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STANDING COMMITTEE ON RAILWAYS
(2008-09)

FOURTEENTH LOK SABHA

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

'REVIEW OF SPECIAL RAILWAY SAFETY FUND'

FORTY FIRST REPORT

LOK SABHA SECRETARIAT
NEW DELHI

December, 2008/Pausa, 1930 (Saka)

SCR No.: 137

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Presented to Lok Sabha on 23.12.2008
Laid in Rajya Sabha on 23.12.2008

LOK SABHA SECRETARIAT
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COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS (2008-09)

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3. Dr. Dhirendra Agarwal
4. Shri Atiq Ahamad
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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

#Shri Kishan Lal Diler passed away on 04.09.2008 (Ref.: LSS Bulletin No. 6009 dated 11th 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.	Smt. Rashmi Roy	-	Sr. Executive Assistant

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 Forty First Report of the Committee on 'Review of Special Railway Safety Fund'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 08.11.2007 and 18.09.2008.

3. The Committee considered and adopted the Report at their sitting held on 18.12.2008. Minutes of the sittings held on 08.11.2007, 18.09.2008 and 18.12.2008 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) 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 Special Railway Safety Fund' and sharing with them the issues concerning the subject which came up for discussion during evidence.

NEW DELHI;
22 December, 2008
1 Pausa, 1930 Saka

(BASUDEB ACHARIA)
Chairman,
Standing Committee on Railways

PART - I

CHAPTER I

History of Special Railway Safety Fund

The Railways infrastructure was found to be in distress about a decade back. The Railways Safety Review Committee, after the Khanna accident recommended that Railways must pull up the arrears of backlog in track renewals, bridges, rolling stock and signaling gear within a fixed time frame. Arising out of this important recommendation of the Railway Safety Review Committee (Khanna Committee), a non-lapsable 'Special Railway Safety Fund (SRSF)' of Rs. 17000 Cr. was set up w.e.f. 01.10.2001 with an objective to wipe out these arrears within 6 years. The fund was to receive contribution from the Ministry of Finance to the extent of Rs. 12000 Cr., and the balance Rs. 5000 Cr. from Ministry of Railways. As the fund was created in October in the year 2001-02 for 6 years, time made available for completing physical target was actually 5 years and 6 months by the end of 2006-07. Taking financial year as the base, the funds' currency has accordingly been extended by one year i.e. upto 2007-08. Rupees 5000 crore were to be mobilized by the Railways through levy of a safety surcharge on passenger fares as the freight rates were considered to be already at a level where any further increase would have proved to be counterproductive and would adversely affect Railways market share resulting in reduction of earnings. The surcharge collected by the Railways up to 2006-07 is as under:

Year	**Surcharge collected** (in crores)
2001-02	304.86
2002-03	692.51
2003-04	631.41
2004-05	679.16
2005-06	748.60
2006-07	817.66
Total	**3784.20**

1.2 The year wise allocation made for SRSF by the Ministries of Finance and Railways and the expenditure incurred upto March, 2008 are as under:

(Rs. in crores)

Year	Allocation of SRSF (Net) (RE)			Expenditure
	Ministry of Finance	Ministry of Railways	Total	
2001-02	1000.00	400.00	1400.00	1434.28
2002-03	1350.00	960.00	2310.00	2486.31
2003-04	1600.00	750.66	2350.66	2583.77
2004-05	2975.00	670.00	3645.00	3677.78
2005-06	2499.00	511.00	3010.00	2783.14
2006-07	1365.00	788.00	2153.00	1955.60
2007-08*	1165	*661.00 (RE)	*1826.00(RE)	*1396.76
Total	11954.00	4740.66	16694.66	16317.64

*These figures are provisional.

1.3 From the above table it is seen that by the end of the year 2007-08, the Ministry of Railways have contributed Rs 4740.66 Cr. and the Ministry of Finance Rs 11,954 Cr.

1.4 As informed by the Ministry of Railways the amount of Rs. 168.54 crore remaining as closing balance in SRSF has been transferred to Depreciation Reserve Fund (DRF) as on 1.4.2008 and the Fund stands closed in 2008-09. The remaining incomplete works are being provided funds from DRF and DF etc. in 2008-09.

1.5 The head wise financial Progress of works under SRSF is as under:-

(Rs. in Crores)

Plan Head	**Total target**	**Expenditure utilized upto March 08**	**Balance**
(1)	**(2)**	**(3)**	**2-3**
Track Renewal (CTR km)	7670	8071.96	(-)401.96
Bridge works (Nos.)	1722	1363.54	358.46
Signaling & Telecommunication-Stations and Track circuiting	3652.36	3504.65	147.71
Rolling stock (Coaches, wagons and locos)	3698.4	3208.33	490.07
Other Safety enhancement works including Training efforts towards HRD.	257.24	169.16	88.08
Total	17000	16317.64	682.36

1.6 The targets set under SRSF and the physical progress made upto March 2008 under each Heads are given in **Annexure I**.

1.7 On being asked whether any task force has been constituted for monitoring of works under SRSF and steps taken to check recurrence of arrears in replacement, maintenance of assets like track, bridges, rolling stocks etc in future, the Ministry of Railways (Railway Board) in their written reply stated that Ministry conducts review of physical progress of SRSF works at the Board's level at regular intervals. With regard to the steps taken to check the recurrence of arrears in replacement and maintenance of assets, the Ministry stated that once the Railways' special initiative to clear renewal and replacement of assets due as on 01.04.2001 through the specially created 'Special Railway Safety Fund' is over, the annual arising of replacement would be cleared through normal 'Depreciation Reserve Fund' of the Railways. The emphasis would be to clear the annual arising within the year itself so that there is no spill over of such replacements to the following years. Efforts will be made to appropriate sufficient amount to the Depreciation Reserve Fund for this purpose.

1.8 On being asked whether the purpose for which the fund created has been achieved/fulfilled, the Member Engineering (Railway Board) during the evidence stated as under:-

> "That purpose was to wipe out the maintenance, reconstruction requirements of various infrastructure items. That purpose has been served very largely and having served that purpose, it has enabled us to run the heavier axle loads, run more traffic and make the Railways into a profitable organization. There is no doubt about that. This purpose has been served adequately and it was very timely also."

Supplementing further, the Chairman, Railway Board added:-

> "With these works having been completed it has positively brought out a tremendous emphasis on our maintenance and as a result of this, our safety records have really improved. The number of accidents have been reduced. It is a fact. In earlier days, there were numerous accidents on account of derailments. It used to be a very big factor among other factors, which contributed towards accidents. After the SRSF works have been completed, we find the accidents on these accounts have positively improved to a large extent."

1.9 When the Committee during the course of the evidence desired to know the impact of SRSF works on the operational efficiency of Railways, the Chairman, Railway Board stated as under:-

> "Our performance itself is indicative of the fact that there has been improvement in operational efficiency."

Further he added:-

> "It is not the speed that is relevant for us. It is the capacity that matters. Because of these works, the capacity has gone up. If I am able to run more freight trains and able to add to the number of passenger and express trains on the very routes which are considered to be already super saturated, it is only due to the fact that there is an improvement in both the track and signaling. Otherwise, our line capacity that we show as 100 per cent utilization or more than that would not have been possible to be achieved. It is only because we have gained out of it and we have used that for increasing the number of trains."

1.10 Although, the Railways have done well in achieving targets set under SRSF works however, there had been a shortfall in some areas like signaling, electrical multiple unit production etc. which are dealt in the succeeding chapter.

CHAPTER – II

PHYSICAL TARGETS AND PROGRESS OF WORK UNDER SRSF

According to Railways a plan for execution of works through SRSF has been made based on recommendations of a Select Committee. Along with some safety enhancement works, four categories of over-aged assets namely (i) Track (ii) Bridges (iii) Signaling gears, including communication related to block working; and (iv) rolling Stock as on 01.10.2001, have been considered for replacement /renewal. The tenure of SRSF was completed on 31st March, 2008.

2.2 The recommendations of the Select Committee on physical targets to be achieved during entire period of SRSF is as under:-

Track Renewals:-

Route	Sanctioned CTR	Unsanctioned CTR Unit	Total CTR Unit
Total BG	9616	2972	12588
MG & NG	1564	2722	4286
BG+MG+NG	11180	5694	16874

Bridges:-

S. No.	Type of Bridge	No. of Bridges
1.	Carry Forward of Sanctioned Works	2325
2.	Distressed Bridges	127
3.	Cast Iron Pile and Steel Pile Bridges	83
4.	Early Steel Girder	669
5.	Others (Over-aged & Cracked)	86
	Total	3290*

* In view of large numbers, only specific type of risk prone bridges were considered in SRSF.

Rolling Stock:-

S.N	Rolling Stock	Numbers
1.	Diesel Loco	106 BG + 12 NG
2.	Coaches (including BG EMU)	835(BG PCV) + 626(MG) + 194(NG) + 590 (BE OCU)
3.	Wagons	7708(BG)

Stations requiring complete and casual replacement:-

S. No.	Signalling	Number of Stations
1.	Complete Replacement	946
2.	Casual Replacement	826
3.	Track Circuiting	1490

Safety Enhancement Works:-

S. No.	Item	Total Quantum
1.	Twin Beam Longer Visibility Head Lights Diesel and Electric Loco & EMU	12,000
2.	Automatic Flasher Lights on Locos Diesel and Electric Loco & EMU	3,800
3.	SPURT Cars for Rail Testing	3
4.	Technology to improve Thermit Welds to improve rail life	1 job
5.	Track Circuiting	1,490
6.	Speed Recorders Micro Processor for Electric & Diesel Locomotives	1,619
7.	Provision of In-Motion Weigh Bridges	60
8.	Simulators for Diesel & Elec. Loco Drivers	17
9.	Air Dryers for Compressed Air System-Diesel Locos	3,000
10.	Air Dryers for Compressed Air System- Elec. Locos & EMU	3,800
11.	Hydraulic Re-Railing Equipment	42
12.	Training	1 job
13.	Safety Improvement in Metro (Electrical)	1 job
14.	Dynamic Brake Provision in Electric Locos	1098

A. <u>Track Renewals:</u>

2.3 According to Railways arrears in renewals are generally arrived at on age cum condition basis. Track renewals are based on GTKM handled which are regularly monitored at the field level and recommended for replacement when due. Codal life or age of an asset is also fixed for most of the items. Condition of the assets is monitored progressively and accordingly renewals are proposed as the situation warrants.

2.4 The details of targets and progress of work under Track Renewal upto March, 2008 is as under:-

Targets and Progress of SRSF works upto March 2008					
Details of works	Targets	Targets for 2007-08	Progress upto March 2008	Balance works	Remarks
Track Renewals					
Complete Track Renewals (Unit:km)	16538.20	315	16533.35	4.85	Progress includes 909.17 KM of CTR works dropped due to gauge conversion.
On BG	12376				
On MG	4162				

2.5 The zonewise and yearwise targets and achievements of track renewals completed under SRSF up to March, 2008 is given in **Annexure II**. From the Annexure it may be seen that East Central Railway (1.85 Km) and North Western Railway (3.00 Km) balance track renewal works of are yet to be completed as against the targets set for.

2.6 When the Committee enquired about the reasons for this shortfall in East Central Railway and North Western Railway, the Member (Engineering), Railway Board clarified as under :

> "This is a very minor shortfall. I am not able to confirm the shortfall but I would estimate that this is only on metre gauge portion and we have consciously given up some of those renewals because their formal deletion has not taken place. That is the only thing."

2.7 On being asked by the Committee about the impact of the track renewal works on the efficient operation and increasing the average speed of the passenger and freight trains, the Chairman, Railway Board stated as under:-

> "The safety record also positively did show up because the track renewals helped us in wiping out the deficiencies of the track. So, that has largely helped both in minimising the number of accidents and also carry heavier trains as well as run more traffic.
>
> The fact remains that the line capacity of a section is also dependent on the time that you take to clear a block section. That is the fundamental part of it. Therefore, today when we have improved the track, we have improved the signalling and even the crossings have been improved. There is a positive step whereby the passenger and the freight trains are taking much lesser time than earlier."

B. BRIDGE WORKS

2.8 As per Railways only specific type of risk prone bridges were considered in SRSF. Majority of the bridges which were included in SRSF were those which had already been sanctioned for rehabilitation / replacement. One of the main criteria adopted for identification of bridges under SRSF was distressed/cracked bridges and also replacement of all very old early Steel Girder Bridges and Cast Iron Screw Pile Bridges.

2.9 84 bridges have been dropped from the list of 2370 bridges sanctioned under SRSF. This was because initially bridges were included in the list of works under SRSF by the select committee for identification of projects for funding from SRSF based on general categorization, etc. However, while making detailed planning, detailed analysis was done including consultations with consultants/experts, testing and residual life estimation using fatigue analysis methods and it was decided that it would be possible to postpone rebuilding for the time being and in some case the life can be extended by incurring lesser expenditure by replacing old bearings with modern type of bearings, etc.

2.10 The details of targets and progress of work under Bridge work upto March, 2008 is as under:-

Targets and Progress of SRSF works upto March 2008					
Details of works	Targets	Targets for 2007-08	Progress upto March 2008	Balance works	Remarks
Bridge works					
Original target	2370				Reassessment done on targets.
Revised Target	2286	190	2191	95	

2.11 The zonewise and yearwise targets/achievements of Bridge work completed under SRSF are give in **Appendix III**.

2.12 When the Committee desired to know the procedure adopted to identifying bridges for rehabilitation/rebuilding under SRSF, the Member Engineering (Railway Board) replied during oral evidence as under:-

"At the beginning of the launching of the SRSF, we did have the information on the bridges to be rehabilitated or to be re-built and also about the new bridges. There is a standard maintenance procedure, inspection procedure, which goes up to the level of HOD. At the field level, those inspections are done pre-monsoon and post-monsoon and in the case of distressed bridges it is done even more often. So, this kind of home work and additional inspections enabled us to reduce the need for re-construction of some bridges. That is how the number of bridges came down by about 94 bridges. The works involve disruptions, restrictions on traffic. Jubilee Bridge, we are building on a new alignment. So, either a diversion or if we want to construct at the original location, which puts a heavy burden on the traffic. It has not been possible to cope with such requirements fully without affecting the traffic seriously. Now, at the end of the period that was stipulated we will have only thirty bridges. I would request you to appreciate that out of 2,300 bridges only about 30 bridges would be left."

The Chairman, Railway Board further added that:-

"If you look at it, it is not only the case of distressed bridges or 100-year-old bridges. There were a lot of screw pile bridges also. For example, on Western Railway, there were 30 bridges which were to be reconstructed on account of screw pile bridges. Time required for tackling 30 bridges was almost 236 minutes extra to do the work, which is not possible. Therefore, it has been phased out and all attempts were made to do the work under traffic conditions without imposing any problem on the traffic as well as on the passenger movement. These thirty bridges that he referred to includes these bridges also."

2.13 On further enquiry by the Committee about recommendations of Khanna Committee being followed in regard to identification of bridges, the Member (Traffic) stated as under:-

"We drafted the Green Book at that time. At the time for identification of bridges, there were certain categories of bridges which were taken up. Screw pile bridges was one such category and early steel bridges was another category. There was also a long list of distressed bridges which had been identified by the Zonal railways. There was a basic document, as Member (Engineering) just mentioned, there had been previously an AMS Committee which had gone into the study of bridges. So, that was broadly the pattern on which we identified the various bridges which had to be replaced. Since I had compiled the initial list of projects under various heads, I would just like to say, I think, that there is a certain degree of satisfaction when after seven years one reviews the progress. In case of track renewals and bridges which were there, I think, the main categories where the backlog of arrears was very high, the progress has been, by and large, very good and I think the bridge works will be completed by the end of this year."

2.14 As regards the shortfall in the target set for bridge work, the Member Engineering (Railway Board) submitted during evidence as under:-

> "One area of shortfall is bridge works. We have done a lot of bridge works and if you kindly see, 91 per cent has been achieved. This shall become 98.4 per cent achievement at the end of this year which may kindly be appreciated. We used to do about 200 bridges in the year 2000-01; we did 280 bridges in 2001-02; and we went up to 530 bridges in 2003-04. Bridge works are a little more tough in terms of the need to impose cautions under running traffic. Certain temporary arrangements have to be done. We cannot affect the present traffic capacity. Seriously, I only want to assure in this context that we did pursue our priorities rightly with reference to distressed bridges. We do not have distressed bridges with cautions pending. But then there are certain major bridge works because of need for capacity improvement arising on account of higher powering of the trains. At the end of this financial year 30 bridges are likely to be taken forward into the following year. Construction of Jubilee Bridge would go into the year 2009-10. These are really major bridges where the task is very large."

He further added that:-

> "There is a shortfall in respect of the three Railways – the Eastern, the East Central and the Western Railways. Correspondingly, there is a shortfall in the expenditure of funds allocated. In the Eastern Railway, the total shortfall is 27 but that includes *Jubilee* and *Barakar* which will take a couple of years or more. Out of remaining 25, we have done 7 bridges in the last five months which I consider as a good progress considering the season of monsoon and that too included in five months only.
>
> Now, on East Central Railway, I have to fear because not only the progress is less, but the damages because of floods are even more for many more months they are going to be handicapped on that account because of flood waters and working time will not be available to complete those bridges. Hence, there would be a shortfall. But on Western Railway, there are 36 bridges which were there, we have completed 13 which I would call good progress, but I still suspect there will be overflow of three to four bridges into the next years.
>
> Only on East Central Railway of about ten bridges and on Western Railway, three to four bridges and on Eastern Railway two bridges are there. That is the only overflow going in this item. By 2009-10 the rest of them will be done except Jubllee bridge which will take more time. There the superstructure is to be done. It will be done by March, 2010. Tender for the superstructure has been opened already. Barakar has not been done. Sanction has just been done day before yesterday."

C. SIGNALLING AND TELECOMMUNICATIONS

2.15 The Ministry of Railways in their written reply stated that criteria adopted for identifying arrears in S&T works to be renewed under SRSF was as follows:-

- Provision was made for replacement of Signaling assets with panel interlocking at all stations in A, B, C, D Spl, D and E Spl. (stations with gears over 35 years of age) routes where the assets had completed the codal life of 25 years or more.
- In respect of E and MG routes, provision was made for casual renewal (with similar assets) of those assets which were in need of immediate replacement in the interest of safety at those stations where the assets had completed 35 years or more years of service.
- Track circuiting to be provided on run through line at all the stations in the BG system upto E route. In respect of other type of track circuiting, the provision of track circuiting for FM to BSL (St.) and Home to FM (St.) at all balance stations on D Spl. and D route and at 14 stations on D route with the high density of traffic.

2.16 The details of targets and progress of work under Signalling and Telecommunication upto March, 2008 is as under:-

Details of works	Targets	Targets for 2007-08	Progress upto March 2008	Balance works
Signalling and Telecommunication				
Complete Renewal	1448	325	1315	133
Casual Renewal	911	155	904	60

2.17 Elucidating the reasons for lagging behind in signalling & telecommunication system which is the most important aspect of Railway Safety and the steps taken to remove the bottlenecks faced in this regard, the Ministry of Railways (Railway Board) in their written reply stated as follows:-

- Sharp increase in price of the metals leading to non supply/ non finalization of tenders especially involving signaling and power cables.

- Inadequate number of works contractors.
- Non availability of Permanent Way materials.

2.18 As per the Railways following steps are taken by them to strengthen the delivery system:

i. Efforts are being made to fill up existing vacancies of Engineers by expediting Selections.

ii. Upgradation of posts of Engineers in Group 'A', 'B' & 'C' have been done for better promotion avenues.

iii. The vacant posts of Engineers in Junior Scale (Group 'A') are being included in the vacancies for Group 'B' selections for 3 years during 2006-07 to 2008-09 for filling up the vacancies.

iv. For Junior Engineers (Signal)-II, who were not being promoted to Junior Engineer (Signal)-I due to non completion of prescribed training course, adhoc promotion has been permitted subject to suitability, so as to ensure greater satisfaction levels.

v. Railway Recruitment Boards have been asked to prepare shadow panels to cater for candidates not turning up for joining so as to improve materialization rate.

vi. In case any project on any Railway is requiring more Engineers than available on that particular Railway, Engineers from other Zonal Railways /units are deployed to meet out the shortfall.

vii. Comprehensive Training action plan has been adopted for increasing training capacity and facilities.

2.19 On being asked the reasons for shortfall in signalling and telecommunication works, the Chairman, Railway Board informed the Committee during oral evidence as under:-

> "There had been a shortfall in the signalling works fundamentally. The capability of doing the works is not available with the railways. Here, the basic problem is that we have been changing over to panel interlocking. Panel production plus the process of getting them installed have been causing a lot of problems because the methodology that has been adopted and the method of inspection, etc. take a lot of time. In fact, signalling is one area where the Railways is now trying to look at even for the future. Keeping this in view, we plan to go in for

> signalling consultants like in the case of Civil Engineering Department, where we have approved consultants who do project management. We are trying to look at the possibility of having signalling project management teams so that these consultants will be able to take up the work; and both the implementation and inspection parts can be taken care of. That is why, there has been a shortfall here."

Supplementing further, the Member (Engineering) further added:-

> "The situation in the market is that enough personnel, enough expertise, and enough materials are not available. That is the reality. Even the British Railways have taken away our retired Railway Engineers to do something about their signaling. As far as signaling is concerned, the learning, the training ground is only Railways. Outside the market, it is nothing where these people can train themselves on. So, we have to see that that training grows. We are taking those actions. Since a lot of attrition has also been taking place, there has been a gap."

2.20 When enquired further whether the shortfall of expertise in signalling is due to inability to pay people or whether there is requirement of additional manpower, the Chairman, Railway Board replied during oral evidence as under:-

> "What I meant was Consultant for project management. Today, when I do any work, I need somebody to supervise it also. If I use my same Engineer who is already doing the physical work, if I put him on supervision, I need extra manpower. The work has increased manifold. As rightly mentioned, including SRSF works, we are also handling the new projects in addition to the normal routine thing that we are doing. Obviously, if I start utilizing the manpower, I cannot manage the work with the same manpower. Therefore, having a project management Consultant would help us in achieving these objectives. This has been done also for civil engineering. In fact, we have got project management Consultants who help us in doing the work, in supervising the work. Manpower is not the problem. The problem is basically of the technology that we need to adopt. I need supervision of a different nature. That is why I mentioned about project management Consultant."

2.21 The details of zonewise and yearwise progress of work under signalling and telecommunication replacement works upto March, 2008 are given at **Appendix-IV**.

2.22 When the Committee desired to know whether there is any plan to replace all age-old systems to have uniform system everywhere, the Member Electrical, Railway Board stated during oral evidence as under:-

> "We have formalised the decision that all the replacements of the system from the inter-locking system of the stations will now be electronic. We are issuing the instructions for the small, medium and big stations. These instructions will be issued in 15 to 20 days time. As regards what kind of system will be used, be it replacement or gauge conversion, all will be on electronic system. In the metropolitan towns, we do have a problem regarding flooding plus all other problems, we will follow multi-section digital counter system for different kinds of track circuiting and other purposes. We have already taken this decision and we are implementing it now. Similarly, all IVHs which will now be provided, they will also be based on the digital counters. This policy is being uniformly implemented in all Indian Railways. Not only this, there used to be problem of the power supply at different stations in case the State Electricity Board supply failed and we had been adopting N-type of system but when there is need, the system does not work. So, we are doing away with all this system and uniformly on all stations, we will have a solar standby. That solar standby will provide power for the signalling gear, electrical gear and also for the passenger amenities. These instructions will also be issued in about 15 to 20 days time and it will be followed uniformly."

2.23 When the Committee desired to know the reasons for non-progress of signalling and telecommunication rehabilitation work in East Central Railway in 2006-07 and 2007-08, the Member Electrical, Railway Board replied as under:-

> "It is very bad and I will call it a system failure. I think there are a number of reasons and I will put all the reasons in system failure. But we have done the management changes and we have done contractual management system change. Unfortunately, in this Railway they have not done it. There have been problem of finalisation of the contract for the cables and other equipment. They have been fairly rigid in having the criterion. Otherwise, also it is a very difficult area and many contractors do not want to do work there. However, these problems have been/are being attended.
>
> But the good news is that we have finalised all the contracts now and the work is progressing and 49 works have to be done. I think already six to seven works have been completed and I am hopeful we will be able to work upon it."

2.24 When enquired about the major recommendations made by Sikri Committee for track circuiting and the extend to which those recommendations have been

accepted and implemented by the Railways, the Ministry of Railways in their written reply stated as under:-

Sikri Committee primarily elucidated on the following:

- Track circuiting in a programmed manner.
- Track circuiting zone to be from Block clearance points & not fouling marks.
- Development of Axle counters and concrete sleepers as a substitute of wooden sleepers.
- Adequate funding to be available to ensure as stated above.

2.25 All of above and even all other pending recommendations of earlier Committees were considered by Railway Safety Review Committee (Khanna Committee). As a result, Provision of complete track circuiting on A, B, C, D, D Spl., E Spl. and mainline of E routes is already a stipulated policy. Work on A, B, C routes is expected to be completed shortly having completed 98% by Sept '07. The work on D, D Spl. Routes is planned for completion by March'09. It will be followed by E, E Spl. Routes slated to be completed by 2011. Block proving by axle counters is being gradually provided along with provisioning of panel on 'age-cum-condition' basis in replacement of lever frames.

2.26 The details of targets and progress of works under track circuiting upto March, 2008 is as under:-

Details of works	**Targets**	**Targets for 2007-08**	**Progress upto March 2008**	**Balance works**
Track circuiting (locations)	5307	1260	4569	738

2.27 The Zonewise progress of work of track circuiting upto March, 2008 is as under:-

Zones	**Total Sanctioned**	**Done**	**Balance**
CR	213	198	15
ER	433	328	105
NR	1140	851	289
NER	112	90	22
NFR	217	214	3

SR	190	190	0
SCR	197	197	0
SER	369	301	68
WR	213	205	8
ECR	583	446	137
ECoR	416	367	49
NCR	217	153	64
NWR	125	111	14
SECR	303	291	12
SWR	249	217	32
WCR	330	330	0
Total	**5307**	**4489**	**818**

2.28 When the Committee desired to know about the reasons for shortfall in track circuiting works especially in four zones Northern Railway, North Central Railway, Eastern Railway and East Central Railway, a representative of Railway Board replied during oral evidence as under:-

> "276 is the total number of works. Four Railways are there Northern Railway, NCR, Eastern and EC Railway. We have taken up works in these Railways. Works are now progressing very fast. Tender for all the works have been fixed up. There is shortage of cable which is being attended. We will be able to complete all SRSF works by the end of year, I believe. The first problem was that a number of works were linked to the modelling. We have delinked those works from the modelling. There was problem regarding adopting technologies. We have cleared the technology. Then there was a problem of cable. Getting contractors was also a problem. This is a specialised work. We have relaxed the financial and technical criterion. That has given us an additional leverage to have more and more contractors in this scheme. This has helped us in fixing up agencies in almost all the works. Now with this we are hopeful that we will be able to complete all these 276 SRSF works this year."

He further added that:-

> "In the Eastern, East Central, Northern and North Central Railways we have changed the management and given a lot of help. The eligibility criterias have been changed. For example, in the Eastern Railway suburban we had to go in for automatic signaling. Tender has been finalized in 45 days after relaxation of the criteria. I have no doubt that we will not be failing anywhere now."

D. ROLLING STOCK

2.29 The details of targets and progress of work under rolling stock upto March, 2008 is as under:-

Targets and Progress of SRSF works upto March 2008					
Details of works	**Targets**	**Targets for 2007-08**	**Progress upto March 2008**	**Balance works**	**Remarks**
Rolling stock					
Diesel loco BG	93		93	0	
Diesel loco NG	6	2	2	4	
Coach BG	186		186	0	
OHE Inspection Car	52	6	51	1	
Diesel Multiple Unit	12		12	0	
Electric Multiple Unit	599		268	182	149 AC EMUs deleted from target in 2007-08, since already manufactured under DRF. Target revised to 450.
Coach MG	520		74	0	446 (deleted as not required due to gauge conversion)
Coach NG	157	53	119	38	
Self Propelled Accident Train (SPART)	60				Dropped
Wagons (Vus)	7698	1421	7238	460	

DIESEL NG LOCOS

2.30 Six Diesel NG Locos were to be replaced /rehabilitated under SRSF. Two locomotives are proposed to be liquidated by regular funding mechanism after SRSF.

2.31 In their written reply, the Ministry of Railways (Railway Board) have stated that the criteria adopted for fixing a target of 6 NG Diesel Locos rehabilitation under SRSF was to replace over-aged NG locomotives. Upto 01.04.2008, 2 NG locomotives have been manufactured. Remaining 4 NG locos will be carried over to 2008-09 under DRF as these NG locomotives could not be manufactured within SRSF currency due to delayed supply of final drives and transmission system by the manufacturer. According to the

Railways, these models are no longer in existence now anywhere in the world and are outdated. It was difficult to get the parts. Therefore, Railways had to manufactured them to the specific requirement and these difficulties were not visualized while setting the targets.

2.32 About the shortfall in achievement of target with respect to rolling stock, the Member Traffic, Railway Board explained during oral evidence as under:-

> "As far as rolling stock if one looks at in detail, the progress has been extremely good. As far as diesel loco broadgauge is concerned, it has been 100 per cent. All the coaching stock broadgauge that was overdue has been replaced hundred per cent. Where there has been a shortfall, it is only in case of narrow gauge locomotives and narrow gauge coaches, which hopefully will be made up shortly as the numbers involved are very small. In case of diesel multiple units also, what was over-aged at that time, has been totally replaced. As far as electrical multiple units are concerned, the replacement has not taken place to the full extent because it got linked to the introduction of AC/DC traction in Mumbai because there was no point replacing DC/ EMU coaches in the Mumbai Suburban Section because the Mumbai Suburban section was being replaced by AC traction. So, that is why the target has not been achieved. But I think the reason is valid for not achieving that particular target. In order to be able to run more frequency of trains and to provide better quality of service and to provide longer trains, a conscious decision was taken under this project to switch over from DC traction to AC traction. Therefore, the supply of EMUs for Mumbai area had to match the rate at which AC traction was being introduced."

Electric Multiple Unit

2.33 Arising of EMU were mostly over-aged DC/EMU stock (410 units) plying in Mumbai besides a backlog of 189 AC/ EMU units. Subsequently, it was decided to convert DC Traction to AC Traction, in Mumbai area, to take advantage of better technology and cost effective AC Traction systems. As such, replacement of DC/EMU with similar stock, which was a dying technology, was not appropriate. Since switching over to AC Traction had to be carried over a period concurrently, it was decided to replace DC/EMUs with AC/DC EMUs so as to facilitate smooth transition from DC to AC traction, without any dislocation of services in Mumbai area at any stage.

However, AC/DC technology, being new in the country, caused some inherent transition delays before adaptation.

2.34 The in-house capacity of the Railway Production Units, supplemented by BEML is required to meet the requirements of all types of coaching stock. Since there were constraints for the PUs in the lack of timely supplies of bought out items such as electrics etc., besides the design finalization issues as well as emergent demands for general service coaches; alternate products (i.e. these general service coaches) were manufactured, to optimally uitilize production capacity.

2.35 228 ACDC EMU coaches were manufactured under SRSF till 2007-08. The balance 148 coaches have already been manufactured in 2008-09 till now, and the remaining 34 coaches shall be manufactured within September 2008.

2.36 With respect to AC EMUs, the arising of 189 over aged coaches have since been eliminated.

2.37 When the Committee desired to know the reasons for liquidating 189 AC/EMU, the Ministry of Railways (Railway Board) in their written reply stated as under:-

> "Since normal replacements run concurrently with replacements under SRSF head, it was discovered that 189 over-aged coaches have been liquidated under DRF. As such to that extent, the backlog/ shortfall of these coaches under SRSF has been reduced and funds rendered available due to the liquidation of 189 AC EMUs have been utilized on other items of expenditure under SRSF like track renewals, etc."

Meter gauge and narrow gauge coaches:-

2.38 The manufacturing facilities for NG coaches were limited and available only at 3 locations in the country at Kalka, Moti Bagh-Nagpur and Kurduwadi giving a production of 77 coaches till 06-07. With one more facility recently created at Pratapnagar, in house target of 53 for the year 07-08 has been planned. Further more, a first time Open Tender has also been planned to procure additional coaches from the open market to the tune of 27 numbers

likely to materialize in 2008-09. Care is, however, taken that no unsafe vehicles are allowed to ply on regular services.

2.39 When the Committee desired to know the reasons for setting up ambitious targets for one year 2007-08, when in 5 years (2001-02 to 2006-07) only 77 coaches have been produced. The Ministry of Railways (Railway Board) in their written reply explained as under:-

> "During 2001-02 to 2006-07, total 168 NG coaches were produced in various NG workshops out of which 77 were funded through SRSF. The target for 53 coaches to be manufactured during 2007-08 was fixed based on the assessment of capacities and material availability anticipated in the respective workshops. To augment coach production, workshops were given enhanced targets and this work was also started at old NG workshop at Pratapnagar."

2.40 Whether the Ministry of Railways have plan for open tender for procurement of additional 27 coaches from open market, the Ministry of Railways in their written reply have stated that:-

> "The plan for procurement of additional 27 coaches from open market was for coaches of improved design like better riding, air brakes, improved bogies, bearings etc. The decision for procurement from open market could be taken only after the designs/specifications were available."

2.41 When the Committee desired to know about the facility of manufacturing meter gauge coaches in any workshop, the Member (Traffic), Railway Board during oral evidence of the Committee replied as under:-

> "We do manufacture and we can manufacture but as a policy because of gauge conversion we have decided to discontinue the manufacture of any new meter gauge coaches."

The Chairman, Railway Board further added as under:-

> "We have surplus coaches. They are idling now. We have sold some of them to African countries. It is over-aged from the point of view of codal life. Actually, its utilisation has been hardly there. That is why, even today we are trying to sell those coaches to African countries. We are negotiating with them."

OHE Inspection Car

2.42 The target for OHE Inspection Car was 52 cars. As on 01.04.2008 the progress of OHE Inspection Car under SRSF was 51 cars i.e. 98%.

Wagons

2.43 Against the target of 7698 wagons to be procured under SRSF, Railways could procure only 7238 wagons up to March, 2008 thus resulting shortage of 460 wagons.

2.44 On being asked the reasons for this shortfall, the representative of the Ministry of Railways have stated during evidence that the financial outlay was completed with 7238 wagons. Whatever allocation was made completed with the quantity of wagons. Remaining has come from DRF.

SPART

2.45 The self propelled ART/ARMV coaches design envisaged replacement of existing ART/ARMV coaches. Based on the recommendation of the high level disaster committee, a new design has been developed for 3 coach combo SPART/ARMV which is under development at ICF. Mass production shall commence after successful trials of the prototype.

2.46 Since there has been a change of design pertaining to this type of vehicle, and provisions are available for the new design stock, the existing provisions have been deleted and the funds released for other heads under SRSF.

2.47 When the Committee desired to know the reasons for non-manufacture of even a single SPART unit despite availability of funds, the Ministry of Railways (Railway Board) in their written reply stated as under:-

> "Two-coach SPART were already in existence though in limited numbers on Indian Railways. As such acquisition of more numbers to cover the entire network more effectively rightly found a place in asset renewal subset. The element of R&D endeavour is actually confined to technology upgradation from two-coach to three-coach unit, to choose an appropriate transmission system capable of handling a three-coach with the desired efficiency and speed. It is for this reason that considerable time was initially spent on the design aspects and tendering which have now been final. A prototype of three-coach SPART is under manufacture at Integral Coach Factory and will be put under trial. Mass production will be commenced after successful trials of the prototype."

2.48 On further enquiry as to why funds were spent for introducing new R&D endeavour on the design and manufacture of SPART instead of meeting the backlog, the Ministry in their written reply stated as under:-

> "SPART, although a new R&D endeavour was aimed at upgradation of existing ART/ ARME stock from two-coach to three-coach units. Since renewal was simultaneously involved with upgradation, manufacture of three-coach SPART was envisaged under the renewal head of SRSF. However, due to slow progress inherent of a new design, further manufacturing beyond SRSF shall commence through the regular funding mechanisms."

2.49 The Committee further desired to know about the reasons for shortfall in wagon procurement, a representative of Railway Board during oral evidence replied as under:-

> "In this case, the financial outlay was completed with 7238 wagons. Whatever allocation was made was completed with this quantity of wagons. Remaining has come from DRF."

E. SAFETY ENHANCEMENT WORKS

SPURT

2.50 According to Railways SPURT was envisaged to be a technology upgradation for rail testing from the existing manual system of ultrasonic flaw detection. It was thus considered appropriate to adopt a new technology to reduce human dependence further. Being a pilot project for imbibing new technology, only a token number of 3 SPURT were initially incorporated in SRSF. The state of the art SPURT vehicle was a new introduction for Indian Railways. RDSO placed an order for one high speed SPURT vehicle way back in December 2003. Despite prolonged trials the SPURT system could not be finally commissioned and the contract had to be terminated in September, 2006. Improvisation to suit Indian conditions has taken time. Offers from 2 global firms have been received for doing a free trial with vehicle borne system on Indian Railways for benchmarking of technology without any commercial commitment. Once the technology for track testing is established, proposal for outsourcing of track testing will be initiated. Being a R&D oriented project, and no significant progress has been made till the terminal year of SRSF efforts in this direction are continuing and the financing of the project on

completion of SRSF is to be considered through regular funds. USFD (Ultrasonic flaw detection) is however already used in the field for rail testing.

2.51 When the Committee desired to know about the shortfall in procurement of SPURT cars, the Member (Engineering) Railway Board, during evidence stated as under:-

> "Under this head up to 2007 we spent about Rs. 143 crore and this year we expect to spend more than Rs. 700 crore. So, there is a time lag about capacity generation and we simply cannot throw money just because we have money and pamper the market with high rates. Therefore, we have to be very judicious while spending money and we cannot be causing very serious disruptions to traffic also which is an item of relevance particularly in signaling and bridge works.
>
> A global tender was floated and a party was chosen who as going to integrate their technology on Indian Railways coaches. That contract was awarded in the year 2003, but then after a period of 3 years, what they have achieved has been found to be unsuitable. Therefore, we have had to terminate that contract. Strictly speaking no Spurt Car under this programme has come about as yet. Instead of that we have been doing alternatives because with the heavier traffic whatever is the additional requirement for rail testing, we are meeting the testing need and the record of accidents with reference to rail failures would show that we have contained it and improved the performance in many places.
>
> We are having right line of action and the priority and we have tackled this problem. So, the spurt car by itself is an item which may be of concern because it was identified. But we have achieved the objective and we have not failed in the objective".

Technology to improve thermit welds

2.52 Adoption of improved thermit technology involved substantial R&D and trial tenders for the same have been opened in South Eastern Railway and are under technical scrutiny with RDSO assistance. Three firms have participated in the tender.

2.53 The funds for year 2008-09 are provided under DRF for carrying out the extended trials on finalization of South Eastern Railway's tender.

2.54 The technology emerging successful and suitable for Indian track condition would then be considered for adoption on Indian Railways.

Optic Fibre Cable and Cable works

2.55 Under the optical Fibre and Cable works as against the target of 8147 route Kms, the progress made up to 01.04.2008 was 7947 route Kms. i.e. 97.5 % achievement.

2.56 On being asked about the progress of remaining 200 optic fibre cable and cable works, the representative of the Ministry stated as under:-

> "Whatever we have targeted in the SRSF and other activities, the plan target for this year will be completed."

PART-II

RECOMMENDATIONS/OBSERVATIONS

1. The Committee find that as a sequel to the recommendations of Railway Safety Review Committee (Khanna Committee), the Ministry of Railways had created a non-lapsable Special Railway Safety Fund (SRSF) in October, 2001 with an objective to wipe out the arrears of replacement and renewals of overaged assets such as track renewals, bridges, rolling stocks and signaling gear etc. within a time span of 6 years i.e. by the end of 2006-07. They further note that the Railways have extended the fund currency by one year i.e. upto 2007-08 taking the financial year as the base. The Committee appreciate the creation of the fund especially in view of the fact that the arrears in replacement, maintenance of assets had been accumulating over the years due to inadequate allotment from Depreciation Reserve Fund. The Committee feel satisfied to note that the Railways have done well in most of the areas in achieving the targets set under SRSF works due to which the line capacity has improved and the Railways is able to run more traffic with heavier axle loads. Nonetheless, the Committee opine that the periodic replacement/renewal of the overaged assets is essential to make the Railway system work with more safety. They, therefore, hope that Railways would continue to work with renewed vigour in timely pulling

up the annual arisings of replacement/renewals of infrastructure assets within the same year without leaving any spill over of such replacement/renewals to the following years.

The Committee were also informed that the remaining incomplete SRSF works are being funded through Depreciation Reserve Fund and Development Fund. They hope that adequate steps will be taken by the Railways to allocate sufficient funds to the Depreciation Reserve Fund and Development Fund for this purpose. They would also like to be apprised of the Zone-wise SRSF works being undertaken by Railways during 2008-09 through DRF and the corresponding amount allocated and achievements made.

2. The Committee find shortfalls in the achievement of targets in bridge works sanctioned for rehabilitation/renewal under SRSF despite the fact that 84 bridges were dropped out of the sanctioned list of 2370 bridges. There was a shortfall of 95 bridges at the end of SRSF. The major shortfalls were : the Eastern Railway -27, Northern and South Eastern Railways - 3 each, Western Railway - 36 and East Central Railway- 17 bridges. As per the Railways, even after the rehabilitation of 7 bridges in Eastern Railway and 13 bridges in Western Railway during the first 5 months of 2008-09, there is a likely spill over of about 10 bridges in East Central Railway, 3 to 4 bridges in Western Railway

and 2 bridges in Eastern Railway to the next year. By 2009-10 except the Jubilee and Barakar bridges which will take more time, the rest of the bridges will be completely rehabilitated/replaced. The Committee are unhappy to note the slow progress of work at the two major bridges to be completed under SRSF namely the Jubliee and Barakar Bridges. In terms of financial achievement also, there is a shortfall in expenditure of Rs.603.38 crore allocated for bridge work. Not convinced with the reasons advanced by the Railways viz. the problem in finalisation of contracts and the problems of floods for non-achievement of the targets, the Committee observe that with meticulous planning and visualization, these bottlenecks could have been avoided and the shortfalls could have been easily met. The Committee hope that in future Railways would not be found wanting in this regard. They also desire that Zone-wise details about the number of bridges renewed during 2008-09 out of the spill over bridges as well as those which could not be completed during this period be intimated to them.

3. The Committee find that at the termination of SRSF, there has been a shortfall of 133 complete renewal and 60 casual renewal SRSF works under Signalling and Telecommunication components. The reasons advanced by the Railways for the shortfall is sharp increase in price of metals leading to non supply, non finalisation of tenders and

inadequate number of works contractors etc. During the evidence the Committee were informed that now the Railways are exploring the possibility of having Signalling Project Management Teams to take care of the implementation and inspection parts. The Committee would like to be apprised of the final outcome in this regard. They feel that Signalling being the most important aspect of Safety should have been given due priority by the Ministry of Railways by taking adequate measures including filling up of vacancies in the Signalling and Telecommunication. They desire that details about the spill over in the Signalling and Telecommunction works since completed during the current financial year be intimated to them.

The Committee also note that the Indian Railways still have an age-old Signaling system despite the fact that the efficient operation of trains depends on Signalling system. They desire that this age- old Signalling system should be replaced by uniform electronic system everywhere and steps taken in this regard be intimated to them.

4. The Committee find that there has been a shortfall of 738 locations in tract circuiting works at the expiry of SRSF as against the target of 5307 locations. The major shortfall has been in the Eastern Railway, Northern Railway, North Central Railway and the East

Central Railway. The reasons cited by the Railways for this shortfall are cable shortage, modelling, technologies and availability of Contractors. However, during the evidence the Committee were informed that there are at present 276 track circuiting works now pending and to overcome problems, Railways have taken a number of steps such as relaxation in the financial and technical criterion for contractors , delinking of works from modelling, technology adoption etc. and with these steps Railways are hopeful to complete all the 276 track circuiting SRSF works during this year . The Committee hope that the Railways will accord due priority to these works as these relate to important safety aspects and take all appropriate steps to complete the remaining 276 works within this year itself. The Committee expect to be intimated about the achievements in the matter.

5. Six Diesel NG Locos were to be replaced /rehabilitated under SRSF. Out of these, two locomotives were proposed to be liquidated by regular funding mechanism after SRSF. The Committee find that upto 1.4.2008 , only two NG Locos have been rehabilitated. Due to delayed supply of final drives and transmission system by the manufacturers and non- availability of parts due to outdated models, the work of rehabilitation of four NG Locos has spilled over to 2008-09 to be funded under DRF. The Committee regret to note that these problems were not

visualized by the Railways while fixing the targets. They however, expect that the remaining locos will be rehabilitated/replaced within this year itself through allocation from DRF. The Committee desire to be intimated of the achievements made in this regard.

NEW DELHI;
22 December, 2008
1 Pausa, 1930 Saka

(BASUDEB ACHARIA)
Chairman,
Standing Committee on Railways

Annexure 1

Targets and Progress of SRSF works

Details of works	Targets	Progress	Balance	Remarks/ Achievements (%) up to 01.04.08 (3) x 100% (2)
(1)	(2)	(3)	(4)	(5)
Track Renewals (upto March 2008)	16538 km. : Complete Track Renewals (12376 km. on BG, 4162 km. on MG)	16533.35 (includes 909.17 km of CTR works due to gauge conversion)	4.85km will be charged under DRF during 2008-09	99.97%
Bridge works (Upto July 2008)	2370 Bridges (Reassessment done) Revised target – 2286 bridges	2191 Bridges		95.8%
Signalling & Telecommunication	1448 Stations.: Complete Renewal 911 Stations : Casual Renewals	1315 Stns.: Complete Renewal 904 Stns.: Casual Renewal upto June 2008		90.81% 90.12%
Rolling Stock (upto 01.04.08)	Diesel loco BG-93	93	-	100%
	Diesel loco NG-6	2	4	33%
	Coach BG-186	186	-	100%
	OHE Inspection.Car-52	51	1	98%
	Diesel MultipleUnit-12	12	-	100%
	Electric Multiple Unit- 599 (revised to 450, 149 manufactured under DRF)	268	182	59.55%
	Coach MG-520	520 (including reduced requirement of 446 after gauge conversion)	-	100%
	Coach NG-157	119	38	76%
	Self-propelled Accident Train SPART -60			-
	Wagons-7698 (Vus)	7238	460	94%

(1)	(2)	(3)	(4)	(5)
Safety Enhancement				
Twin Beam longer visibility headlights Diesel and electric locos & EMU	9800 nos. (4900 -Diesel) (4900- Electric)	2616 nos. (Diesel) 4900 nos (Electric) Progress upto 1.4.2008	-	100%
Automatic flasher lights on locos Diesel and Electric loco & EMU	2400 nos. (1200-Diesel) (1200-Electric)	1200 nos. (Diesel) 1200 nos. (Electric)	-	100%
SPURT Cars for rail testing	3	Nil	3	
Air-dryers for compressed Air system-Diesel locos	2000 nos.	2000 nos.	-	100%
Air-dryers for compressed Air system-Electric locos	3800 nos.	3800 nos. Progress upto 1.4.2008	-	100%
Speed Recorders Micro Processor for Electric & Diesel Locomotives Loco speed recorders	1300 nos. (Diesel -650) (Electric -650)	782 nos. (Diesel) 650 nos. (Electric)	-	100%
Track circuiting	5307 locations	4569 locations	738 locations	86.09%
Simulators for Dsl. & Elec. loco Drivers (100% of 5 electric locomotives completed)	12 nos	11 nos.	1	91.6%
Hydraulic Re Re-railing eqpt	51 nos	51 nos.	-	100%
Technology to improve Thermit welds to improve rail life		2 (firms indented for trial)		
Optic Fibre Cable & Cable works	8147 Route km.	7947 Route km.	200 route kms	97.5%

Annexure 3~~5~~ 3 II

Target/Achievements of Track Renewals (Zone & Year Wise)									
Railway	2001-02 to 2005-06		2006-07		2007-08		**Total Target	Total Progress from 2001-02 to 2007-08	*Balance works as on 01.04.08
	Target	Done	Target	Done	Target	Done			
CR	596.90	594.80	7.00	9.10	0.00	0.00	603.90	603.90	
ER	803.08	799.60	86.00	88.00	18.50	19.98	907.58	907.58	
ECR	791.85	842.40	81.00	43.40	19.90	5.10	892.75	890.90	1.85
ECoR	722.40	723.00	5.00	4.40	0.00	0.00	727.40	727.40	
NR	2222.23	2226.50	217.00	203.70	140.00	149.03	2579.23	2579.23	
NCR	874.61	901.60	122.00	93.10	21.80	23.71	1018.41	1018.41	
NER	367.90	384.60	40.00	23.30	0.00	0.00	407.90	407.90	
NFR	428.40	428.40	200.00	200.00	0.00	0.00	628.40	628.40	
NWR	981.80	1032.90	164.00	112.90	36.00	33.00	1181.80	1178.80	3.00
SR	971.00	971.00	9.00	9.00	0.00	0.00	980.00	980.00	
SCR	994.78	1012.10	134.00	115.60	7.50	8.58	1136.28	1136.28	
SER	686.80	686.80	5.00	5.00	0.00	0.00	691.80	691.80	
SECR	1113.60	1113.80	18.00	17.80	0.00	0.00	1131.60	1131.60	
SWR	154.60	154.60	0.00	0.00	0.00	0.00	154.60	154.60	
WR	792.38	1020.80	227.00	168.70	71.00	62.58	1090.38	1090.38	
WCR	1490.00	1328.30	7.00	7.00	0.00	0.00	1497.00	1497.00	
Total	**13992.33**	**14221.20**	**1322.00**	**1101.00**	**314.70**	**301.98**	**15629.03**	**15624.18**	**4.85**

** These figures do not include 909.17 km of CTR works dropped on account of Gauge conversion.

* 4.85 km charged under DRF during 2008-09

Annexure ~~IV~~ III.

Target/Achievements of Bridges (Zone & Year Wise)

Railway	Bridges															
	2001-02		2002-03		2003-04		2004-05		2005-06		2006-07		2007-08		2008-09	
	Target	Done	Target	Done	Target	Done	Target	Done	Target	Done	Target	Done	Target	Done	Target	Done (upto July'08)
CR	31	44	170	160	72	79	50	42	12	12	4	2	5	4	1	0
ER	0	0	20	20	20	9	26	8	40	14	32	29	37	12	25	6
NR	37	51	12	57	45	45	48	47	43	43	29	23	6	3	3	1
NER	6	8	26	30	27	30	14	14	10	8	6	6	0	0	0	0
NFR	61	85	41	40	29	29	18	16	10	7	3	3	0	0	0	0
SR	44	62	57	36	15	19	8	9	6	4	2	1	2	0	2	0
SCR	21	30	35	15	35	28	31	24	8	5	4	2	4	2	2	0
SER	0	0	13	20	12	12	19	18	21	10	20	18	8	6	3	0
WR	0	0	79	80	85	125	100	135	101	95	74	50	90	60	36	13
ECR	0	0	8	24	43	26	36	16	32	16	19	14	27	10	17	6
ECoR	0	0	0	0	9	8	10	11	5	1	4	4	2	0	2	1
NCR	0	0	0	0	31	22	12	9	3	3	1	1	0	0	0	0
NWR	0	0	4	14	2	2	1	1		0	0	0	0	0	0	0
SECR	0	0	0	0	1	1	4	1	3	3	0	0	0	0	0	0
SWR	0	0	0	0	20	19	2	1	1	1	0	0	0	0	0	0
WCR	0	0	0	0	125	76	32	23	30	17	20	14	9	7	2	1
Total	200	280	465	496	571	530	411	375	325	239	218	167	190	104	93	28

Annexure-~~37~~ IV

Target/Achievements of S&T Replacement Works (Zone & Year Wise)

	Total Sanctioned	2001-02		2002-03		2003-04		2004-05		2005-06		2006-07		2007-08		Spillover SRSF works progress during Apr-Jun08
		Target	Done	Target	Done	Target	Done	Target	Done	Target	Done	Target	Done	Target	Done	
CR	139	10	2	24	24	22	25	20	26	36	24	23	21	22	14	4
ER	187	12	10	18	19	20	17	25	16	68	35	60	48	43	27	3
NR	275	20	1	23	17	22	20	24	25	101	45	90	66	87	39	10
NER	9	2	1	6	1	4	0	7	0	4	4	3	3	-	0	0
NFR	50	3	11	11	30	5	10	5	6	-	0	0	0	-	0	0
SR	87	6	3	23	17	17	27	15	20	14	12	7	7	-	0	0
SCR	68	5	16	17	15	15	19	16	11	9	10	5	5	-	0	0
SER	103	10	1	24	11	15	15	15	9	33	16	22	22	23	7	5
WR	41	4	28	14	21	15	10	7	9	4	3	1	1	3	0	0
ECR	142	No Target	2	No Target	14	14	18	24	19	50	20	30	11	62	21	3
ECoR	88	New Railway	New Railway	New Railway	New Railway	14	6	15	7	36	7	35	25	34	25	3
NCR	100					15	11	16	13	35	8	35	16	38	18	4
NWR	0					-	-	-	-	-	-	-	-	-	0	0
SECR	60					10	6	12	11	18	9	20	12	13	9	1
SWR	21					2	2	7	7	5	13	4	4	-	0	0
WCR	78					10	11	12	17	20	23	15	15	-	0	0
Total	**1448**	**72**	**75**	**160**	**169**	**200**	**197**	**220**	**196**	**433**	**229**	**350**	**256**	**326**	**160**	**33**

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

The Committee sat on Thursday, the 8th November 2007 from 1100 hrs. to 1215 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Dr. Dhirendra Agarwal
3. Shri S. Ajaya Kumar
4. Shri Kishan Lal Diler
5. Shri Giridhar Gamang
6. Shri Mahesh Kumar Kanodia
7. Shri Manik Singh
8. Shri Ananta Nayak
9. Shri Kishan Singh Sangwan
10. Shri K. Subbarayan
11. Shri C.H. Vijayashankar

RAJYA SABHA

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

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 Principal Secretary to the Govt. of India
2.	Shri S.K. Vij	Member Engineering, Railway Board & Ex-officio Secretary to the Govt. of India
3.	Shri R.K. Rao	Member Mechanical, Railway Board & Ex-officio Secretary to the Govt. of India
4.	Shri V.N. Mathur	Member Traffic, Railway Board & Ex-officio Secretary to the Govt. of India

2. At the outset, the Chairman welcomed the members and representatives of the Ministry of Railways (Railway Board) to the sitting of the Committee. Thereafter, the representatives of the Ministry of Railways (Railway Board) briefed the Committee on the subject 'Review of Special Railway Safety Fund' and clarified the points raised by the Members.

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

The Committee then adjourned.

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

The Committee sat on Thursday, the 18th September, 2008 from 1500 hours to 1630 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Dr. Dhirendra Agarwal
3. Shri S. Ajaya Kumar
4. Shri Bapu Hari Chaure
5. Shri Giridhar Gamang
6. Shri Anwar Hussain
7. Shri Mahesh Kumar Kanodia
8. Shri Laxmanrao Patil
9. Shri A. Sai Prathap
10. Shri Kishan Singh Sangwan
11. Shri Iqbal Ahmed Saradgi
12. Shri K. Subbarayan
13. Shri C.H. Vijayashankar

RAJYA SABHA

14. Shri Motilal Vora
15. Shri Nandi Yellaiah
16. Shri Lalit Kishore Chaturvedi
17. 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

Representatives of the Ministry of Railways (Railway Board)

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

2. xxxxx xxxxx xxxxx xxxxx

3. The Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject 'Review Special Railway Safety Fund'. The evidence was concluded.

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

The Committee then adjourned.

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

The Committee sat on Thursday, the 18th December, 2008 from 1530 hrs. to 1600 hrs. in Room No.'139', First Floor, Parliament House Annexe, New Delhi.

PRESENT

SHRI BASUDEB ACHARIA - CHAIRMAN

MEMBERS

LOK SABHA

2. Shri Anwar Hussain
3. Shri Manik Singh
4. Shri Ananta Nayak
5. Shri Laxmanrao Patil
6. Shri A. Sai Prathap
7. Shri Kishan Singh Sangwan

RAJYA SABHA

8. Shri Satyavrat Chaturvedi
9. Shri Lalit Kishore Chaturvedi
10. Shri Shreegopal Vyas
11. Shri N. Balaganga
12. 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. At the outset, the Chairman welcomed the Members to the sitting of the Committee. Thereafter, the Committee considered the draft Report on the subject 'Review of Special Railway Safety Fund' and adopted the same with minor changes.

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

4. xxxxx xxxxx xxxxx xxxxx

The Committee then adjourned.