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**STANDING COMMITTEE ON
RAILWAYS
(2014-15)
SIXTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**[Action taken by the Government on the
recommendations/observations contained in the 25th Report of
the Standing Committee on Railways (Fifteenth Lok Sabha) on
'Ongoing and Pending Railway Projects, with special emphasis
on Projects in North Eastern Region']**

SECOND REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

DECEMBER, 2014/ AGRAHAYANA, 1936 (SAKA)

SCR NO. 189

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**STANDING COMMITTEE ON RAILWAYS
(2014-15)**

SIXTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

[Action taken by the Government on the recommendations/observations contained in the 25th Report of the Standing Committee on Railways (Fifteenth Lok Sabha) on 'Ongoing and Pending Railway Projects, with special emphasis on Projects in North Eastern Region']

Presented to Lok Sabha on 18.12.2014

Laid in Rajya Sabha on 19.12.2014



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2014/ Agrahayana 1936 (Saka)

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COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2014-15)

Shri Dinesh Trivedi - Chairperson

MEMBERS

LOK SABHA

2. Shri E. Ahamed
3. Kunwar Pushpendra Singh Chandel
4. Shri Ram Tahal Choudhary
5. Shri Sanjay Dhotre
6. Shri Gourav Gogoi
7. Shri Rajen Gohain
8. #Shri Chandra Prakash Joshi
9. Shri Ramesh Chander Kaushik
10. Shri Gajanan Kirtikar
11. Shri Balabhadra Majhi
12. Shri Arjun Ram Meghwal
13. Shri K.H. Muniyappa
14. Shri Thota Narasimham
15. Shri A.T. Nana Patil
16. Shri R. Radhakrishnan
17. Shri Mekapati Raja Mohan Reddy
18. Shri Lakhan Lal Sahu
19. Shri Ganesh Singh
20. Shri Uday Pratap Singh
21. Shri S.R. Vijayakumar

RAJYA SABHA

22. Shri A.K. Antony
23. Shri Mukut Mithi
24. Shri Dilipbhai Pandya
25. @Vacant
26. Shri Ambeth Rajan
27. Shri T. Rathinavel
28. Shri Bashistha Narain Singh
29. Shri Devender Goud T.
30. Shri Alok Tiwari
31. Shri Motilal Vora

* Constituted *vide* Lok Sabha Bulletin Part II No.623 dated 01.09.2014

Sh. Bandaru Dattatreya ceased to be a Member on his appointment as Minister w.e.f. 09.11.2014. Shri Chandra Prakash Joshi was nominated as Member *vide* LSS Bulletin Part No.783 dt.14.11.2014.

@ Smt. Kusum Rai retired on 25.11.2014 vide R.S.S. I.d. No.1(2)2014-coord. dt.20.11.14.

LOK SABHA SECRETARIAT

- | | | | |
|----|------------------------|---|----------------------|
| 1. | Shri K. Vijayakrishnan | - | Additional Secretary |
| 2. | Smt. Anita Jain | - | Joint Secretary |
| 3. | Smt. Mamta Kemwal | - | Additional Director |
| 4. | Smt. Geeta Parmar | - | Deputy Secretary |

INTRODUCTION

I, the Chairperson of the Standing Committee on Railways (2014-15), having been authorized by the Committee to present the Report on their behalf, present this Second Report of the Committee on action taken by the Government on the recommendations/observations of the Standing Committee on Railways contained in their Twenty-Fifth Report (15th Lok Sabha) on 'Ongoing and Pending Railway Projects, with special emphasis on Projects in North Eastern Region'.

2. The Twenty-Fifth Report was presented to the Lok Sabha on 18.02.2014 and it contained 16 recommendations/observations. The Ministry of Railways have furnished their action taken replies on all the recommendations/observations.

3. The Committee considered and adopted the Draft Action Taken Report at their sitting held on 17.12.2014.

4. An analysis of the action taken by the Government on the recommendations/observations contained in the Twenty-Fifth Report of the Standing Committee on Railways (Fifteenth Lok Sabha) is given in Appendix-II.

NEW DELHI:
17 December, 2014
26 Agrahayana, 1936 (Saka)

DINESH TRIVEDI
Chairperson,
Standing Committee on Railways

CHAPTER-I

REPORT

This Report of the Committee deals with the action taken by the Government on the recommendations and observations contained in the Twenty-Fifth Report of the Standing Committee on Railways(2013-14) on "Ongoing and Pending Railway Projects, with special emphasis on Projects in North Eastern Region". The Report was presented to the Lok Sabha and laid in Rajya Sabha on 18.02.2014.

2. Action Taken Notes have been received from the Government on all the 16 recommendations/observations contained in the Report. These have been broadly categorized as follows:

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

Para Nos. 1, 3, 4, 5, 7, 10, 11, 12, 13, 14, 15 and 16

Total : 12
Chapter-II

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

Para Nos. 6 and 9

Total : 02
Chapter-III

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

Para Nos. 2 and 8

Total : 02
Chapter-IV

- (iv) Recommendations/observations in respect of which final replies are awaited:-

Total: NIL
Chapter-V

3. The Committee trust that utmost importance will be given to implementation of the recommendations/observations accepted by the Government. In cases where it is not possible for the Ministry to implement the recommendations for any reason, the matter should be reported to the Committee with reasons thereof. The Committee further desire that Action Taken Notes on the recommendations/observations contained in Chapter-I of this Report should be furnished to them at the earliest.

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

(Recommendation Para No. 1)

5. The Committee in their Report had noted that the Railways while taking up a project on the basis of operational, strategic (Defence Requirement) or socio-economic consideration to develop a particular area had to ensure a proper financial return from every investment. A proposal for fresh investment was considered as financially justified if it could be shown that the net gain expected out of that was not less than 14 per cent under the Discounted Cash Flow method. As Railways had been an important instrument of economic and industrial development of backward areas not connected by a reliable transport network, a number of projects with return of less than the threshold limit of 14 per cent were also taken up to develop backward areas. The Committee were of the opinion that the Railways should keep a balance in effectively playing their dual roles of fulfilling social service obligations and of a revenue earner. They hoped that the Ministry of Railways would continue to strive hard to keep a balance while undertaking commercially viable projects and projects which were not so viable but were socially relevant, thus fulfilling their social responsibility while consistently raising adequate resources.

6. The Ministry of Railways, in their action taken notes, have stated as under:

“Ministry of Railways will not shy away from the dual responsibility & will relentlessly persevere to strike a balance between its role of social service obligations and a commercially entity. It is neither physically nor financially possible for the Ministry of Railways to provide rail connectivity to all backward regions and meet huge demand for people friendly mode of transportation. In pursuit of fulfilling public aspirations, a large number of projects have already been approved over the years creating a huge throw forward liability. Given the precarious financial situation of Railways, it has entered a vicious cycle of inadequate finance & cost overruns. In prevailing circumstances, Railway will be able to discharge its dual responsibility only if the Budgetary Support extended by Ministry of Finance is suitably enhanced & State Government come forward to share cost of the project. Ministry of Railways will relentlessly pursue with Ministry of Finance & State Governments in this direction.”

7. The Committee agree that in the prevailing circumstances it is neither physically nor financially possible for the Ministry of Railways to provide rail connectivity to all backward regions and meet the huge demand for a people friendly mode of transportation. As informed, in pursuit of fulfilling public aspirations, a large number of projects have already been approved over the years, creating a huge throw-forward liability. The Committee are, however, of the considered opinion that since rail connectivity can give a push to the much needed socio-economic development of backward and remote regions, it becomes the prime responsibility of both the Central and the State Governments to make available requisite finances for implementing railway projects in these areas. It is, therefore, imperative that the Ministry of Finance enhances the Gross Budgetary Support to the required level and the State Governments

come forward to share the cost of the projects. The Committee, therefore, desire that the Ministry of Railways should pursue the matter purposively with the Ministry of Finance and State Governments for such projects.

(Recommendation Para No. 2)

8. The Committee had further noted that the Gross Budgetary Support(GBS) given by the Ministry of Finance for railway projects did not keep pace with the number of projects getting sanctioned on socio-economic consideration and inflationary trends. Consequently, the list of pending projects kept on piling up and the entire project execution system had entered into a vicious cycle of inadequate grants and cost escalation, adding to the list of pending projects. To break this vicious cycle, the Planning Commission had started giving priority in according "In Principle Approval" to new projects where States were giving free land and sharing 50 per cent cost of the Projects. The Committee had urged the Ministry of Railways to take up the matter with the Planning Commission to consider railway projects of crucial importance even in those States which were in a position neither to give free land nor share 50 percent cost of the projects so that the genuine needs of the public in such States could be met.

9. The Ministry of Railways, in their action taken notes, have stated as under:

"There are 368 nos. of ongoing projects out of which State Govt. is contributing toward financing of 37 projects only. Remaining projects are progressing even without any contribution from State Government. Progress of these projects is dependent on the extent of Gross Budgetary Support given by Ministry of Finance. The stand of Planning Commission to give

preference in according "In Principle" approval to those projects where State Government is sharing the cost, is for new projects."

10. The Committee are not satisfied with the reply of the Government. They are aware that the stand of the Planning Commission to give preference in according "In Principle" approval to those projects where State Government is sharing the cost, is for new projects. However, their concern is in respect of those States which are facing a resource crunch and are not in a position to either give free land or share 50 percent cost for crucial projects. The Committee feel that this stand of the Planning Commission will result in non-approval of crucial railway projects in these States which need rail connectivity in backward and remote areas. The Committee, therefore, reiterate that the Ministry should take up the matter with the Planning Commission to review their decision and relax the norms in respect of providing free land and sharing of cost of the projects by the States in order to safeguard the interests of the States having a resource crunch but are in dire need of rail connectivity.

(Recommendation Para No. 7)

11. The Committee had observed that a railway project was considered as viable which was having 14 percent rate of return. The Ministry of Railways had adopted this criterion on the basis of a letter dated 23.08.1984 issued by the Ministry of Finance in this regard and it was in vogue since 1993-94. Further, out of the 368 ongoing/pending railway projects, only 88 projects

(24 percent) were having projected rate of return more than 14 percent. As two decades had passed when the criterion for a project to be viable was adopted, the Committee strongly felt that the existing criterion for a project to be viable, needed immediate review especially keeping in view the inflation, economic aspects and such other relevant factors.

12. The Ministry of Railways, in their action taken notes, have stated as under:

"As per suggestion of the Committee, review of the existing criterion for a project to be viable is being undertaken by Ministry of Railways."

13. The Committee are happy to note that the existing criteria for proclaiming a railway project to be viable is being reviewed by the Ministry of Railways. The Committee desire that the Ministry of Railways should expedite the process and apprise them of the decision taken in this regard.

(Recommendation Para No. 8)

14. The Committee in their Report had observed that out of the 368 ongoing/pending railway projects, 59 projects were sanctioned more than 15 years ago (1997-98 or before). Out of those 59 projects, 6 projects were sanctioned 25 year ago, viz. (i) Tamluk-Digha, Deshpan-Nandigram with new MM for Kanthi-Egra (26.2 km); Nandakumar-Bolaipanda (927 km) New Line & Nandigram-Kandhimari (Nayachar) (7 km) New Line sanctioned in the year 1984-85 in South Eastern Railway; (ii) Howrah-Amta, Bargachia-Champadanga-Tarakeshawar, Amta-Bagnan & new Material Modification (MM) for Janghipara-Furfura sharif (12.3 km) sanctioned in the year 1974-75 in South Eastern Railway; (iii) Nangal Dam-Talwara (83.74 km) new broad gauge

line & Taking over siding of Mukerian-Talwara (29.16 km) sanctioned in the year 1981-82 in Northern Railway; (iv) Eklakhi-Balurghat (87.11 km), Gazole-Itahar (28 km) & new MM for Raiganj-Itahar (21.8 km) & Itahar-Buniadpur (39 km) sanctioned in the year 1983-84 in North Frontier Railway; (v) Guna-Etawah via Shivpuri-Gwalior-Bhind (348.25 km) sanctioned in the year 1984-85 in North Central Railway; and (vi) Laxmikantapur-Namakhana-Chanda Nagar (61.5 km) with new MM for Kakadip-Budakhali (5 km) & Chandanagar-Bakhali (17.2 km) sanctioned in the year 1987-88 in Eastern Railway. Further, 3 projects were sanctioned 20 years ago viz. Daitari-Banspani (155 km) sanctioned in the year 1992-93 in East Coast Railway, Peddapalli-Karimanagar-Nizamabad sanctioned in the year 1993-94 in South Central Railway and Amravati-Narkher sanctioned in the year 1993-94 in Central Railway. The Committee had pointed out that the details in respect of one of the project viz. Dallirajahara-Jagdalpur (23 km.) in South East Central Railway had not been provided. Taking into account such unsatisfactory performance of the Railways, the Committee had recommended that immediate corrective measures should be taken to expeditiously complete these long pending projects before they lose their utility.

15. The Ministry of Railways, in their action taken notes, have stated as under:

"Details of Dallirajahara-Jagdalpur new line project is as under:-

Dallirajahara – Jagadalpur New Line (235 Km) was sanctioned in 1995-1996. The entire project is to be executed in 2 phases. Phase – I (95 Km) between Dallirajahara - Rowghat, funded by SAIL, is being executed by RVNL. Phase –II (140 km) between Rowghat to Jagdalpur Being executed by South East Central Railway is funded by Railway, NMDC and CG Govt.

Land acquisition-

For Phase I, 302.29 Hect of ***Private Land***, 49.92 Hect of Govt. Land, 2.39 Ha of SAIL Land have been acquired. Regarding forest land total requirement is 259.54 Hect. Stage - II clearance (Final approval) has been received on 24.03.2011 from MOEF. Tree

cutting being done by forest deptt is in progress. As regard 83.12 Ha of Revenue forest land Stage - I clearance from MOEF/NDLS received in April-10. Proposal for Stage – II clearance has been resubmitted to MOEF after complying observation of MOEF.

Phase-II - Rowghat-Jagdalpur— Application and set of land plans & land schedule for acquisition of land between Rowghat to Jagdalpur for Phase-II construction of new line between Dallirajhara – Jagdalpur, has been submitted to Collector/Jagdalpur and DFO/ Narayanpur in October 2010 along with requisite registration and processing fee.

Estimate- Phase – I (95 Km) between Dallirajhara - Rowghat detailed estimate sanctioned at the cost of the Rupees 631.78 Cr. On 15.07.2009

Phase –II (140 km) between Rowghat to Jagdalpur is under preparation

Progress for Phase -I (Executed by RVNL)

(i)-Earth work – 15.10 Lac –cum completed out of 51 Lac –cum

(ii) Blanketing- 0.654 Lac –cum completed out of 10 Lac –cum

(iii) Major Bridge -6.53 %

(iv) Minor Bridges -29.96%

(v) Ballast -8000cum completed out of 284874 cum

Issues affecting progress- Due to various hindrances like delay in diversion of revenue forest land, delay in tree cutting by forest department, burning of vehicles by naxalites on 14.03.11 & 01.06.12, contractors have stopped the work several times citing these reasons. However, after constant persuasion by RVNL, contractor of 1st package (42 Km From Dallirajhara –Keoti) agreed to complete only 1st block section i.e. between Dallirajhara to Dondi 17 km . On 26.04.2013 mid night, a group of about 30-35 naxalites attacked contractor's camp at Dondi Km 10 in Pkg-I and crossfire took place between naxalites and CAF. Again on 11.06.13, similar attack took place at the same location. No casualties happened. However, this incident has dented the confidence of contractor's work force. Citing these reasons contractor had completely stopped the work. A high level meeting held at MHA on 24.07.2013 regarding progress and security is concerned. From october-10-2013 contractor has restarted the work after providing the dedicated security in 1st 17 KM (i.e. from Dallirajhara to Dondi). This issue was also discussed during Project Monitoring Group meeting on 06.01.2014 at Raipur It was assured by the ADGP that for future

work security will also be arranged. Chief Secretary mentioned that election has been conducted by the State Government in above area smoothly.

In most of the old projects some portion of it has been completed and operationalised. Some of the projects mentioned above have been completed and commissioned. They are appearing in the list of pending projects as some more projects have been loaded on it as Material Modification. Even though the projects have been completed but the material modification component is still in progress.

These will be completed as per availability of funds and assigned priority in the prioritization list.”

16. The Committee are unhappy with the pace of progress in respect of the projects which were sanctioned more than 25 years ago and are still incomplete. They are not satisfied with the clarification given by the Ministry that in most of the old projects some portion of the same has been completed and operationalised.

The Committee are further informed that some of the projects mentioned in the list of pending projects have been completed and commissioned; however, they are still appearing in the list of pending projects as they have been loaded on it as Material Modification. The Committee would like to be apprised of the details of all such projects, mentioning the dates/years when the project was originally sanctioned, completed and then loaded as material modification and their likely dates for execution.

(Recommendation Para No. 10 & 11)

17. The Committee had noted that the Ministry, in the “Vision 2020” document, has targeted to connect all the State Capitals on Broad Gauge

besides doubling of New Jalpaiguri-Samuktala Main line, commissioning of alternative BG route from New Maynaguri to Jogighopa, BG networking of the entire Barak Valley, completion of third Railway Bridge across River Brahmaputra- Rail-cum-Road Bridge at Bogibeel, BG networking of North Bank of Brahmaputra, connection of South Bank at Dibrugarh through Bogibeel and electrification of Katihar-Guwahti route. However, they were disappointed to find that so far only two State Capitals out of the seven North-East States are on Broad Gauge (BG) Network. Further, the Capitals of Assam and Tripura had been connected and Itanagar (Naharlagun), the Capital of Arunachal Pradesh, would be connected by March 2014. For the rest, funds and availability of land were stated to be the critical areas. The Committee had considered the scarce allocation of funds for infrastructural projects as totally unjustified and desired that Plan allocation should be suitably enhanced in accordance with the needs of the Ministry. The matter for grant of required budgetary support should be taken up vigorously with the Planning Commission and the Ministry of Finance.

18. The Committee were again distressed to find the tardy progress in respect of their old railway projects in the North-East region viz. (i) Dudhnoi-Mendipather (19.75 km.), a new line project in North-East sanctioned in 1992-93; (ii) Harmuti-Naharlagun (20 km), a new line project sanctioned in 1996-97, (iii) Katakhal-Bhairabi (84 km), a gauge conversion project sanctioned in 1997-98; (iv) Katihar-Jogbani with extension upto Radhikapur; Katihar-Tejanarayanpur (234 km.), and new MM for Raniganj-Dalkhola (43.43 km.), a new line project in North-East region sanctioned in 2000-01; and (v) New Moynaguri-Jogighopa, a new line with gauge conversion project of New Mal (260 km), sanctioned in 2000-01. The Committee urged the Ministry to accord priority to these ongoing/pending projects and take required measures to complete these projects expeditiously in a time-bound manner.

19. The Ministry of Railways, in their action taken notes, have stated as under:

"Planning Commission & Ministry of Finance are being constantly pursued for enhancement of Gross Budgetary Support for Capital investments. This effort will relentlessly go in. Besides seeking

enhancement of yearly GBS, Ministry of Railways had piloted a proposal to create a separate fund from regular GBS for National Projects of North Eastern Region. The proposal was for creation of a non lapsable fund in the name of NERRDF (North East Region Rail Development Fund) to be funded through Railway GBS to the tune of 25% with the balance 75% being allocated at the beginning of the year by Ministry of Finance as non dividend additionality to GBS. The setting up of the fund was approved by Cabinet but fund has not been set up due to objections from Ministry of Finance. Creation of the fund would have given huge impetus to execution of all projects in general and projects in N.E. Region in particular.

Ministry of Railways, till now, has not been successful in getting Gross Budgetary Support enhanced substantially & create NERRDF. Despite this, Ministry of Railways will steadfastly pursue it

Further with regard to the tardy progress in respect of their old projects in North-Eastern Region, the Ministry have stated as under:

" Primary reason for tardy progress of work in respect is inadequate funds. Yearly fund allotment is much less than actual requirement of fund to maintain a steady progress. In fact, yearly budget allocation for projects in North Eastern region is around 55 to 60% of optimal yearly requirement. Ongoing projects which are in the last leg of completion are given priority. To tide over the fund constraints, Ministry of Railways is vigorously pursuing with the Ministry of Finance and Planning Commission to enhance Gross Budgetary Support."

20. The Committee have been apprised that the Planning Commission and the Ministry of Finance are being constantly pursued for enhancement of Gross Budgetary Support (GBS) for Capital investments. Besides, they have piloted a proposal to create a separate fund from regular GBS for National Projects in the North Eastern Region. The proposal was for creation of a non-lapsable fund in the name of NERRDF (North East Region Rail Development Fund) to be funded through Railway GBS to the tune of 25% with the

balance 75% being allocated at the beginning of the year by the Ministry of Finance as non-dividend additionality to GBS. The Committee are constrained to note that though setting up of the proposed fund was approved by the Cabinet, the Fund has not been set up due to objections from the Ministry of Finance. As fund constraints are adversely affecting the progress of the projects undertaken by the Ministry in the North-Eastern Region, the Committee recommend that the matter should urgently be sorted out with the Ministry of Finance and, if needed, the matter may again be brought before the Cabinet. As informed, the creation of NERRDF would give a huge impetus to the execution of all projects in the North-Eastern Region.

(Recommendation Para No. 15)

21. In their Report the Committee had noted that a Cabinet Note for modifying the definition of National Projects had been prepared and was under consideration of the Directorate concerned in the Ministry of Railways. The Committee were of the opinion that Railway Projects which were falling under difficult terrains in the Himalayan and North East region and Jammu and Kashmir should be declared as National Projects for expeditious completion of such projects.

22. The Ministry of Railways, in their action taken notes, have stated as under:

"Cabinet Note for modifying the definition of National Project will be circulated for Inter-Ministerial Consultation shortly."

23. The Committee strongly feel that in order to expedite the implementation of projects falling under difficult terrains in the Himalayan and the North Eastern region and Jammu and Kashmir, there is an urgent need to modify the definition of National Projects. The Committee, therefore, impress upon the Ministry of Railways to expedite the process and apprise them about the progress made in this regard.

(Recommendation Para No. 16)

24. The Committee in their report had noted that the Ministry of Railways had received a revised list of 14 strategically important projects from the Ministry of Defence. However, the Ministry would undertake the construction of these strategic lines only if they would be fully funded by either the Ministry of Defence or the Ministry of Finance and they would also want the operational losses to be reimbursed as those lines are highly un-remunerative. The Committee were informed that the Ministry of Defence was requested on 29.07.2013 to declare additional 19 lines (including ongoing National Projects) as strategic lines so that operating losses on these additional 19 lines could also be reimbursed. The Committee had desired to be informed of the progress in the matter.

25. The Ministry of Railways, in their action taken notes, have stated as under:

"No official response has so far been received from Ministry of Defence. However, the matter will be taken up with them as desired by the Committee. "

26. The Committee appreciate the views of the Ministry of Railways with regard to the execution of strategically important projects. They

further note that the Ministry of Railways have so far not received any official response from the Ministry of Defence in response to their letter dated 29.07.2013 to declare additional 19 lines (including ongoing National Projects) as strategic lines so that operating losses on these additional 19 lines could be reimbursed. The Committee, therefore, desire the Ministry of Railways to earnestly pursue the matter with the Ministry of Defence and in case no positive response is received, the matter may be taken up at the Cabinet level. They would also like to be informed of the progress in the matter.

CHAPTER – II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No.1)

The Committee note that a railway project is conceived on the basis of operational, strategic (Defence Requirement) or socio-economic consideration to develop a particular areas. The Railways have to ensure that a proper financial return is earned from every investment. A proposal for fresh investment is considered as financially justified if it can be shown that the net gain expected to be realised as a result of the proposed outlay would, after meeting the working expenses or the average annual cost of service, yield a return of not less than 14 per cent under the Discounted Cash Flow method. However, as Railways is an important instrument of economic and industrial development of backward areas not concerned by a reliable transport network, a number of projects having return of less than the threshold limit of 14 per cent are also taken up on the basis of operational, strategic/Defence requirement or on socio-economic consideration to develop backward areas. The Committee are of the view that there is a definite need to balance the role of Railways in effectively fulfilling the dual roles of social service obligations and as a revenue earner. The Committee trust that the Ministry of Railways would continue to strive hard to keep such a proper balance while undertaking commercially viable projects as well as projects which are not so viable but are socially relevant, thus fulfilling their social responsibility as well as consistently raising adequate resources.

Reply of the Government

Ministry of Railways will not shy away from the dual responsibility & will relentlessly persevere to strike a balance between its role of social service obligations and a commercially entity. It is neither physically nor financially possible for the Ministry of Railways to provide rail connectivity to all backward

regions and meet huge demand for people friendly mode of transportation. In pursuit of fulfilling public aspirations, a large number of projects have already been approved over the years creating a huge throw forward liability. Given the precarious financial situation of Railways, it has entered a vicious cycle of inadequate finance & cost overruns. In prevailing circumstances, Railway will be able to discharge its dual responsibility only if the Budgetary Support extended by Ministry of Finance is suitably enhanced & State Government come forward to share cost of the project. Ministry of Railways will relentlessly pursue with Ministry of Finance & State Governments in this direction.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 7 of Chapter-I of the Report

Recommendation (Para No.3)

The Committee are perturbed to note that as on 01.04.2013, the Ministry of Railways had 368 ongoing/pending projects – 156 new line, 43 gauge conversion and 169 doubling projects. It is equally disturbing to note that the Railways have a throw forward liability of around Rs. 4 lakh crore for their ongoing works and rolling stock. The main reason for delays in timely completion of projects is stated to be funds constraint as the Ministry of Railways is dependent upon financial support from the Ministry of Finance and the Planning Commission for execution of capital intensive projects, but the financial support has been far from adequate. The Ministry had sought Gross Budgetary Support (GBS) of Rs. 3,16,892 crore for the Twelfth Plan but were allotted only Rs. 1,94,221 crore. Further, during 2012-13 and 2013-2014, the GBS to the Ministry of Railways remained to the tune of Rs.24,000 crore and Rs. 26,000 crore, respectively, which was less than even the proportionate yearly approved budgetary support. It is evident that the curtailment of GBS

has resulted in poor performance of the Railways. Besides, time over-run due to funds constraint in almost all the projects has resulted in cost over-run and inordinate delays and stretching of projects for execution, thus slowing down the pace of development. Keeping in mind the important role of the Railways in the socio-economic development of the country and in view of large number of pending/ongoing projects of the Ministry of Railways and the task ahead in the expansion of railway network in the North-East and the Himalayan regions, the Committee strongly feel that the GBS given by the Ministry of Finance and the Planning Commission is too meager and ought to be supplemented suitably, commensurate with the needs of the Ministry.

Reply of the Government

The Ministry is extremely grateful to the Hon'ble Committee for a truthful and accurate appreciation of the financial position of the Railways, as far as project financing and execution is concerned. As is well known and also acknowledged by the Hon'ble Committee, the Railway projects are highly Capital intensive with a long gestation period. Most of the projects, especially in NE Region and Himalayan States, are commercially unviable and are required to be taken up on socio-economic considerations. They need sustained funding during their execution to reap the benefits. Insufficient support from General Exchequer, even in comparison to the approved level of Five Year Plan funding arrangement has been highlighted by the Ministry at various fora. Requests for additional funding during the course of the year have been made from the highest level in Ministry of Railways to the Ministry of Finance. The sustained efforts in 2013-14 have yielded some positive results and the GBS extended by MoF has been increased to Rs. 27,000 crore in Revised Estimates. The efforts would continue in 2014-15 also and would hopefully prove fruitful.

Recommendation (Para No. 4)

The Committee note that the Ministry of Railways are taking various steps to deal with the financial constraints, viz. Controlling the expenditure by enforcing austerity and economic measures, augmenting internal resources through regionalization of fare and freight rate structure, introduction of fuel Adjustment Component and revision of rates for other services, etc. Further, the scope for generation of resources is also being constantly explored through other avenues such as commercial use of Railway's surplus land, etc. Also the Plan investment has been ring-fenced for several identified priority projects after carrying out prioritization of projects, including the last mile ones, to reap benefits on their early completion. However, the Committee feel that the Ministry will have to take urgent proactive measures to address this challenge and seek an enhanced GBS from the Ministry of Finance and the Planning Commission. The Committee trust that the Ministry would continue to explore other avenues to raise the desired level of funds.

Reply of the Government

The Ministry is grateful to the Hon'ble Committee for the appreciation of its efforts in tackling financial constraints and the steps taken in this regard. The suggestions of the Committee have been noted and it is submitted that the efforts initiated to contain expenditure and augment resources would continue. The issue of enhanced level of Budgetary Support from General Exchequer, especially in comparison to the approved 12th Five Year Plan, would be taken up vigorously with Ministry of Finance and Planning Commission.

Recommendation (Para No. 5)

The Committee are also distressed to note that out of 368 ongoing/pending projects, there are only 42 projects (16 New Line, 7 Gauge

Conversion and 19 Doubling projects) which are in an advanced stage of completion and the remaining 326 projects are at various stages of implementation. The Committee note with rising concern that the figure has increased to 368 on 01.04.2013 from 348 as on 01.04.2012 i.e., an overall increase of 20 ongoing/pending projects in a year. The Committee feel that concerted efforts from the Ministry of Railways are warranted to take urgent corrective measures so that the situation does not deteriorate further in the coming years. They, therefore, would like to recommend that the Ministry should henceforth give their focused attention to the expeditious completion of ongoing/pending projects and announce any new railway projects only after getting a categorical assurance on the availability of the required funds from the Planning Commission and the Ministry of Finance. The Committee also want that priority should be given to the projects which are at an advanced stage of completion.

Reply of the Government

Railways have already undertaken the exercise of prioritization of projects to give focused attention to reap maximum benefits out of the investment being made and prevent thin spread. Last mile projects have been given top priority to assured funding for early completion.

Recommendation (Para No. 7)

The Committee learnt that a viable railway project is the one which has 14 percent rate of return. The Ministry of Railways have adopted this criterion on the basis of a letter dated 23.08.1984 issued by the Ministry of Finance in this regard and the same is in vogue since 1993-94. As informed, out of the 368 ongoing/pending railway projects, only 88 projects (24 percent) are having projected rate of return more than 14 percent. As already two decades have passed when the criterion for a project to be viable was adopted, the Committee strongly feel that the existing criterion for a project to be viable,

needs immediate review especially keeping in view the inflation, economic aspects and such other relevant factors.

Reply of the Government

As per suggestion of the committee, review of the existing criterion for a project to be viable is being undertaken by Ministry of Railways.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 13 of Chapter-I of the Report

Recommendation (Para No. 10)

The Committee regret to note that so far only two State Capitals out of the seven North-East States are on Broad Gauge (BG) Network. The Ministry, in the "Vision 2020" document, has set certain targets for implementation of projects in the North-East Region by 2020 like Connecting all the State Capitals on Broad Gauge, doubling of New Jalpaiguri-Samuktala Main line, commissioning of alternative BG route from New Maynaguri to Jogighopa, BG networking of the entire Barak Valley, completion of third Railway Bridge across River Brahmaputra- Rail-cum-Road Bridge at Bogibeel, entire BG networking of North Bank of Brahmaputra, connection of South Bank at Dibrugarh through Bogibeel and electrification of Katihar-Guwahti route.

With regard to accomplishment of the above targets, the Committee are apprised that the Capitals of Assam and Tripura have already been connected. Itanagar (Naharlagun), the Capital of Arunachal Pradesh, will be connected by March 2014 and for the rest, funds and availability of land are the critical areas. The Committee feel that scarce allocation of funds for infrastructural projects is totally uncalled for and hence Plan allocation should be suitably

enhanced in accordance with the needs of the Ministry. The matter for grant of required budgetary support should be taken up vigorously with the Planning Commission and the Ministry of Finance. In no case, fund constraints be allowed to bring down physical performance of the Ministry of Railways, especially insofar as the North-East region is concerned. Further, the bottlenecks in regard to the procedural delays should be identified and removed.

Reply of the Government

Planning Commission & Ministry of Finance are being constantly pursued for enhancement of Gross Budgetary Support for Capital investments. This effort will relentlessly go in. Besides seeking enhancement of yearly GBS, Ministry of Railways had piloted a proposal to create a separate fund from regular GBS for National Projects of North Eastern Region. The proposal was for creation of a non lapsable fund in the name of NERRDF (North East Region Rail Development Fund) to be funded through Railway GBS to the tune of 25% with the balance 75% being allocated at the beginning of the year by Ministry of Finance as non dividend additionality to GBS. The setting up of the fund was approved by Cabinet but fund has not been set up due to objections from Ministry of Finance. Creation of the fund would have given huge impetus to execution of all projects in general and projects in N.E. Region in particular.

Ministry of Railways, till now, has not been successful in getting Gross Budgetary Support enhanced substantially & create NERRDF. Despite this, Ministry of Railways will steadfastly pursue it.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11

Dated: 06.05.2014]

Comments of the Committee

Please see para 20 of Chapter-I of the Report

Recommendation (Para No. 11)

The Committee are distressed to find the tardy progress in respect of certain railway projects in the North-East region; these include: (i) Dudhnoi-Mendipather(19.75 km.), a new line project in North-East which was sanctioned in 1992-93; (ii) Harmuti-Naharlagun (20 km), a new line project sanctioned in 1996-97, (iii) Katakhal-Bhairabi (84 km), a gauge conversion project sanctioned in 1997-98; (iv) Katihar-Jogbani with extension upto Radhikapur; Katihar-Tejanarayanpur (234 km.), and new MM for Raniganj-Dalkhola (43.43 km.), a new line project in North-East region sanctioned in 2000-01; and (v) New Moynaguri-Jogighopa, a new line with gauge conversion project of New Mal (260 km), sanctioned in 2000-01. Taking a serious view of such inordinate delays in execution of these railway projects in the North-East region, some of which are 15-20 year old, the Committee strongly urge the Ministry to accord priority to these ongoing/pending projects and take required measures to complete these projects expeditiously in a time-bound manner.

Reply of the Government

Primary reason for tardy progress of work is inadequate funds. Yearly fund allotment is much less than actual requirement of fund to maintain a steady progress. In fact, yearly budget allocation for projects in North Eastern region is around 55 to 60% of optimal yearly requirement. Ongoing projects which are in the last leg of completion are given priority. To tide over the fund constraints, Ministry of Railways is vigorously pursuing with the Ministry of Finance and Planning Commission to enhance Gross Budgetary Support.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 20 of Chapter-I of the Report

Recommendation (Para No. 12)

The Committee want to strongly record its deep concern at the slow progress in respect of the National Projects in the North-East region. Out of the 10 Projects in the North-East, the overall progress in respect of the projects, viz. Dimapur-Kohima (88 km.) sanctioned in the year 2006-07; Bhairabi-Sairang (51.38 km) and Sivok-Rangpo (44.39 km) both sanctioned in the year 2008-09; and Byrnihat-Shillong (108.40 km) sanctioned in the year 2010-11, is to the tune of 0.37 per cent, 2 per cent, 1.83 per cent and 0.07 per cent, respectively. For the other projects, viz. Lumding-Silchar (482.73 km.) sanctioned in the year 1996-97, the target date of completion has been shifted from December 2014 to December 2016 for Bogibeel Bridge (73 km.) sanctioned in the year 1997-98, the target has been shifted from December 2015 to December 2017, for Jiribam-Tupul & Tupul-Imphal (Tupul) (125 km.) sanctioned in the year 2003-04 the target date has been shifted from March 2015 and March 2017 to March 2020 and March 2022; for Tetelia-Byrnihat (21.50 km.) sanctioned in the year 2006-07, the target date has been shifted from March 2015 to March 2017; for Agartala-Sabroom (110 km.) sanctioned in the year 2008-09, the target date has been shifted from December 2015 to March 2019; and for Rangiya-Murkongselek & linked fingers (510.33 km.) sanctioned in the year 2003-04, the target date has been shifted from March 2014 to March 2015. As already submitted, the main reason for non-completion of these National Projects in the North-East Region is funds constraint. Such drastic shifting of target dates speaks very poorly of the priority given to completion of National Projects in the North-East region which is poorly connected with the rest of India. Undoubtedly, this points to the startling fact that the National Projects are not given the attention they deserve. Spilling over of these projects for longer period of time would lead to frustration among the people of the North-East who are already under-served in respect of railway connection. The Committee are of the view that the very purpose of creating the North-East Region Rail Development fund (NERRDF) would be defeated if National Projects of such crucial significance are kept starved of funds. The matter of allocation of required funds should be

continuously pursued with the agencies concerned so that these projects do not get stuck for want of funds.

Reply of the Government

The proposal for creation of a non lapsable fund in the name of NERRDF (North East Region Rail Development Fund) to be funded through Railway GBS to the tune of 25% with the balance 75% being allocated at the beginning of the year by Ministry of Finance as non dividend additionality to Gross Budgetary Support has already been approved by Cabinet but the fund has not been set up due to objections from Ministry of Finance. Creation of the fund would have given huge impetus to execution of all projects in general and projects in N.E. Region in particular.

Ministry of Railways will steadfastly pursue creation of NERRDF.

Recommendation (Para No. 13)

The Committee have been informed that many of the ongoing/pending rail projects in the North-East Region are now at a stage where there is no external problem and environmental and technical clearances are there. These include the Lumding-Shilchar-Agartala gauge conversion project, doubling of New Jalpaiguri-Samuktala, New Maynguri-Jogighopa New line, Bogibeel bridge project. As stated, there is no problem other than of funds and the work can be expedited substantially depending on the availability of funds. The Committee take a serious view of the fact that even for National Projects, the Ministry of Railways are facing the problem of shortage of funds. The Committee strongly feel that the Planning Commission and the Ministry of Finance should review the situation urgently in view of the demands of the strategically located North-East region for better connectivity, as also the demands of the people of the region for better rail connectivity and sanction adequate financial support for these National Projects.

Reply of the Government

The primary reason for tardy progress of work is inadequate funds. Yearly fund allotment is much less than actual requirement of fund to maintain a steady progress. To tide over the fund constraints, Ministry of Railways is vigorously pursuing with the Ministry of Finance and Planning Commission to enhance Gross Budgetary Support.

Recommendation (Para No. 14)

The Committee note that on 21 January, 2014, the Prime Minister, after reviewing the progress of infrastructural projects in the North-East with the Chief Ministers of the North-Eastern States, had set a deadline for completion of various projects during the 12th Five Year Plan period under the supervision of the monitoring committee. He had directed the Planning Commission to set up a Committee comprising representatives of the North-Eastern States and Central Ministries concerned. This Committee will co-ordinate the execution of the projects and help to improve upon connectivity of the region with the rest of the country. The Committee find this as a very crucial opportunity for the Ministry of Railways to apprise the Planning Commission and the Ministry of Finance about their concern with regard to the inordinate delays in the execution of infrastructural projects in the North-East region. The Committee would like to be apprised of the developments in the matter.

Reply of the Government

Empowered Committee comprising representatives of Central Ministries under the Chairmanship of Member (Transport), Planning Commission already exists. Meeting of this Committee has been held in September, 2013. As per the directions of Hon'ble Prime Minister, this Committee has been expanded to include representatives of North Eastern States. Ministry of Railways will use

this important forum to highlight the problems being faced in implementation of infrastructural projects in North Eastern region.

Recommendation (Para No. 15)

The Committee note that a Cabinet Note for modifying the definition of National Projects has been prepared and is under consideration of the Directorate concerned in the Ministry of Railways. The Committee are of the definite view that Railway Projects which fall under difficult terrains in the Himalayan and North East region and Jammu and Kashmir should be declared as National Projects for expeditious completion of such projects.

Reply of the Government

Cabinet Note for modifying the definition of National Project will be circulated for Inter-Ministerial Consultation shortly.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 23 of Chapter-I of the Report

Recommendation (Para No. 16)

The Committee note that the Ministry of Railways have received a revised list of 14 strategically important projects from the Ministry of Defence. Further, the Ministry would undertake the construction of these strategic lines only if they will be fully funded by either the Ministry of Defence or the Ministry of Finance; they would also want the operational losses to be reimbursed as these

lines are highly un-remunerative. The Committee have been informed that the Ministry of Defence has again been requested on 29.07.2013 to declare additional 19 lines (including ongoing National Projects) as strategic lines so that operating losses on these additional 19 lines are also reimbursed. The Committee desire to be informed of the progress in the matter.

Reply of the Government

No official response has so far been received from Ministry of Defence. However, the matter will be taken up with them as desired by the Committee.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 26 of Chapter-I of the Report

CHAPTER – III

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

Recommendation (Para No. 6)

The Committee do not accept the oft repeated explanations given by the Ministry for delay in execution of railway projects, leading to piling up of pending projects, like delays in land acquisition and forestry clearances, adverse law and order situation and other market forces, failure of contracts and technological changes, improved standard of construction and other changes in scope of work due to change in traffic pattern, etc. The Committee find that these problems are not new to the Ministry and are being faced by them all through. After all, every aspect is considered at the time of sanction of project. However, with regard to the problem being faced by the Railways in land acquisition, the Committee felt that if need be, suitable amendments be made in the Railway Act, 1989, to make land acquisition easier so as to avoid inordinate delays in execution of Railways Projects. As these projects are instrumental in ensuring the expansion of railway infrastructure in the country thus enabling the Railways to fulfill its obligations to the nation, the Committee would like to be assured that the Ministry, instead of citing routine reasons for delays in completion of projects, would take concrete steps to resolve these procedural hurdles and avoid such delays in execution of the projects.

Reply of the Government

Railway is doing its best to clear all impediment & road block to enable timely commencement and completion of projects. Major impediments to execution of projects are nearly same. Their extent and nature may vary. Ministry of Railways does not have direct control on many of them. Railway is resolute in its commitment toward speedy execution and steadfast in removing

all impediments. Railway does its best in coordinating with all stockholders for timely removal of impediments such as, land acquisition, forestry clearances, tackling law & order issues. There will be no let up in this direction. The land for most of the projects is not acquired under Railway Act. However, consequent to amendment to Railway Act in 2008, land for Special Railway Projects are acquired under Railway Act. The acquisition under Railway Act, is certainly quicker than under the land acquisition Act applicable to other projects. At present, no need is felt for further amendments in Railway Act, 1989.

Recommendation (Para No. 9)

The Committee have been apprised that electric traction is better than the diesel traction in terms of economic, operational and environmental considerations. However, they are constrained to note that as on 01.04.2013, out of the total 65,436 route kms, only 23,541 route kms have been electrified. In the "Vision 2020" document, issued in December, 2009, it has been mentioned that by the year 2020, 33000 kms of route would be electrified. The Committee do appreciate that in order to meet the targets, a Blue Print for Railway Electrification has been prepared and the targets of Railway Electrification are being consistently achieved. The Committee would want that the Ministry would make sincere efforts to achieve electrification targets as envisaged in "Vision 2020" without any delay. At the same time, they would like to point out that even after accomplishing the above targets, the Railways would still be left with 32436 route kms for electrification. Keeping in view the various benefits of electric traction when compared to diesel traction, the Committee would like to urge the Ministry of Railways to further enhance the yearly targets of electric traction.

Reply of the Government

With a view to enhance the electrification works in Indian Railways, electrification targets have been increased from 1000 Route Kilometers (RKM) in 2010-11 to 1300 RKM in 2013-14. Electrification target during XII Five Year Plan

has been enhanced to 6500 RKM. The table below depicts a comprehensive summary of the emphasis given, which indicates progressively higher level of targets and achievements on year to year basis.

Year	Target (In RKM)	Achievement (in RKM)
2010-11	1000	975
2011-12	1100	1165
2012-13	1200	1317
2013-14	1300	972 (till February, 2014)

The annual electrification targets are dependent upon the availability of funds and Indian Railways is capable of achieving higher targets, provided adequate funds are provided and more projects are sanctioned. The expected shelf of Railway Electrification projects shall be 5618 Route Kilometres as on 01.04.2014, after achieving the target of 1300 Route Kilometres in 2013-14. These works shall be completed in next 4 years time and efforts are being made to get the sanction of more railway electrification projects, wherever operationally & financially viable.

CHAPTER – IV

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

Recommendation (Para No. 2)

The Committee note with concern that the Gross Budgetary Support (GBS) given by the Ministry of Finance for railway projects do not keep pace with the number of projects getting sanctioned on socio-economic consideration and inflationary trends. As a result, the list of pending projects keep on piling up, as a result of which the entire project execution system, enters into a vicious cycle of inadequate grants and cost escalation, consequently adding to the list of pending projects. The Committee understands that to break this vicious cycle, among other things, the Railways have been requesting State Governments to come forward and share the cost of the projects. The Planning Commission have now started giving priority in according "In Principle Approval" to new projects where States are giving free land and sharing 50 per cent cost of the Projects. The Committee considers it to be a well thought out measure to ensure speedy execution of the railway projects. However, they are very apprehensive about the position of those States which are not in a position to either give free land or share 50 percent cost of the projects; such States will be adversely affected by this stand of the Planning Commission. The Committee, therefore, urge the Ministry of Railways to take up the matter with the Planning Commission to consider railway projects of crucial importance even in those States which are not in a position to give free land and share 50 percent cost of the projects in order to meet the genuine needs of the public in these States.

Reply of the Government

There are 368 nos. of ongoing projects out of which State Govt. is contributing toward financing of 37 projects only. Remaining projects are progressing even without any contribution from State Government. Progress of

these projects is dependent on the extent of Gross Budgetary Support given by Ministry of Finance. The stand of Planning Commission to give preference in according "In Principle" approval to those projects where State Government is sharing the cost, is for new projects.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 10 of Chapter-I of the Report

Recommendation (Para No. 8)

The Committee observe that out of the 368 ongoing/pending projects, there are as many as 59 projects which were sanctioned more than 15 years ago (1997-98 or before). Among these 59 projects, there are in fact 6 projects which were sanctioned 25 year ago, viz. (i) Tamluk-Digha, Deshpan-Nandigram with new MM for Kanthi-Egra (26.2 km); Nandakumar-Bolaipanda (927 km) New Line & Nandigram-Kandhimari (Nayachar) (7 km) New Line sanctioned in the year 1984-85 in South Eastern Railway; (ii) Howrah-Amta, Bargachia-Champadanga-Tarakeshawar, Amta-Bagnan & new Material Modification (MM) for Janghipara-Furfura sharif (12.3 km) sanctioned in the year 1974-75 in South Eastern Railway; (iii) Nangal Dam-Talwara (83.74 km) new broad gauge line & Taking over siding of Mukerian-Talwara (29.16 km) sanctioned in the year 1981-82 in Northern Railway; (iv) Eklakhi-Balurghat (87.11 km), Gazole-Itahar (28 km) & new MM for Raiganj-Itahar (21.8 km) & Itahar-Buniadpur (39 km) sanctioned in the year 1983-84 in North Frontier Railway; (v) Guna-Etawah via Shivpuri-Gwalior-Bhind (348.25 km) sanctioned in the year 1984-85 in North Central Railway; and (vi) Laxmikantapur-Namakhana-Chanda Nagar (61.5 km) with new MM for Kakadip-Budakhali (5 km) & Chandanagar-Bakhali (17.2 km) sanctioned in the year 1987-88 in Eastern Railway. Further, there are 3 projects which were sanctioned 20 years ago viz. Daitari-Banspani (155 km) sanctioned in the

year 1992-93 in East Coast Railway, Peddapalli-Karimanagar-Nizamabad sanctioned in the year 1993-94 in South Central Railway and Amravati-Narkher sanctioned in the year 1993-94 in Central Railway. Details in respect of one project viz. Dallirajahara-Jagdalpur (23 km.) in South East Central Railway have not been provided. The Committee, while stressing that this is far from satisfactory, recommend that immediate corrective measures should be taken to expeditiously complete these long pending projects before they lose their utility.

Reply of the Government

Details of Dallirajahara-Jagdalpur new line project is as under:-

Dallirajahara – Jagadalpur New Line (235 Km) was sanctioned in 1995-1996. The entire project is to be executed in 2 phases. Phase – I (95 Km) between Dallirajahara - Rowghat, funded by SAIL, is being executed by RVNL. Phase –II (140 km) between Rowghat to Jagdalpur Being executed by South East Central Railway is funded by Railway, NMDC and CG Govt.

Land acquisition-

For Phase I, 302.29 Hect of **Private Land**, 49.92 Hect of Govt. Land, 2.39 Ha of SAIL Land have been acquired. Regarding forest land total requirement is 259.54 Hect. Stage - II clearance (Final approval) has been received on 24.03.2011 from MOEF. Tree cutting being done by forest deptt is in progress. As regard 83.12 Ha of Revenue forest land Stage - I clearance from MOEF/NDLS received in April-10. Proposal for Stage – II clearance has been resubmitted to MOEF after complying observation of MOEF.

Phase-II - Rowghat-Jagdalpur— Application and set of land plans & land schedule for acquisition of land between Rowghat to Jagdalpur for Phase-II construction of new line between Dallirajahara – Jagdalpur, has been submitted to Collector/Jagdalpur and DFO/ Narayanpur in October 2010 along with requisite registration and processing fee.

Estimate- Phase – I (95 Km) between Dallirajahara - Rowghat detailed estimate sanctioned at the cost of the Rupees 631.78 Cr. On 15.07.2009

Phase –II (140 km) between Rowghat to Jagdalpur is under preparation

Progress for Phase -I (Executed by RVNL)

(i)-Earth work – 15.10 Lac –cum completed out of 51 Lac –cum

(ii) Blanketing- 0.654 Lac –cum completed out of 10 Lac –cum

(iii) Major Bridge -6.53 %

(iv) Minor Bridges - 29.96%

(v) Ballast - 8000cum completed out of 284874 cum

Issues affecting progress- Due to various hindrances like delay in diversion of revenue forest land, delay in tree cutting by forest department, burning of vehicles by naxalites on 14.03.11 & 01.06.12, contractors have stopped the work several times citing these reasons. However, after constant persuasion by RVNL, contractor of 1st package (42 Km From Dallirajhara –Keoti) agreed to complete only 1st block section i.e. between Dallirajhara to Dondi 17 km. On 26.04.2013 mid night, a group of about 30-35 naxalites attacked contractor's camp at Dondi Km 10 in Pkg-I and crossfire took place between naxalites and CAF. Again on 11.06.13, similar attack took place at the same location. No casualties happened. However, this incident has dented the confidence of contractor's work force. Citing these reasons contractor had completely stopped the work. A high level meeting held at MHA on 24.07.2013 regarding progress and security is concerned. From october-10-2013 contractor has restarted the work after providing the dedicated security in 1st 17 KM (i.e. from Dallirajhara to Dondi). This issue was also discussed during Project Monitoring Group meeting on 06.01.2014 at Raipur. It was assured by the ADGP that for future work security will also be arranged. Chief Secretary mentioned that election has been conducted by the State Government in above area smoothly

In most of the old projects some portion of it has been completed and operationalized. Some of the projects mentioned above have been completed

and commissioned. They are appearing in the list of pending projects as some more projects have been loaded on it as Material Modification. Even though the projects have been completed but the material modification component is still in progress.

These will be completed as per availability of funds and assigned priority in the prioritization list.

[Ministry of Railways O.M. No. 2013/BC-II/XV/300/11
Dated: 06.05.2014]

Comments of the Committee

Please see para 16 of Chapter-I of the Report

CHAPTER – V

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

-NIL-

NEW DELHI;
17 December, 2014
26 Agrahayana, 1936 (Saka)

DINESH TRIVEDI
Chairperson,
Standing Committee on Railways

**MINUTES OF THE SIXTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2014-15)**

The Committee sat on Wednesday, the 17th December, 2014, from 1500 hours to 1530 hours in Committee Room No. '62', Parliament House, New Delhi.

PRESENT

SHRI DINESH TRIVEDI - CHAIRPERSON

MEMBERS

LOK SABHA

2. Shri E. Ahamed
3. Kunwar Pushpendra Singh Chandel
4. Shri Ram Tahal Choudhary
5. Shri Chandra Prakash Joshi
6. Shri Sanjay Dhotre
7. Shri Gaurav Gogoi
8. Shri Rajen Gohain
9. Shri Ramesh Chander Kaushik
10. Shri Gajanan Kirtikar
11. Shri Balabhadra Majhi
12. Shri K.H. Muniyappa
13. Shri Thota Narasimham
14. Shri R. Radhakrishnan
15. Shri Mekapati Raja Mohan Reddy
16. Shri Ganesh Singh
17. Shri Uday Pratap Singh

RAJYA SABHA

18. Shri Mukut Mithi
19. Shri Dilipbhai Pandya
20. Shri Ambeth Rajan
21. Shri T. Rathinavel
22. Shri Devender Goud T.
23. Shri Alok Tiwari
24. Shri Motilal Vora

SECRETARIAT

- | | | | |
|----|------------------------|---|----------------------|
| 1. | Shri K. Vijayakrishnan | - | Additional Secretary |
| 2. | Smt. Anita Jain | - | Joint Secretary |
| 3. | Smt. Mamta Kemwal | - | Additional Director |

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took up for consideration the following draft Reports and adopted the same without any modifications:

(i) XXX XXX XXX

(ii) Action Taken by the Government on the recommendations of the Committee contained in their 25th Report on "Ongoing and Pending Railway Projects, with special emphasis on Projects in the Northeast Region"; and

(iii) XXX XXX XXX

3. The Committee also authorized the Chairperson to finalise the Reports and present the same to Parliament.

The Committee, then, adjourned.