet its targets for the 11<sup>th</sup> plan. Even so, to meet the above freight and passenger targets, the Railways are taking a number of steps to attract traffic. Besides freight incentive schemes and tariff liberalisation measures, Wagon investment schemes, Terminal incentive schemes, Rail side warehousing schemes are expected to add much needed infrastructure to attract traffic to railways. The opening up of the container operations to the private sector has already had a positive impact on container traffic. The railways are also specially targeting bulk traffic like coal and iron ore to tap the full potential of that sector. Special measures for cement, fertilizer and the steel sector are also being taken to increase their rail share.

Similarly, on the passenger traffic front also, with a burgeoning economy, the requirement of passenger travel is increasing manifold. There is potential for increase in suburban traffic, short distance non-suburban traffic and long distance traffic. Increase in suburban services as a result of augmentation of suburban

network, augmentation to 12 car EMU services and segregation of suburban and non-suburban services would create more suburban traffic capacity. For the non-suburban routes, the strategy of provision of more intercity services, convenient overnight services and additional services on popular routes and higher capacity coaches would enable increased carriage of passenger traffic. For the short distance passengers, the strategy is to provide more efficient MEMU/DEMU trains. Creation of capacity at terminals and new passenger terminals including world class stations would help in handling the increased passenger traffic.

2.21 The Committee desired to know the innovative measures the Ministry would be undertaking during the 11<sup>th</sup> Five Year Plan in addition to those taken during the 10<sup>th</sup> Eleventh Five Year Plan to increase their market share of both bulk and non-bulk traffic. The Chairman Railway Board submitted during evidence as under:

“First of all, as far as bulk traffic is concerned, the major traffic that railway carries is coal, steel, raw materials for steel plants, fertilizers, foodgrains, etc. Now, in the field of coal loading, we have been constantly trying to upgrade the system and also match the requirements of the coal companies to have facilities for developing the loading arrangements as well as unloading arrangement. In this also, the wagon design has also been more or less from time to time modified or upgraded to give us facilities.

The same is true in the case of iron ore. The same is true in other materials which are moved to the steel plants. Now, in fact, looking at the growth of both the steel and coal traffic, we are working out different modalities of trying to increase the capacity on the various locations as well as develop the new steel plants which you referred to. A large number of steel plants are coming. We have to take care of their bulk requirements. There is a drop in all this movement of cement traffic for which there is a big potential. For carrying both fly ash and bulk cement, there is a potential which the Railways would like to tap. That is why, we have given in the new Budget the possibility of going in for wagon scheme as well as development of terminals where we would like to facilitate the customers going in bulk loading of cement.

In the case of foodgrains, a similar attempt is being done. In fact, one of the companies is trying to load bulk foodgrains from one siding. Therefore, this is an attempt which is being made for the bulk area.

As far as non-bulk traffic is concerned, non-bulk is piecemeal traffic which we have not been able to carry. Now, with the formation of Container Corporation of India, we have been able

to move the non-bulk traffic in containers and improve upon it. CONCOR was doing extremely well, and it has been growing in leaps and bounds. Along with CONCOR, we have now allowed 15 private operators also to operate private container trains. Now, this is added capacity to the non-bulk movement. So, putting this together now, for the future development of private container operators, we are trying to go up in a bigger way. We are trying to facilitate so that they are developed still better because the Exim traffic in the country is growing tremendously. With the new Ports coming up, there is a tremendous potential for this country where we can handle the Exim traffic by rail which is possible through CONCOR and these 15 operators”.

## 2.22 Adding further he stated:

“First of all, we have to increase the capacity of the sections, lines so that we are able to take care of this. That is why, the dedicated freight corridor will be required in a big way to look after the future demands of the country. We are also trying to augment the high density network straightaway so that by doing these works, we are able to carry more traffic within the next few years. Simultaneously, we are trying to upgrade the wagon capacity. Higher capacity wagon will carry obviously more cargo. Therefore, it will be easy to improve the throughput of the particular section. Simultaneously, we are also trying to target those customers who have not been moving by train by giving the benefits of the wagon investment scheme and wagon leasing scheme to go in for the bulk cement and fly ash. Similarly, for the containerised movement, we have gone ahead. New operators have also come, which, by their presence, should increase the market share of the Railways”.

## H. ROLLING STOCK

2.23 According to the Ministry the rolling stock requirement projected during the 11<sup>th</sup> plan to cater to the increased level of traffic and also replacement is as under-

| Rolling Stock type      | Target (in numbers) |
|-------------------------|---------------------|
| Wagons (No. in FWUs)    | 1,55,000            |
| Electric Locomotives    | 1,800               |
| Diesel Locomotives      | 1,800               |
| BG Conventional Coaches | 17,500              |
| EMUs                    | 2,800               |
| MEMUs/DEMUs             | 2,200               |

2.24 During the XI five year plan, the Railways have projected a increased requirement of rolling stock. The following steps have been taken by Indian Railways to meet the increased requirements:-

- (a) Augmentation of the capacities of existing Production Units.
- (b) Setting up of new manufacturing units for coaches, diesel locomotives & electric locomotives.
- (c) Outsourcing of EMU/MEMU & DEMU coaches through tendering.

## **I. MODERNISATION PLANS**

2.25 The details of the Plans of the railways for modernization during the 11<sup>th</sup> plan are as under:-

### **A. Track**

The initiatives taken in X Plan for modernization of track structure will continue in XI Plan as well. It is envisaged that most of the broad gauge track at the end of XI Five Year Plan will be with 90UTS rails and PSC sleeper. 16500 km track renewals have been planned in XI Five Year Plan. Approximate cost of such works will be Rs. 23165 cr.

Procurement of Track machine will be completed by 2012 to ensure 100% mechanization of track maintenance and renewal activities. Approximate cost of these machines is Rs. 4378 cr.

Optimization of maintenance resources inputs through enhanced use of information technology in track maintenance by implementation of track management system as part of Civil Engineering Management Information System. Approximate funds required are Rs. 100 cr.

Rail grinding will be introduced as regular maintenance.

Mechanized rail lubricators will be provided on trial after their being successful, the same will be adopted for regular use.

Reliable Ultrasonic Rail Detection – Spurt Car Railway is now planning to have a policy of service contract for USFD testing of rails.

Recorder Data Logger in all USFD Machines There is a plan to provide fitment of data logger on existing machines.

Technology to improve the quality of Alumino-Thermit weld for improving the life of track

Use of portable Flash Butt Welding machinery on construction projects Mobile Flash Butt Welding has started on most of the zonal railways on construction project where the quantum of Thermit welding is high. This will improve the reliability of the welds on new projects.

Provision of Thick web Switches(TWS) Points and Crossings are the weakest links in the in the track therefore Indian Railways have planned to provide thick web switches on the identified routes in the order of defined priority. Total scope of TWS identified on IR is 33751 sets. Thick web switches will be provided at an annual rate of 5000 sets, for which approximately Rs. 700 crores will be required in the XI five year plan.

Provision of Weldable CMS crossings To reap the benefit of TWS weldable CMS crossings are also planned to provided along with TWS. The requirement of the weldable CMS crossings are about 15000 sets at a annual rate of about 3000sets. Therefore total fund of approximately Rs. 300 crores will be required during the XI five year plan.

Transportation of longer rails- Long rails will be rolled at Bhilai Steel Plant. They will be welded at the plant itself and 130 m/260 m long panels will be made. These panels will be transported to work site. For this, special rakes will be required to be made.

## **B. Diesel locomotives**

Increase in production proportion of high horsepower locomotives.

Improvement in technology in areas like on board diagnostics, upgradation in sub-systems such as Traction Motors, Transmission Controls, IGBT technology etc.

Remote diagnostics and control for locomotives

Provision of suitable “On Board Train Protection and Control System” for efficient, safe and reliable working of Locomotives.

Development of Dual Fuel Locos

Development of locomotives with Distributed Power system

Development of locomotives with hotel load capability

Increased production of DEMU and conversion of DEMUs to dual fuel

More stress on training of staff.

Provision of additional diesel locomotive and DEMU simulators

The requirement of funds for the above initiatives proposed during the XI Plan Period will be approx. Rs. 10475 Crores.

### **C. Coaches:**

#### **1 Complete switch over to manufacture of stainless steel coaches:**

Corrosion is a major cause of concern in the existing ICF design coaches. To address this issue and to incorporate other superior design features being used in passenger coaches the world over, it is planned to completely switch over to manufacture of stainless steel coaches for passenger services. Such coaches shall be equipped with

- (a) Upgraded furnishing materials like flooring, paneling, seat and births upholstery & cushioning etc. for aesthetically appealing coach interiors and colour scheme;
- (b) Stainless Steel Toilets with upgraded toilet fittings;
- (c) Improved illumination, ventilation etc.
- (d) Center Buffer Coupler for “anti –climbing” feature for enhanced safety.
- (e) “Air Springs” in the suspension arrangement for superior riding comfort.
- (f) Fire retardant furnishing material comparable to international standards.

These coaches, besides being passenger and maintenance friendly, shall also render a longer service life.

#### **2 Development of World Class coach maintenance facilities**

During the plan period it has been planned to develop state-of-the-art world class coaching maintenance facilities at major metropolitan terminals. Such a facility besides requirements for coaching maintenance shall also be integrated with train



preparation facilities such as loading of linen, parcels, catering requirements, reservation charts and other compliments of on-board services. The maintenance facilities shall include provision of laser based wheel parameter recording system, vehicle overload and imbalance detector, hanging component detector, bogie performance detector, machine vision equipment for brake and suspension system, wheel data management system etc.

### **3 Environment friendly coach toilet systems**

In the present design of coaches the waste discharge from the toilets directly falls on the track. In line with the Government's Environment protection policy by eliminating open defecation and concerns of hygiene and sanitation, it has been planned to install controlled discharge/zero discharge environment friendly toilet systems in new coaches to be manufactured during the period.

### **4 Micro processor controlled LED based Destination Boards on coaches**

With large scale amalgamation of many trains in a rake link it has become presently very difficult to depict all the destinations on a single Destination Board provided on a coach. Under the revised maintenance pattern of coaching rakes a large number of rakes are now attended for terminal attention on non-pit lines at the other ends and changing of Destination Boards is not feasible at such locations. To overcome such problems, it has become necessary to provide microprocessor controlled LED based Destination Boards where the desired train information can be easily changed at various terminals with a programmable remote controlled device. Such a system is planned to be installed in all coaches in important Mail/Express trains.

## **D. Wagons**

Introduction of triple stack containers trains with low height containers on diesel routes.

Design development of light weight corrosion resistant aluminium body wagons.

Design development of high capacity open and covered wagons for 25 & 32.5t axle load.

Introduction of special purpose wagons for transportation of automobiles, fly ash etc.

Introduction of track friendly bogies to reduce wear and tear of wheels and rails resulting in less maintenance requirements.

Online track side monitoring of rolling stock for automatic detection of defective coaches & wagons (Rs.300 Cr.)

Upgradation of maintenance infrastructure for freight rolling stock to minimise down town and to improve quality of repairs (Rs.1600 Cr.)

Development of world class detachment free freight examination point at select locations to improve turnaround of rakes. (Rs.500 Cr.)

## **E. Telecom**

OFC & Quad cable - The plan objective is to completely modernize the telecommunication system of Indian Railways and thus replace all the worn out overhead alignments. Fund outlay projected for OFC and quad cable ongoing works is Rs. 400 crores and outlay projected for new works of replacement of overhead alignments by OFC & quad cable is Rs. 550 crores.

Mobile Train Radio Communication (MTRC) - The plan objective is to provide Mobile Train Radio Communication (MTRC) on all A, B, C & other important routes to improve safety, reliability and efficiency of train operations. The fund outlay projected for these works is Rs. 100 crores for ongoing works and Rs. 1000 crores for new works.

Switching & Networking Infrastructure – The plan objective is to provide secure and reliable switching and networking infrastructure for meeting the voice and data communication needs of the organization. The fund outlay projected is Rs. 300 crores i.e. Rs. 100 crores each for switching networks, wide area networks and LAN.

## **F. Signalling**

The physical targets set for the XI Plan are shown in the table below

| S. No. | Item  | Rs. in Cr. | Physical Targets   |
|--------|---|------------|--|
|        |   | Outlay     |  |
| A.     | Signalling  |            |  |
| 1      | Complete Track circuits on Dspl, D, Espl & E routes.        | 800        | 4500 track circuit locations                                       |
| 2.     | Replacement of over-aged Signalling assets                  | 2625       | 1250 stations  |
| 3.     | Replacement of over-aged Signalling assets in Block Section | 175        | Work sanctioned up to 1/4/2009 will be targeted for the completion |

|    |   |       |   |
|----|---|-------|---|
| 4  | Block Proving by Axle Counter at all balance central panel stations (3000 Nos.) | 750   | 3000 Block sections   |
| 5  | CTC with Automatic Block Signalling on C route and selected sections of A route | 700   | 1750 Rkms   |
| 6  | Provision of isolation of Run through stations on E route                       | 450   | 250 stations  |
| 7  | On Board Train Collision Prevention system                                      | 3200  | 40000 Rkms  |
| 8  | Clamp type Point Machine  | 250   | 10000 Nos   |
| 9  | Train Management System & Centralised Traffic Control (in 3 divisions)          | 200   | TMS/CTC at Chennai, Howrah, Secundrabad, Vadodara, Benglalore, Tundla, Mumbai CST and New Delhi will be commissioned. |
| 10 | Second Distant Signal for high speed goods train                                | 300   | 1500 stations   |
| 11 | Reliability Improvement & Strengthening of Maintenance on HDN                   | 600   | Reduction of signalling incidences per thousand workload of Zonal Integrated Signal and telecom Units to 5.28         |
|    | Sub Total   | 10050 |   |

### **G. Electric locos and Over Head Equipment and General Electric Services**

Introduction of Air conditioned Class in suburban services of Mumbai, Chennai & Kolkata.

Financial implication: Rs.300 crore ( Rs.30 crore per rake)

3500 Route Kilometers have been planned for electrification over various sections of Indian Railways.

Financial implication: Rs.3500 crore

Due to obsolescence of GTO based technology, the new state-of-the-art viz. IGBT based propulsion system having regenerative features is being introduced for manufacturing of AC/DC EMU stock for Mumbai area. This type of stock is being manufactured at Integral Coach Factory.

Financial implication: Rs.2610 crore for 174 rakes of 9 car

IGBT based propulsion system to meet obsolescence of existing GTO based propulsion system on three phase electric locomotive.

Financial implication: Rs.105 crore

Acquisition/manufacture of electric locomotives including new generation technology locomotives.

Financial implication: Rs.18000 crore

Computer based training module for electric loco maintenance & operation.

Financial implication: Rs.105 crore

To impart training to Operating staff, 5 nos. of EMU/MEMU simulators will be provided in Central, Eastern, Northern, Southern & Western Railways

Financial implication: Rs.65 crore

To increase the speed potential, High horse power Fuji design traction motors, higher capacity of transformer & up-rated contactors in EMU & MEMU stock & field weakening arrangement in MEMU stock.

Financial implication: Rs.165 crore (958 AC EMU Motor coaches & 275 MEMU motor coaches)

Further to improve the riding comforts & increase the speed potential of EMU/MEMU stock, oscillation trials with the provision of air suspension system in the secondary stage of MEMU stock and hydroflex springs in the primary stage of EMU stock are planned to be carried out in Western & Eastern Railways respectively. Based on the results of oscillation trials, this will be implemented on newly built EMU/MEMU stock.

Financial implication: Rs.110 crore for provision of air suspension system in the secondary stage of 1091 MEMU coaches and Rs.72 crore for provision of hydroflex springs in the primary stage of 2873 EMU coaches

In order to comply with the recommendations of High Level Committee on Disaster Management a decision has been taken to provide emergency lights in TL coaches having residual life of more than 10 years and in all air conditioned coaches.

Financial implication: Rs.62.5 crore( 25000 coaches @ Rs.25000/- per coach)

The provision for development of IGBT based technology in AC EMU/MEMU motor coaches was incorporated in Integrated Railway Modernization Plan. To

start with, 200 nos. of AC EMU/MEMU motor coaches will be manufactured with IGBT based propulsion system having regenerative features.

Financial implication: Rs. 600 crore

Providing mobile charging points per cubicle in sleeper coaches and providing mobile charging cum LED based reading lights for every AC coach berth for passenger satisfaction.

Financial implication: Rs. 80 crore

## **H. Computerisation and Information Systems**

### **1. IT Application**

The IT application taken in the 10<sup>th</sup> plan have to be consolidated and fresh initiatives taken in the 11<sup>th</sup> plan period. Overall investment in IT systems required would be about Rs. 5200 crores. And out lay of Rs.3100 crores will be required in the 11<sup>th</sup> plan period. These would be in the areas of customer interfacing application, operations related applications, asset/ resourcement management, back office systems and IT infrastructure related systems.

### **2. Major IT Applications in Indian Railways**

#### **i. Passenger Reservation System (PRS)**

The PRS is handling about 1 million transactions per day. Requirements of reserved accommodation as also the number of terminals would go up substantially during the 11<sup>th</sup> plan. There would be need for upgradation of the system to cope with the additional work load.

#### **ii. Freight Operations Information System (FOIS)**

The FOIS was originally concede in the early 1980s at an estimated cost of Rs.1098 Crores. The estimate was subsequently scaled down. The present estimated cost of the project is about Rs.592 Crores.

The Rake Management System Module has already been implemented in 2002.

The Terminal Management System Module Phase – 1 is in final stages of completion. During the 11<sup>th</sup> Plan period TMS Phase – 2 will be taken up. Other

modules which would be taken up include wagon tracking through RFID technology.

iii. Unreserved Ticketing System (UTS)

The Unreserved Ticketing System will be provided at all station of Indian Railways (except halt stations) during the 11<sup>th</sup> Plan period from the present level of about 900 locations.

iv. Human Resource Management System

A Human Resource Management System will be covering the entire gamut of Human Resource Management on Indian Railways. This will also cater to the retired railway employees.

v. Other Information Systems

Certain other projects including Control Charting, Crew Management, Material Management, Maintenance of Rolling Stock are also in various stages of implementation.

vi. Information Systems proposed during 11<sup>th</sup> Plan

Ø Concept of “Ticket at Doorstep” will be developed for all classes of travel leveraged by Information Technology.

- Ø An Integrated Information System will be developed for providing updated information regarding train movement to rail users with access through different modes of communications.
- Ø FOIS will be extended to all loading points. Facility of E-Payment will be proliferated.
- Ø A comprehensive information system for the Dedicated Freight Corridor will be developed.

Other IT Systems covering passenger and parcel business will be further strengthen

**PART – II****OBSERVATIONS/RECOMMENDATIONS OF THE  
COMMITTEE**

**The Committee take note of the financial performance of the Railways during the X Plan and substantial progress and achievements made in meeting the objectives and targets of the X Plan. Against the initial outlay of Rs.60,600 Crores, the actual expenditure at the end of Plan period was to the tune of Rs. 84,003 Crores. The increase in Plan outlay/ size was due to the additional expenditure on new lines, gauge conversions, rolling stock and track renewals and on account of allocations for SRSF (Special Railway Safety Fund) and National Projects resulting in higher level of gross budgetary support. The Committee find that during the X Plan the mobilization of internal resources by the Railways had gone up from Rs.3,113 Crores of the total resource mobilization in the first year to more than Rs.12,000 Crores of the total resource mobilization in the final year of the Plan. This is a welcome achievement by the Railways given the fact that in the past they had been**



**heavily relying on Budgetary support for their operations. The Committee hope that the Railways would sustain this performance during the course of the XI Plan Period also.**

**2. The Committee are satisfied to note that the Railways have performed well and exceeded the targets fixed for freight and passenger traffic during the X Plan. As against the freight traffic target of 624 million tonnes of originating freight and 396 BTKMs of freight output for the terminal year of the plan, the Railways have achieved 728.4 MTs of originating freight and 475 BTKMs of freight output. Similarly, in passenger traffic also as against a target of 5686 million originating passengers and 593 billion passenger kilometers, the Railways have achieved 6352.1 million originating passengers and 691.8 billion passenger kilometers. For the XI Plan, the Railways have projected freight traffic of 1,100 MTs of originating freight and 702 BTKMs of freight output . The Passenger traffic projected at 8400 million originating passengers, is**

expected to grow at a rate of about 5.5 per cent. The Committee while appreciating the growth in freight and passenger traffic achieved by the Railways during X plan hope that the Railways would sustain this growth during XI Plan also and will take adequate steps including augmentation of their capacity in order to achieve the same.

3. The Committee find that during the X Plan the Railways had fixed a target of 1310 Kms of new lines, 2365 kms of gauge conversion, 1575 kms of doubling, 23000 kms of track renewals and 1800 kms of railway electrification. While the Railways had exceeded the targets fixed for gauge conversion (4289 kms), track renewals (24739 kms) and electrification (1810 kms), they however, could not meet the targets set for the new lines and doubling which stood at 920 kms and 1300 kms respectively at the end of the Plan. In the Eleventh Plan, the Railways have projected 2000 kms of new lines, 10000 kms of gauge conversion, 6000 kms of doubling, 3500 kms of

**electrification and 16500 kms of track renewal. The Committee are not satisfied with the reasons such as land acquisition, contractual failure, forestry clearance etc put forward by the Railways for the non –completion of new lines and doubling targets during X Plan. They find that these problems are perennially being cited by the Railways for the non-completion of targets . They hope that the targets set for the XI Plan under new lines, doublings, electrification and gauge conversion would be achieved by the Railways during the Plan period itself and the problems cited by them will be sorted out with advance planning and suitable corrective measures. The Committee further note that the projections set for under the heads, new lines and doubling during XI plan include the spillover from X Plan. The Committee while not appreciating this practice adopted by the Railways desire that in future the spillovers should be indicated separately and given preference.**

**4. The Committee have been informed that in order to ensure timely completion of projects, a number of changes have been effected in the contract system and powers have been delegated to field units so as to improve efficiency in the construction organization on the Railways. Further, an Additional Member Committee has been set up to go into the issues involved for empowering field unit by suitable delegation of powers, streamlining procedures for improving efficiency and output. The Committee are of the view that in order to meet the growing traffic requirements and decongestion of saturated routes during the XI Plan, there is an urgent need for the Railways to ensure timely completion of new lines and doubling projects. The Railways have admitted that there is a dearth of resourceful and reliable contractors. To address this problem, the Committee desire that the Railways should ensure a strong contract management system with in- built clause for risk management for execution of projects speedily and give contracts to genuine contractors**

only who do not compromise with the quality and safety of the project. The practice of sub-contracting by the contractors should be stopped. With regard to the problem related to the land acquisition, the Committee hope that the recent amendment made in the Land Acquisition Act would help Railways a great deal in getting land acquisition formalities cleared faster. To deal with the other issue related to forestry clearance, the Committee recommend that the Ministry of Railways should take up this matter at the Ministerial level with the concerned Ministry to find out ways and means to address the issue.

5. The Committee find that on saturated routes where there is requirement of doubling and gauge conversion in a section, the Railways take up these works in small phases rather than the entire section e.g. Gunurpur-Thiruvalli (gauge conversion extension) and Baripada –Tata Nagar Section (gauge conversion). The Committee feel that this does not tackle the

**problem fully and causes uncalled for delays. They therefore, recommend that the Railways should take up the doubling and gauge conversion works at the entire section so that the problem of bottlenecks in saturated routes is removed at one go and the benefits of doubling and gauge conversion start accruing.**

**6. The Committee observe that in States like Orissa, Jharkhand and Chattisgarh where heavy loading of minerals, coals and iron ore takes place, preference is being given to freight traffic at the cost of passenger traffic. The Committee desire that in such areas there should be a balanced growth in passenger and freight traffic and the Railways should not ignore the transportation needs of the population of that area. They also note that in some areas without augmenting the infrastructure, the Railways have increased the loading capacity. The Committee desire that the Railways should take**

necessary steps to augment the infrastructure before increasing the loading capacity in such areas.

7. The Committee note that as on date the Railways have a large shelf of ongoing projects viz. New Lines, Gauge Conversion, Doublings etc. with a total throwforward of Rs. 86,000 crores approximately. Some of these projects are yet to be completed despite a passage of many years. The Committee are of the strong view that if the projects are prioritized, Railways would be able to have clear vision of the projects that are to be completed and thus be able to clear some of the backlog of pending projects within stipulated timeframe. The Committee, therefore, desire that Railways should examine these pending projects and prioritize and categorise them. A time frame of completion may also be fixed and adhered to in respect of these pending projects.

**8. The Committee find that in the X Plan period there was substantial growth in freight traffic and this trend is going to be carried forward by the Railways in the XI Plan too. However, there is no matching growth in the railway network/infrastructure leading to over utilization of assets. Many industries that have come up in the iron and steel sector are suffering for want of timely supply of raw material as there is lack of siding facilities, line capacities etc. The Committee desire that taking into account the upcoming industries the Railways should prepare a comprehensive plan in this regard in consultation with the Planning Commission and the State Governments so that these industries do not suffer for want of infrastructure facilities.**

**9. The Committee find that the Railways prefer bulk movement of freight in the process neglecting small farmers and industries who require to move only small quantities of goods at a time. They desire that the Railways should explore**



**the possibility of allowing 20 wagon rake for movement of piecemeal freight traffic.**

**10. The Committee note that keeping in view the growth in passenger and freight traffic in the XI Plan, the Railways have projected a rolling stock requirement of 155,000 nos. Wagons, 1800 nos. Electric locos, 1800 nos. Diesel locos, 17,500 nos. BG Conventional coaches and 2800 nos. EMUs and 2,200 nos DEMUs/MEMUs. The Committee find that the EMU demand is on the increase and in order to cater to this demand EMU production in ICF is being ramped up further. The Railways are also planning to outsource EMU/MEMU & DEMU Coaches. The Committee desire that the Railways should augment the production capacity of their own Production Units specially for EMUs and also expedite the setting up of new manufacturing units for coaches, diesel locomotives & electric locomotives to meet the rolling stock requirement commensurate with the growth of traffic during XI Plan. They**

**also desire that the Railways should have a perspective plan covering longer term for the assessment of rolling stock requirement.**

**11. During the XI Plan, the Railways propose to develop 22 Stations all over the country into world class Stations through the PPP model. In future also, the Railways might identify some more Stations for upgradation to world class stations. . The Committee, therefore, are of the opinion that Railways should do some advance planning in this regard and identify stations that could be developed as world class Stations. They recommend that necessary formalities for land acquisition etc. may be initiated at the right earnest for such stations to avoid last minute run for land and to avoid cost overrun. The Committee desire to be apprised of the criteria of identifying such stations that are to be developed into world class Stations. They also desire that before entering into PPP for the upgradation of these Stations into world class stations, the**

**Railways should first explore the possibility of upgrading these stations through their own funds.**

**12. The Committee while taking note of the fact that there are many stations where the minimum essential amenities as per laid down guidelines are yet to be provided causing hardships to the passengers. They, therefore, desire that during the XI plan period, the Railways should identify all such stations and ensure that minimum essential amenities are provided to the passengers at all such station.**

**13. The Committee note that the introduction of additional train services, including inter-city services is done after screening proposals received from Members of Parliament, MLAs, VIP's and members of the Zonal Railway User Consultative Committee(ZRUCC), Divisional Railway User Consultative Committee (DRUCC), passenger associations etc. The Committee foresee that with the rise of fuel prices and road transport etc. the demand for inter-city trains is bound to**

grow in future. They however, find that the Railways do not have a detailed plan for the –introduction of inter-city trains to meet this future demand. They therefore, desire that the Railways should draw a detailed plan in consultation with the Zonal Railways User Consultative Committee (ZRUCC) and Divisional Railways User Consultative Committee (DRUCC) in this regard and identify such places where there is a requirement of inter-city trains connecting with long distance trains.

14. The Committee were informed during the evidence by the representatives of the Planning Commission that a thrust is being made during the XI Plan to complete the national projects in the North -Eastern region to provide rail connectivity to that area. They further apprised that in addition to the North East Region there were other areas in the country that are underdeveloped and inhabited by tribals like in the States of Chattisgarh, Jharkhand, Orissa, parts of the

**West Bengal etc. that needed to be connected by rail for overall development and exploitation of the economic potential of that area. The Committee find that rail connectivity to the Capitals of North- Eastern States and other underdeveloped and tribal areas are essential from strategic and developmental point of view. They feel that immense economic potential in tribal areas is not being realised due to the lack of rail infrastructure. They therefore, recommend that the Railways should make survey in such areas for developing the rail infrastructure. They may also consider to set up a special implementing agency such as North-East Railway Construction Corporation in coordination with the Planning Commission for this purpose. The Committee strongly feel that the hilly, tribal and backward areas should be put on a separate footing and given some priority in the allocation of funds. They further stress that the criteria of 14% RoR should not be rigidly applied for such regions and the Ministry should take up this matter with the Planning Commission.**

**15. The Committee note that while the total number of accidents have come down from 351 in 2002-03 to 195 in 2006-07 the numbers however, are significantly high especially in the case of level crossing gate accidents. The Committee has observed that there has been an increasing trend in such accidents since 2004-05. The Committee have been informed that in order to address the problem of level crossing gates accident in the current budget a programme of manning a larger number of unmanned level-crossing gates and also a programme of upgrading the standard of inter-locking of the existing gates has been started. The Committee were further informed that Railways would need funds of about Rs.1000 crores during the XI Plan period for manning and interlocking works of 1632 unmanned level crossings. They also note that in the Report of the Working Group on Railways Programme it has been stated that a consolidated policy is being formulated on rail-road level crossings to cut down the**

**vulnerability and also that during the Eleventh Plan some enhanced and ingenious standards will be put in place to save human lives. The Committee is concerned with the rising number of level crossing gates accidents and desire that the Railways should take urgent measures for the manning of unmanned level crossings and construction of ROB/RUB as well as other technological measures to increase the safety of road/rail users. They also desired to be apprised of the final policy being formulated as stated in the Report of the Working Group for Railways Programme.**

**16. The Committee find that there have been many narrow gauge lines still to be converted into the broad gauge. Similiarly, there are many non-electrified tractions between the two electrified tractions. They, therefore, desire that during the XI Plan the Railways should focus take appropriate steps to convert all narrow gauge lines into the broad gauge and the**

**non-electrified tractions between the two electrified tractions should also be electrified.**

**17. The Committee note that the Railways have prepared a Corporate Welfare Safety Plan (CWP) with an objective to pay special attention towards maintenance and improvement of staff quarters with particular emphasis on substandard quarters lacking basic amenities. They also note that the CWP works proposed by the Zonal Railways are sanctioned in the Annual Works Programme. The Committee however, regret to note that these works are not being executed timely. They desire that the works under the CWP should be completed in time bound manner and adequate funds be provided for the same.**

**NEW DELHI;  
6 October, 2008  
14 Asvina, 1930 Saka**

**(BASUDEB ACHARIA)  
Chairman,  
Standing Committee on Railways**



**MINUTES OF THE SEVENTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2007-08)**

The Committee sat on Thursday, the 11<sup>th</sup> October, 2007 from 1500 hours to 1615 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2.        Shri Dhirendra Agarwal
3.        Shri S. Ajaya Kumar
4.        Shri Kishan Lal Diler
5.        Shri Giridhar Gamang
6.        Shri K. Subbarayan

**RAJYA SABHA**

7.        Shri Satyavrat Chaturvedi
8.        Shri Lalit Kishore Chaturvedi
9.        Shri A. Elavarasan
10.       Shri Harendra Singh Malik
11.       Shri Abani Roy

**SECRETARIAT**

- |                               |   |                  |
|-------------------------------|---|------------------|
| 1.        Shri A.Louis Martin | - | Joint Secretary  |
| 2.        Shri V.S. Negi      | - | Director         |
| 2.        Shri Hoti Lal       | - | Deputy Secretary |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C. Jena     | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railways &<br>Ex-officio Secretary to the Govt. of India.  |
| 3. | Shri S.K. Vij      | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri R. K. Rao     | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India   |
| 5. | Shri V.N. Mathur   | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |

2. At the outset, a representative of the Ministry of Railways (Railway Board) made a Power Point presentation regarding projections and achievements by Railways during 10<sup>th</sup> Plan Period and Projections for 11<sup>th</sup> Five Year Plan in connection with examination of the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. Thereafter, the representatives of the Ministry of Railways (Railway Board) briefed the Committee on the points raised by the Members.

3.       xxxxx                               xxxxx                               xxxxx                               xxxxx

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

The Committee then adjourned.

**MINUTES OF THE TWELFTH SITTING OF THE STANDING COMMITTEE  
ON RAILWAYS (2007-08)**

The Committee sat on Monday, the 17<sup>th</sup> December, 2007 from 1100 hours to 1300 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri S. Ajaya Kumar
3. Smt. Suman Mahato
4. Shri Bapu Hari Chaure
5. Shri H.D. Devegowda
6. Shri Kishan Lal Diler
7. Shri Giridhar Gamang
8. Shri Manik Singh
9. Shri Laxmanrao Patil
10. Shri Kishan Singh Sangwan
11. Shri C.H. Vijayashankar

**RAJYA SABHA**

12. Shri Satyavrat Chaturvedi
13. Shri Lalit Kishore Chaturvedi
14. Shri Shreegopal Vyas
15. Shri Harendra Singh Malik
16. Shri Abani Roy

**SECRETARIAT**

- |                       |   |                     |
|-----------------------|---|---------------------|
| 1. Shri P. K. Misra   | - | Joint Secretary     |
| 2. Shri V.S. Negi     | - | Director            |
| 3. Shri Y. M. Kandpal | - | Deputy Secretary-II |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C.Jena      | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &<br>Ex-officio Secretary to the Govt. of India.   |
| 3. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |
2. The Committee, took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.
3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

**MINUTES OF THE THIRTEENTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2007-08)**

The Committee sat on Wednesday, the 2<sup>nd</sup> January, 2008 from 1500 hours to 1645 hours in Committee Room 'C', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Dr. Dhirendra Agarwal
3. Shri Bapu Hari Chaure
4. Shri H.D. Devegowda
5. Shri Kishan Lal Diler
6. Shri Mahesh Kumar Kanodia
7. Shri Manik Singh
8. Shri Ananta Nayak
9. Shri Kishan Singh Sangwan
10. Shri C.H. Vijayashankar

**RAJYA SABHA**

11. Maulana Obaidullah Khan Azami
12. Shri Lalit Kishore Chaturvedi
13. Shri Shreegopal Vyas
14. Shri Tarini Kanta Roy
15. Shri Isam Singh
16. Shri Harendra Singh Malik
17. Shri Abani Roy

**SECRETARIAT**

- |                       |   |                     |
|-----------------------|---|---------------------|
| 1. Shri P. K. Misra   | - | Joint Secretary     |
| 2. Shri V.S. Negi     | - | Director            |
| 3. Shri Y. M. Kandpal | - | Deputy Secretary-II |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C.Jena      | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &<br>Ex-officio Secretary to the Govt. of India.   |
| 3. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri R.K. Rao      | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India   |
| 5. | Shri S.S. Khurana  | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India        |
| 6. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |

2. At the outset, the Chairman welcomed and expressed his new year greetings to the Members and representatives of the Ministry of Railways (Railway Board). Thereafter, the Committee took further oral evidence of the representatives on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE FOURTEENTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2007-08)**

The Committee sat on Friday, the 18<sup>th</sup> January, 2008 from 1100 hours to 1300 hours in Committee Room 'C', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Dr. Dhirendra Agarwal
3. Shri S. Ajaya Kumar
4. Smt. Suman Mahato
5. Shri Kishan Lal Diler
6. Sri Giridhar Gamanag
7. Shri Anwar Hussain
8. Shri Mahesh Kumar Kanodia
9. Shri Manik Singh
10. Shri Kishan Singh Sangwan
11. Shri Iqbal Ahmed Saradgi
12. Shri K. Subbarayan
13. Shri C.H. Vijayashankar

**RAJYA SABHA**

14. Maulana Obaidullah Khan Azmi
15. Shri Satyavrat Chaturvedi
16. Shri Lalit Kishore Chaturvedi
17. Shri Shreegopal Vyas
18. Shri Tarini Kanta Roy
19. Shri A. Elavarasan
20. Shri Abani Roy

**SECRETARIAT**

- |                       |   |                     |
|-----------------------|---|---------------------|
| 1. Shri P. K. Misra   | - | Joint Secretary     |
| 2. Shri V.S. Negi     | - | Director            |
| 3. Shri Y. M. Kandpal | - | Deputy Secretary-II |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |   |
|----|--------------------|---|
| 1. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &<br>Ex-officio Secretary to the Govt. of India.  |
| 2. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India |
| 3. | Shri R.K. Rao      | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri S.S. Khurana  | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India       |
| 5. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India     |

2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The representatives of the Ministry clarified the various points raised by the Committee relating to the subject. The evidence remained inconclusive.

3.       xxxxx                               xxxxx                               xxxxx                               xxxxx

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

The Committee then adjourned.



**MINUTES OF THE SIXTEENTH SITTING OF THE STANDING COMMITTEE  
ON RAILWAYS (2007-08)**

The Committee sat on Wednesday, the 13<sup>th</sup> February, 2008 from 1400 hrs. to 1530 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri S. Ajaya Kumar
3. Shri H.D. Devegowda
4. Shri Kishan Lal Diler
5. Shri Giridhar Gamang
6. Shri Anwar Hussain
7. Shri Mahesh Kumar Kanodia
8. Shri Manik Singh
9. Shri Laxmanrao Patil
10. Shri Kishan Singh Sangwan
11. Shri Iqbal Ahmed Saradgi

**RAJYA SABHA**

12. Maulana Obaidullah Khan Azmi
13. Shri Satyavrat Chaturvedi
14. Shri Lalit Kishore Chaturvedi
15. Shri Shreegopal Vyas
16. Shri Isam Singh
17. Shri Abani Roy

**SECRETARIAT**

- |    |                   |   |                     |
|----|-------------------|---|---------------------|
| 1. | Shri P.K. Misra   | - | Joint Secretary     |
| 2. | Shri V.S. Negi    | - | Director            |
| 2. | Shri Y.M. Kandpal | - | Deputy Secretary-II |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C. Jena     | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railway &<br>Ex-officio Secretary to the Govt. of India.   |
| 3. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri S.S. Khurana  | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India        |
| 5. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |
2. The Committee, took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence remained inconclusive.
3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

**MINUTES OF THE TWENTY FOURTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2007-08)**

The Committee sat on Tuesday, the 13<sup>th</sup> May, 2008 from 1500 hrs. to 1530 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri S. Ajaya Kumar
3. Shri H.D. Devegowda
4. Shri Kishan Lal Diler
5. Shri Giridhar Gamang
6. Shri Anwar Hussain
7. Shri Mahesh Kumar Kanodia
8. Shri Manik Singh
9. Shri Laxmanrao Patil
10. Shri Kishan Singh Sangwan
11. Shri Iqbal Ahmed Saradgi

**RAJYA SABHA**

12. Maulana Obaidullah Khan Azmi
13. Shri Satyavrat Chaturvedi
14. Shri Lalit Kishore Chaturvedi
15. Shri Shreegopal Vyas
16. Shri Isam Singh
17. Shri Abani Roy

**SECRETARIAT**

- |    |                   |   |                     |
|----|-------------------|---|---------------------|
| 1. | Shri V.S. Negi    | - | Director            |
| 2. | Shri Y.M. Kandpal | - | Deputy Secretary-II |

2 In the absence of the Chairman, the Committee chose Shri Abani Roy, M.P. to preside over the sitting of the Committee under Rule 258(3) of the Rules of Procedure and Conduct of Business in Lok Sabha.

3. Thereafter, the representatives of the Ministry of Railways were called in. The following were present:-

- |    |                    |   |
|----|--------------------|---|
| 1. | Shri S.K. Vij      | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India |
| 2. | Shri Sukhbir Singh | Member Electrical, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 3. | Shri R. K. Rao     | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India.    |

4. The Committee held deliberations with the representatives of Ministry of Railways (Railway Board) in brief on certain issues raised by Members on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. However, in the absence of Chairman, Railway Board, the Committee decided to meet again to have a detailed discussion on the subject. The evidence remained inconclusive.

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

The Committee then adjourned.

**MINUTES OF THE TWENTY FIFTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2007-08)**

The Committee sat on Friday, the 23<sup>rd</sup> May, 2008 from 1500 hrs. to 1700 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA                      -                      CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Giridhar Gamang
3. Shri Anwar Hussain
4. Shri Kishan Singh Sangwan
5. Shri C.H. Vijayashankar

**RAJYA SABHA**

6. Shri Motilal Vora
7. Shri Satyavrat Chaturvedi
8. Shri Lalit Kishore Chaturvedi
9. Shri Shreegopal Vyas
10. Shri Tarini Kanta Roy
11. Shri N. Balaganga
12. Shri Abani Roy

**SECRETARIAT**

- |                       |   |                     |
|-----------------------|---|---------------------|
| 1. Shri P. K. Misra   | - | Joint Secretary     |
| 2. Shri V.S. Negi     | - | Director            |
| 3. Shri Y. M. Kandpal | - | Deputy Secretary-II |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Ms. Sudha M. Chobe | Financial Commissioner, Railway Board &<br>Ex-officio Secretary to the Govt. of India. |
| 2. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |
| 3. | Shri Sukhbir Singh | Member Electrical, Railway Board &<br>Ex-officio Secretary to the Govt. of India       |
| 4. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India          |

2. At the outset, the Chairman welcomed and congratulated Shri Motilal Vora, Shri Tarini Kanta Roy and Shri N. Balaganga, MPs on their nomination as members of the Standing Committee on Railways. xxx xxx xxx xxx xxx xxx xxx

Thereafter, the Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence remained inconclusive.

3. A verbatim record the proceedings has been kept.

The Committee then adjourned.

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## PRESENT

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**LOK SABHA**

- RAJYA SABHA**

- SECRETARIAT**

1. Shri V. S. Negi - Director
2. Shri Y. M. Kandpal - Deputy Secretary-II

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C.Jena      | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Shri Sukhbir Singh | Member Electrical, Railway &<br>Ex-officio Secretary to the Govt. of India.        |
| 3. | Shri S.S. Khurana  | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India        |

2. The Chairman, welcomed Shri Nandi Yellaiah, MP to the sitting of the Committee and congratulated him on his nomination as member to the Standing Committee on Railways. The Committee, then took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence remained inconclusive.

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

The Committee then adjourned.



|    |                    |   |                      |
|----|--------------------|---|----------------------|
| 1. | Shri S. K. Sharma  | - | Additional Secretary |
| 2. | Shri S. Bal Shekar | - | Joint Secretary      |
| 3. | Shri V. S. Negi    | - | Director             |
| 2. | Shri Y. M. Kandpal | - | Deputy Secretary-II  |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C.Jena      | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 3. | Shri Sukhbir Singh | Member Electrical, Railway Board &<br>Ex-officio Secretary to the Govt. of India.  |
| 4. | Shri R.K. Rao      | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India   |
| 5. | V. N. Mathur       | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |
2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence remained inconclusive.
3. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

## PRESENT

**SHRI BASUDEB ACHARIA - CHAIRMAN**

## MEMBERS

**LOK SABHA**

2. Shri S. Ajaya Kumar
3. Shri H.D. Devegowda
4. Shri Kishan Lal Diler
5. Shri Anwar Hussain
6. Shri Mahesh Kumar Kanodia
7. Ch. Lal Singh
8. Shri Ananta Nayak
9. Shri Kishan Singh Sangwan
10. Shri Iqbal Ahmed Saradgi
11. Shri K. Subbarayan
12. Shri C.H. Vijayashankar

**RAJYA SABHA**

13. Shri Motilal Vora
14. Shri Nandi Yellaiah
15. Shri Lalit Kishore Chaturvedi
16. Shri Shreegopal Vyas
17. Shri Tarini Kanta Roy
18. Shri N. Balaganga
19. Shri Abani Roy

**SECRETARIAT**

1. Shri Y. M. Kandpal - Deputy Secretary-II

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |   |
|----|--------------------|---|
| 1. | Ms. Sudha M. Chobe | Financial Commissioner, Railways &<br>Ex-officio Secretary to the Govt. of India. |
| 2. | Shri S. K. Vij     | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India |
| 3. | Shri Sukhbir Singh | Member Electrical, Railway Board &<br>Ex-officio Secretary to the Govt. of India. |
| 4. | Shri R.K. Rao      | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 5. | Shri S.S. Khurana  | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India       |
| 6. | V. N. Mathur       | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India     |

2. The Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence remained inconclusive.

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

The Committee then adjourned.

1. Shri S.K. Sharma - Additional Secretary
2. Shri Y. M. Kandpal - Deputy Secretary-II

**Representatives of the Planning Commission**

- |    |                  |              |
|----|------------------|--------------|
| 1. | Dr. Subas Pani   | Secretary    |
| 2. | Sh. B.N. Puri    | Pr. Adviser  |
| 3. | Shri G.V. Reddy  | Director     |
| 4. | Shri J.K. Katyal | Director(PC) |

2. The Committee took oral evidence of the representatives of the Planning Commission on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence concluded.

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

The Committee then adjourned.

**MINUTES OF THE THIRTIETH SITTING OF THE STANDING COMMITTEE  
ON RAILWAYS (2007-08)**

The Committee sat on Monday, the 4<sup>th</sup> August, 2008 from 1100 hours to 1300 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA**

-

**CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Prasanna Acharya
3. Dr. Dhirendra Agarwal
4. Shri S. Ajaya Kumar
5. Smt. Suman Mahato
6. Shri H.D. Devegowda
7. Shri Giridhar Gamang
8. Shri Anwar Hussain
9. Ch. Lal Singh
10. Shri Laxmanrao Patil
11. Shri Kishan Singh Sangwan
12. Shri K. Subbarayan
13. Shri C.H. Vijayashankar

**RAJYA SABHA**

14. Shri Motilal Vora
15. Shri Nandi Yellaiah
16. Shri Satyavrat Chaturvedi
17. Shri Lalit Kishore Chaturvedi
18. Shri Shreegopal Vyas
19. Shri Tarini Kanta Roy
20. Shri N. Balaganga
21. Shri Abani Roy

**SECRETARIAT**

- |    |                    |   |                      |
|----|--------------------|---|----------------------|
| 1. | Shri S. K. Sharma  | - | Additional Secretary |
| 2. | Shri S. Bal Shekar | - | Joint Secretary      |
| 3. | Shri V. S. Negi    | - | Director             |
| 4. | Shri Y. M. Kandpal | - | Deputy Secretary-II  |

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                    |  |
|----|--------------------|--|
| 1. | Shri K.C. Jena     | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Ms. Sudha M. Chobe | Financial Commissioner, Railways &<br>Ex-officio Secretary to the Govt. of India.  |
| 3. | Shri S. K. Viji    | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India  |
| 4. | Shri Sukhbir Singh | Member Electrical, Railway Board &<br>Ex-officio Secretary to the Govt. of India.  |
| 5. | Shri R.K. Rao      | Member Mechanical, Railway Board &<br>Ex-officio Secretary to the Govt. of India   |
| 6. | Shri S.S. Khurana  | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India        |
| 7. | Shri V. N. Mathur  | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India      |

2. At the outset, the Chairman welcomed the Members to the sitting of the Committee. Being the last sitting of the Committee for the year 2007-08, the Chairman then gave a brief account of the work done by the Committee during its tenure. Thereafter, the Committee took further oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections'. The evidence concluded.

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

The Committee then adjourned.



**MINUTES OF THE SIXTH SITTING OF THE STANDING COMMITTEE ON  
RAILWAYS (2008-09)**

The Committee sat on Monday, the 6<sup>th</sup> October, 2008 from 1400 hrs. to 1500 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Dr. Dhirendra Agarwal
3. Shri Bapu Hari Chaure
4. Shri Giridhar Gamang
5. Shri Mahesh Kumar Kanodia
6. Ch. Lal Singh
7. Shri Laxmanrao Patil
8. Shri A. Sai Prathap
9. Shri Kishan Singh Sangwan

**RAJYA SABHA**

10. Shri Motilal Vora
11. Shri Nandi Yellaiah
12. Shri Lalit Kishore Chaturvedi
13. Shri Shreegopal Vyas
14. Shri Tarini Kanta Roy
15. Shri N. Balaganga
16. Shri Khekiho Zhimomi

**SECRETARIAT**

- |                       |   |                       |
|-----------------------|---|-----------------------|
| 1. Shri S. Bal Shekar | - | Joint Secretary       |
| 2. Shri V.S. Negi     | - | Director              |
| 3. Shri Y.M. Kandpal  | - | Deputy Secretary - II |

2. The Committee considered and adopted the draft Report on 'Review of Plan Performance and 11<sup>th</sup> Five Year Plan Projections' with some amendments/modifications.

3. The Committee authorized the Chairman to finalize the Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways or otherwise and present the same to the House.

The Committee then adjourned.