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**STANDING COMMITTEE ON RAILWAYS
(2015-16)**

SIXTEENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

PENDING PROJECTS

TENTH REPORT



LOK SABHA SECRETARIAT

NEW DELHI

19 August, 2016/ 28 Shravana, 1938 (Saka)

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(2015-16)**

(SIXTEENTH LOK SABHA)

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

PENDING PROJECTS

Presented to Speaker on 31.08.2016

Presented to Lok Sabha on _____

Laid in Rajya Sabha on _____



LOK SABHA SECRETARIAT

NEW DELHI

19 August, 2016/ 28 Shravana, 1938 (Saka)

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COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2015-16)

As on 12.07.2016

***Constituted on 01.09.2015**

Shri Dinesh Trivedi - Chairperson

MEMBERS

LOK SABHA

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

RAJYA SABHA

22. Shri A.K. Antony[#]
23. Sh. Satish Chandra Misra ^{*}
24. Shri Mukut Mithi
25. Shri Dilipbhai Pandya
26. Shri T. Rathinavel
27. Shri Bashistha Narain Singh
28. Shri Shwait Malik^{\$}
29. Shri Devender Goud T.
30. Shri Alok Tiwari
31. Shri Motilal Vora

[#] Sh. A.K. Antony ceased to be Member w.e.f. 02.04.16 and renominated w.e.f. 20.05.16 vide LS Bulletin Part II No.3581 dated 23.05.16.

^{\$} Shri Shwait Malik nominated w.e.f. 20.05.16 vide LS Bulletin Part II No.3581 dated 23.05.16 in place of Smt. Bimla Kashyap Sood who ceased to be Member w.e.f. 02.04.2016 vide CB-I note dated 3.4.16

^{*} Sh. Satish Chandra Misra retired on 04.07.2016 vide RS Bulletin Part II NO.54902 dated 08.01.2016 and renominated w.e.f. 08.07.2016 vide RS Bulletin Part II NO.55596 dated 11.07.2016

[&] Shri Arjun Ram Meghwal and Shri Rajen Gohain ceased to be Member consequent upon their appointment as Minister in Govt. of India w.e.f. 05.07.2016

LOK SABHA SECRETARIAT

- | | | | |
|----|----------------------------|---|----------------------|
| 1. | Shri K. Vijayakrishnan | - | Additional Secretary |
| 2. | Smt. Abha Singh Yaduvanshi | - | Joint Secretary |
| 3. | Shri Arun K.Kaushik | - | Director |
| 4. | Smt. Geeta Parmar | - | Deputy Secretary |

INTRODUCTION

I, the Chairperson of the Standing Committee on Railways (2015-16), having been authorised by the Committee to present the Report on their behalf, present this Tenth Report of the Standing Committee on Railways on 'Pending Projects'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 05.07.2016 and 02.08.2016.

3. The Committee considered and adopted the Report at their sitting held on 19 August, 2016. Minutes of the related sittings are given in the Appendix to the Report.

4. This Report is based on facts and figures submitted by the Ministry of Railways on the subject 'Pending Projects' and depositions made by the representatives of the Ministry of Railways before the Committee. 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 information that the Committee desired in connection with the examination of the subject 'Pending Projects'. They would also like to place on record their appreciation for the assistance rendered to them by the officials of Lok Sabha Secretariat attached to the Committee.

5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Part-II of the Report.

NEW DELHI;
19, August, 2016
28, Shravana, 1938 (Saka)

DINESH TRIVEDI
Chairperson
Standing Committee on Railways

REPORT

PENDING PROJECTS

Introductory

There is a huge demand for expansion of the railway network in underdeveloped, remote areas and in other areas hitherto unconnected by Rail as Railways are the most economical and environmental friendly mode of transport. However, the demand outstrips the capacity of Railways to take up such projects. In the pursuit of addressing such demand, Railways have sanctioned a large number of projects and accordingly it is saddled with a huge throw-forward on ongoing projects. Besides such demands for new Rail connectivity, there are also competing demands for removing bottlenecks, enhancing throughput, technological upgradation, requirement of rolling stocks, etc. However, the Ministry of Railways is unable to generate internal resources while the Gross Budgetary Support extended by the Ministry of Finance is inadequate in comparison to the throw-forward of ongoing projects. Within the limited availability of funds, it is vital that the Railways strike a balance between the competing demands of new Rail connectivity and enhancing capacity and efficiency such that no region is deprived of investment.

2. As per the existing procedure in Railways for sanctioning a project, the proposals for various projects received from Zonal Railways are examined internally in the Railway Board. Out of the same, the firmed up proposals are sent for 'in principle' approval of the National Institution for Transforming India (NITI) Aayog. Those projects costing less than Rs. 500 crore are approved by the Hon'ble Minister for Railways and those costing more than Rs. 500 crore are appraised by both the NITI Aayog and the Expanded Board for Railways and approved by Cabinet (CCEA). After obtaining requisite approvals, projects are included in the Budget and thereafter the Railways carry out final location survey and prepare detailed estimates. Generally, the tenders are floated after the sanction of detailed estimates. This entire process between the initiation of proposals and final award of tender is now 9-12 months in general, which was 2-2½ years earlier.

3. The Committee note that the issue of long and pending projects had been examined by their predecessor Committees which had made major recommendations to the Indian Railways to address this daunting tasks, however, the problem has continued to affect the Railway system as is evident from facts and figures. Thus, the Committee find that at present, there are 495 New Lines, Gauge Conversion, Doubling and Electrification ongoing/pending projects with the Railways at an anticipated cost of Rs.4,54,876 crore with throw-forward of Rs. 3,61,721 crore. Besides, there are 525 Workshop, including Production unit, projects at an anticipated cost of Rs. 27,832 crore with a throw forward of Rs.18,157 crore; 2215 Road Safety Works at an anticipated cost of Rs. 39,543 crore with a throw-forward of Rs.31,700 crore; 619 Signalling and Telecom projects at an anticipated cost of Rs.11,338 crore with a throw-forward of Rs.5,848 crore; and 17 Metro Projects (MTPs) at an anticipated cost of Rs.29,022 crore with a throw forward of Rs.19,160 crore.

4. The main challenges faced by IR are constraints of Infrastructure, particularly line capacity on busy routes and terminal detention on account of under-investment due to sanctioning of a large number of un-remunerative projects, inability of Railways to generate surplus for re-investment and inadequate Gross Budgetary Support(GBS) from the Govt. of India. Speed of freight trains has largely remained stagnant and improved only marginally from 25 to 29 kmph over the last three decades. Predominantly freight carrying routes are over congested. On the trunk routes, which constitute 16% of the Network carries close and carries 60% of the freight, the average speed of goods is still lower. As a result, the growth rate (of Originating Loading) has stagnated at around 4.5% since 2011.

5. Notwithstanding the fact that the Ministry of Railways is arranging Extra Budgetary Resources (EBR) for capacity enhancement projects, the problem of huge throw-forward of un-remunerative projects taken up on social-economic considerations still persists. In order to fulfil the aspirations of the people to have accessibility to rail transport and provide rail connectivity to under-developed and far-flung areas, it is the endeavour of the MoR to arrange more funds for socio-economic projects which are un-remunerative but desirable.

ONGOING/PENDING PROJECTS

6. On being enquired, the Ministry of Railways have furnished project-wise details of their 432 ongoing/pending New Lines, Gauge Conversion and Doubling projects at **Annexure-I**.

7. It has been observed that there are 155 New Line projects whose anticipated cost is Rs. 2,34,406 crore and expenditure upto 31.03.2016 has been Rs. 61,702 crore. Further, allocation of funds for various projects during 2016-17 is to the tune of Rs. 14,026 crore through GBS and EBR. Similarly, for 42 Gauge Conversion projects, the anticipated cost is Rs. 50,476 crore and expenditure upto 31.03.2016 has been Rs. 24,526 crore; the allocation of funds for various projects during 2016-17, is to the tune of Rs. 4,161 crore through GBS and EBR. For 235 Doubling projects, the anticipated cost is Rs. 1,57,089 crore and expenditure upto 31.03.2016 has been Rs. 26,516 crore; the allocation of funds for various projects during 2016-17, is to the tune of Rs. 22,240 crore through GBS and EBR.

GROSS BUDGETARY SUPPORT(GBS)

8. The Committee have been informed that GBS provided to the Ministry of Railways for its infrastructure development is substantially less than the actual requirement. MoR had proposed plan size of Rs.5,48,802 crore involving GBS of Rs.3,16,842 crore for the XII plan. Actual plan size approved by the Planning Commission was Rs.5,19,221 crore with GBS of only Rs.1,94,221 crore. The approved GBS of Rs.1,94,221 crore also includes a loan of Rs.52,000 crore from JICA/WB & Railways equity of Rs.28,000 crore for Dedicated Freight Corridor. In fact, the net GBS approved for other Railway projects was only Rs.1,14,221 crore. However, the actual GBS for annual plans in the 12th Five Year Plan is substantially less than the proportionate GBS approved. Details of GBS demanded and actually given in the last four years are as under:-

(in Rs. crore)		
Year	GBS demanded by Railway	GBS (incl. Diesel cess) Actual
2012-13	48,855	25,234
2013-14	39,500	28,174

2014-15	37,500	31,596
2015-16	48,044	41,646
2016-17	55,000	45,000

9. During the course of evidence, the Committee expressed their concern at the meagre allocation of funds for the ongoing projects during 2016-17 (**Annexure-I**) as, according to them, at this pace it would be very difficult to complete the projects. To this, the witness submitted as under:

"Sir, execution of the projects depends basically on two things. One is the timely availability of the money and second is the availability of land. In case these two things are there, I think bulk of the problems is over. As you have seen in last two Budgets and hon. Members must have noted, we are hardly sanctioning any new project which is not bankable. For bankable projects, we are now freely going for funding outside the normal Government funding. We have been depending so far only on GBS and GBS is not unlimited. Finance Ministry has their own limitations in providing the funds to the extent that we need them. Last year, our capital expenditure was around Rs 94,000 crore. Prior to that, it was only Rs 58,000 crore. We had made a quantum jump in capital expenditure last year and that has reduced the throw-forward to that extent. Prior to that, it was even lower than that. So, in the last four-five years, the average which was less than Rs 50,000 crore has gone up to Rs 94,000 crore. In a big way, we have borrowed from outside. World over, the debt component is substantial and in Indian Railways debt component has been negligible and that we can take only for those projects which are financially viable where we are able to give some returns. Somehow, our role has been that we have been sanctioning new lines in various areas which are socially desirable but they all can be funded only from GBS. They cannot be funded from taking loan from

outside where we have to pay market rate because the return from those lines will not be substantial. So, the Government has to come up with a plan to fund substantial cost of those projects which are not bankable.”

10. When enquired how a bankable project is defined, the Ministry in reply have stated that the projects having financial rate of return(ROR) of 14% and above are the remunerative projects. Such projects are amenable for funding by Banks/Financial Institutions; hence they are bankable projects. This threshold limit has been revised to 12% in 2016-17.

11. The Committee have learnt that 46 projects had been proposed in the Railway Budget, 2016-17 consisting of 6 new line, 2 gauge conversion and 38 doubling at an anticipated cost of Rs. 33458 crore. Asked whether all the 46 projects included in rail budget, 2016-17 are bankable, it has been replied that as per the preliminary survey done, 27 projects are having ROR more than 12%, and hence are bankable. ROR of all remaining projects will be known after Detailed Project Reports(DPRs) are prepared which is underway. The details of all 46 projects are given as under:-

S.No	Name of project	Rly	Plan Head	Length (Km)	Cost (Rs in cr)	Allocation
1	Triangle between KarotaPatner to Mankatha Station	ECR	DL	10	130.9	Capital & EBR(IF)
2	Gaya Bye pass	ECR	DL	2	12.56	Capital & EBR(IF)
3	GMO- Flyover for DN trains	ECR	DL	15	94.56	Capital & EBR(IF)
4	Muzaffarpur-Sugauli	ECR	DL	100.6	731.64	Capital & EBR(IF)
5	Sagauli-Valmikinagar	ECR	DL	109.7	744.04	Capital & EBR(IF)
6	ROR Flyover at Gharwa Road	ECR	DL	10	48.73	Capital & EBR(IF)
7	Netrawati- Mangalore Central	SR	DL	1.5	18.93	Capital & EBR(IF)
8	4th line between Jalgaon-Bhusawal	CR	DL	24	198.98	Capital & EBR(IF)
9	DaundManmad	CR	DL	236	1875.54	Capital & EBR(IF)
10	ManmadJalgaon 3rd line	CR	DL	160	853.53	Capital & EBR(IF)
11	Wardha-Nagpur 4th line	CR	DL	76	912	Capital & EBR(IF)

12	Nagda - Ujjain doubling of Gambhir Bridge	WR	DL	0.44	31.29	Capital & EBR(IF)
13	Flyover in up line between Powerkheda-Jujharpur	WCR	DL	12	162.63	Capital & EBR(IF)
14	Jukehi chord line	WCR	DL	1.6	12.45	Capital & EBR(IF)
15	Bondamunda-Rourkela	SER	DL	9.3	83.79	Capital & EBR(IF)
16	Yamuna Br- Agra Fort	NCR	DL	2	107.73	Capital & EBR(IF)
17	Flyover Mathura- Mureshi-Rampur	NCR	DL	11.08	210.04	Capital & EBR(IF)
18	DMG-GKP-GKC-KHM third line	NER	DL	21.15	116.72	Capital & EBR(IF)
19	Flyover Irdatganj-Kuandih	NCR	DL	20.1	1838.95	Capital & EBR(IF)
20	Flyover Iradatganj-Karchhana	NCR	DL	10	563.11	Capital & EBR(IF)
21	Flyover Irdatganj-Naini	NCR	DL	12	675.95	Capital & EBR(IF)
22	Flyover Jeonathpur	NCR	DL	13	738.99	Capital & EBR(IF)
23	Flyover Aligarh	NCR	DL	25	1456.89	Capital & EBR(IF)
24	BurhwalGonda 3rd line	NER	DL	61.72	602.49	Capital & EBR(IF)
25	Damodar-Mohisila	SER	DL	8	70.91	Capital & EBR(IF)
26	New Mainaguri- Gumanihat remaining portion	NFR	DL	51.65	556.31	Capital & EBR(IF)
27	Narayangarh-Bhadrak 3rd line	SER	DL	155	2037.13	Capital & EBR(IF)
28	Bhimnath-Dholera	WR	NL	28	280	Capital & EBR(IF)
29	Dharamjaigarh-Korba	SECR	NL	63	1154	Capital & EBR(IF)
30	Vaibhavwadi -Kolhapur	CR	NL	107	2750	Capital & EBR(IF)
31	Rajpura-Mohali	NR	NL	24	406	Capital & EBR(IF)
32	Haldibari to International Border	NFR	NL	3	67	Capital & EBR(IF)
33	Sahjanwa-Dohrighat	NER	NL	70	743.55	Capital & EBR(IF)
34	Lalitpur-Birari with flyover at Lalitpur	NCR	DL	16	260	Capital & EBR(IF)
35	Jaunpur-Tanda	NR	DL	94	831	Capital & EBR(IF)
36	Phephna-Indara, Mau-Shahganj doubling excluding Indara-Mau	NER	DL	150	922.84	Capital & EBR(IF)
37	Amethi-Pratapgarh-Janghai	NR	DL	87	700	Capital & EBR(IF)
38	Indore-Dewas-Ujjain	WR	DL	80	700	Capital & EBR(IF)

39	Barabanki-Akbarpur including Barabanki by-pass	NR	DL	161	1200	Capital & EBR(IF)
40	Delhi-Shamli-Tapri including Saharanpur by-pass	NR	DL	175	1500	Capital & EBR(IF)
41	Birur- Shimoga doubling	SWR	DL	62.9	500	Capital & EBR(IF)
42	Bhatni-Aurnihar doubling excluding Indara-Mau(116.95 Km) with electrification (125Kms)	NER	DL	117	937	Capital & EBR(IF)
43	Aunrihar-Jaunpur	NER	DL	68	600	Capital & EBR(IF)
44	Jhansi-Khairar-Manickpur&Khairar-Bhimsen	NCR	DL	411	3000	Capital & EBR(I
45	Bahraich-Mailani including By-pass at Mailani	NER	GC	230	1900	Capital & EBR(IF)
46	Gauge Conversion of Indara(ex)- Dohrighat(In.)	NER	GC	34	119.05	Capital & EBR(IF)

Socially Desirable Projects

12. Replying to as specific query, it has been informed that all those projects which offer a ROR of less than 12% are socially desirable projects. It may be seen (**Annexure-I**) that out of 432 ongoing/pending projects, 140 projects (32.4%) (New Lines-20, Gauge Conversion-8 & Doubling-112) are having rate of return above 12%. Further, out of 155 New Line projects, 106 projects have negative rate of return and 29 projects have less than 12% rate of return. Similarly, out of 42 Gauge Conversion projects, 12 projects have negative rate of return and 22 projects have less than 12% rate of return. And, out of 235 doubling projects, 104 projects have negative rate of return and 19 projects have less than 12% rate of return. Therefore, 292 projects (67.6%), out of 432 projects are socially desirable projects.

13. It has further been observed from the list of pending projects (Annexure-I) that out of 432 projects, there is one project which was sanctioned 40 years ago, 3 projects were sanctioned 30 years ago, 27 projects are pending for 20 years and 30 projects were sanctioned 15 years ago. With regard to delays in execution of the projects, the witness, during evidence, submitted as under:

"There have been substantial delays in timely completion of these projects. That is because we are sanctioning the projects on yearly basis based on our own needs, based on the requests from hon. Members, based on the aspirations of those regions, based on social development that is called for the backward or tribal areas, various

requirements of power sector, coal connectivity projects, etc. We presently do not have any system of financial closure of the projects before we start executing them. We also do not have a system that we have acquisition of land in time and being available to us. So the various constraints which have delayed the projects in the past have been, if I classify them in priority or in the order, first is the fund availability, second is the land acquisition which has gone up substantially in the last few years, and encroachment and removal of the utilities which is taking very long time particularly for ROBs and RUBs. Some projects pass through various forest areas, so clearance of forest authorities and wild life clearances are required. And there are some projects in LWE area and there law and order and other insurgency problems have been faced by us. "

14. In a written information later on furnished to the Committee, the main constraints in slow execution of the socially desirable projects are stated to be as under:-

(A)**Funds constraints:-** GBS extended by the Ministry of Finance is totally inadequate in comparison to the throw forward of ongoing projects.

(B)**Operational Losses:-** Railways have to bear operational losses on unremunerative projects taken up on social-economic considerations and in addition dividend of about Rs.10,000 crore (2015-16) is to be paid from its internal generation. This severely restricts expenditure on creation/renewal of assets.

(C)**Land acquisition:-** In recent past, i.e. last 3-4 years, the costs of land in most of the States have increased manifold.

(D)**Law & Order/insurgency problems:-** Many projects in the North Eastern Region, J&K and Naxal affected areas of Bihar, Madhya Pradesh, Andhra Pradesh, Chhattisgarh, West Bengal, Odisha and Maharashtra are suffering on account of insurgency, Naxalite movement and other law & order problems. Law & order is a State subject and wherever environment is not conducive for execution of projects, State Govt./MHA are requested to provide adequate security at project sites.

(E)**Approval/clearances from other Authorities:-** Some of the projects were suffering due to delay in clearance from forest, wildlife, etc. Forestry and law & order issues are also being coordinated at appropriate level for expeditious decision. To expedite forestry clearance, regular meetings are being held at appropriate level

in both Central and State Government. The process of clearances from the Ministry of Environment & Forest has become speedier on account of regular follow-up and regular coordination meeting by Project Management Group set up under the Cabinet Committee on Investment. On account of this, significant progress has been made and in the last two years, the number of projects which were held up on account of this has reduced significantly.

(F) On many projects, the problem of banning of mining of stones (such as in Haryana, Punjab, UP, etc), declaration of earth as minor mineral (by almost all States) has created severe shortage of quarry products and earth work. Execution of earthwork has become very tedious as a number of approvals are involved.

15. The Ministry has further stated that the primary reason for delay in completion of projects is resource crunch. Railways require huge funds for its projects and it has a very large shelf of projects which are capital intensive. As Railways internal generation is almost negligible, Railways has been dependent upon GBS which is a loan from General Exchequer for its projects.

Measures to overcome resource crunch

16. On being asked by the Committee regarding the measures taken by the Railways to overcome the resource crunch, the Ministry of Railways(MoR) have stated to have taken the following initiatives:

(i) State Governments have been requested to share cost of the project in their State, form Project Special Purpose Vehicles(SPVs) with various stakeholders, etc. In addition, MoR has issued a policy guideline for participative models for Rail connectivity and capacity augmentation projects in order to increase to attract private investments. To take this process forward, MoR have enunciated the policy of forming Joint Ventures(JVs) with various State Governments with the objective of arranging further resources for projects languishing for want of funds and also to take up new projects required for expansion of network in collaboration with State Governments. Proposal to set up Joint Venture Companies(JVCs) with the State Governments has been approved by the Cabinet. MoR has approached all State Governments to form JVCs with MoR to undertake mutually identified rail infrastructure projects for project development, financing and monitoring. This will

inter-alia include surveys, preparation of Detailed Project Report (DPR) and getting requisite approvals, processing for sanctioning of identified projects and monitoring. 17 State Governments, viz., Andhra Pradesh, Bihar, Chhattisgarh, Gujarat, Haryana, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh & West Bengal have accorded 'in principle' approval to form such JVCs, where the projects will be decided based on the priorities of the State Governments and 51 per cent stake will be that of State and 49 per cent that of Railways and the Railways will jointly execute such projects with the States. MoU with seven States have been signed in this regard. These JVCs with State Governments will help in putting the execution of railways projects on fast track. This will also help to take into account the priorities of the States because these projects will be finalised in consultation with them. This partnership of State and Centre together will help in faster statutory clearances resulting in early completion of railway projects.

(ii) Ministry of Railways has signed an MoU with LIC for a loan of Rs.1,50,000 crore for funding the new capacity enhancement projects and ongoing remunerative projects. First tranche of Rs.2000 crore has been received. Consequent to the decision of the MoR to fund majority of throughput enhancement projects through EBR (Institutional Financing), such as Doubling and Railway Electrification projects sanctioned prior to 2015-16 will be completed in the next 4-5 years and such Doubling and Railway Electrification projects sanctioned in 2015-16 has been targeted for completion in the next 5-6 years.

(iii) In order to attract private capital for Railways projects, a new participative policy has been issued by Railways, i.e. Non-Government Private line model, Joint Venture Model, BOT Model, capacity augmentation through funding by customer model.

(iv) As regards Law and Order and issues related to clearances, regular meetings are held at appropriate level in State and Central Government and are also raised in Project Management Group under the Cabinet Secretariat.

17. With regard to projects being executed on cost sharing basis, the representative of the Ministry of Railways informed that the Railways have gone in for arrangement with different State Governments where the projects are being

executed on cost sharing basis. With different States, the Railways have presently 42 ongoing projects with an estimated cost of around Rs.61,000 crore. With industries including NTPC, Coal India, etc., Railways have 7 projects costing around Rs.6200 crore. The details of such projects are given at **Annexure-II**.

18. On being asked, the Committee have been informed about the broad terms and conditions for execution of the projects with the State Governments/Industries as under:

- (i) State Government to make available land free from all encumbrances and with all requisite clearances to MoR for expeditious execution of identified projects. MoR will be the owner of the land.
- (ii) State Government to make available the funds as per the requirement indicated by MoR at the beginning of the Financial Year, subject to the condition that funds asked for by the MoR are staggered and provided in a manner to complete the projects as prioritized.
- (ii) State Government to provide security cover at their cost whenever demanded by Railways.
- (iv) State Government to release fund in the proportion of fund released by Ministry of Railways.
- (v) In case of any dispute arising out of this arrangement between the parties to the MOU, the matter shall be resolved by mutual consultations.

19. Regarding Joint Venture with the State Governments, the Ministry in a written information furnished to the Committee have stated that 13 projects (12 New Lines & one doubling) have been included in the Railway Budget 2016-17 at an anticipated cost of Rs. 33092 crore, subject to requisite approvals which are proposed to be taken up through Joint Venture with State Government. The details of these projects are given as under:-

S. No.	Name of project	Rly	PH	Length (Km)	Cost (Rs in crore)	State	Allocation
1	Vikramshila-Katareah (Pirpanthi- Naugachia)	ECR	NL	18	1601	Bihar, Jharkhand	Capital & EBR(Partnership)
2	Dongargarh-Kharigarh-Kawardha-Bilaspur	SECR	NL	270	2500	Chhattisgarh	Capital & EBR(Partnership)
3	Jeypore-Malkangiri	ECOR	NL	130	1277	Odisha	Capital & EBR(Partnership)
4	Jeypore-Navarangpur	ECOR	NL	38	485	Odisha	Capital & EBR(Partnership)
5	Chitra-Basukinath	ER	NL	37	859	Jharkhand	Capital & EBR(Partnership)
6	Meerut- Panipat	NR	NL	104	2200	UP	Capital & EBR(Partnership)
7	Godda-Pakur	ER	NL	80	1723	Bihar, Jharkhand	Capital & EBR(Partnership)
8	Bahraich-Sravasti-Balrampur(tulsipur)	NER	NL	80	1600	UP	Capital & EBR(Partnership)
9	Morappur and Dharmapuri new line	SR	NL	36	134	Tamil Nadu	Capital & EBR(Partnership)
10	Indore-Manmad via Malegaon	CR	NL	368	9968	MP, Maharashtra	Capital & EBR(Partnership)
11	Indore-Jabalpur	WCR	NL	342	4320	MP	Capital & EBR(Partnership)
12	Pune-Nashik	CR	NL	265	2425	Maharashtra	Capital & EBR(Partnership)
13	Guntakal- Guntur	SCR	DL	443	4000	Andhra Pradesh	Capital & EBR(Partnership)
	TOTAL			2211	33092		

20. It has been informed that consent of only the Government of Jharkhand has been received in respect of three projects to be taken up through JV.

21. Further, in anticipation of various State Governments coming forward to take up projects through Joint Ventures, 30 projects (25 New lines, 2 doublings & 3 Gauge Conversions) have been included in Capital Investment programme of 2016-17 at a cost of Rs. 58,274 crore; the details of such projects are as under:-

S. No.	Name of project	Rly	PH	Length (Km)	Cost (Rs in cr)	State	Allocation
1	Daboi-Chandod GC with extn. to Rajpipla new line	WR	GC	37	1500	Gujarat	EBR (Partnership)
2	Chuchapura-Navsagri-Tanakhala	WR	GC	38	500	Gujarat	EBR (Partnership)
3	Gadchandur-Adilabad	SCR	NL	70	1500	Maharashtra, Telangana	EBR (Partnership)
4	Behrampur-Sambalpur	ECOR	NL	270	5000	Odisha	EBR (Partnership)
5	Junagarh-Ambaguda via Navrangpur	ECOR	NL	145	2900	Odisha	EBR (Partnership)
6	Banspani-Barbil	ECOR	NL	17.5	350	Odisha	EBR (Partnership)

S. No.	Name of project	Rly	PH	Length (Km)	Cost (Rs in cr)	State	Allocation
7	Gadwal-Macherla	SCR	NL	184	3500	Telangana, Andhra Pradesh	EBR (Partnership)
8	Kannur-Mattannur	SR	NL	23	400	Kerala	EBR (Partnership)
9	Nanjangod-Nilambur	SR	NL	236	6000	Kerala, Karnataka	EBR (Partnership)
10	Lumding-Dibrugarh	NFR	DL	340	5000	Assam	EBR (Partnership)
11	Mysore-Kushalnagar	SWR	NL	85	667	Karnataka	EBR (Partnership)
12	Barson-Banspani/ Narayangarh	ECOR	NL	52	1400	Odisha	EBR (Partnership)
13	Jaisalmer-Bhabar	NWR	NL	339	5000	Rajasthan	EBR (Partnership)
14	Kashipur-Dhampur	NR	NL	58	1200	Uttar Pradesh, Uttarakhand	EBR (Partnership)
15	Latur-Nanded via Loha&Ahmedpur	CR	NL	155	3100	Maharashtra	EBR (Partnership)
16	Parbatsar to Kishangarh	NWR	NL	45	900	Rajasthan	EBR (Partnership)
17	Bhiwani-Loharu	NR	NL	64	1280	Haryana	EBR (Partnership)
18	Dehradun-Vikasnagar	NR	NL	38	628	Uttarakhand	EBR (Partnership)
19	Ujjain Fatehabad	WR	GC	20	120	Madhya Pradesh	EBR (Partnership)
20	Urai-Mahoba	NCR	NL	90	1800	UP	EBR (Partnership)
21	Bhind-Lahar-Konch	NCR	NL	80	1600	Madhya Pradesh	EBR (Partnership)
22	JeurAshti	CR	NL	78	1560	Maharashtra	EBR (Partnership)
23	Talaguppa-Siddhapura	SWR	NL	16	320	Karnataka	EBR (Partnership)
24	Bangarpet- Mulbagal	SWR	NL	40	800	Karnataka	EBR (Partnership)
25	Sakleshpur-Subramaniyam Rd	SWR	DL	60	500	Karnataka	EBR (Partnership)
26	Secunderabad-Zaheerabad	SCR	NL	70	1400	Telangana	EBR (Partnership)
27	Bodan- Bidar	SCR	NL	100	2000	Telangana	EBR (Partnership)
28	Jalna- Khamgaon	CR	NL	155	3000	Maharashtra	EBR (Partnership)
29	Talguppa- Honavar	SWR	NL	82	2500	Karnataka	EBR (Partnership)
30	Dharwad – Belgaum	SWR	NL	91	1850	Karnataka	EBR (Partnership)
	TOTAL			3078.5	58275		

Prioritisation of projects

22. The Committee have further been informed that the Ministry of Railways has also carried out prioritization of projects to ensure optimal utilisation of the meagre GBS and to avoid thin spread of funds. The Ministry has carried out prioritisation of ongoing projects to give pointed and focused attention to projects. Prioritization has been carried out to give focused and pointed attention to capacity enhancement, decongestion, last mile connectivity, last mile cost sharing, national and remunerative projects, projects enhancing throughput, and providing alternate route. Prioritisation has been carried out in the following categories:-

- A-1:** National Projects
- A-2:** Cost Sharing Projects
- A-3:** Immediate Critical Projects,
- A-4:** Medium Critical Projects
- A-5:** Important Projects Not Critical,
- B:** Other Projects, and
- C:** Least Priority Projects.

23. All the doubling projects sanctioned in 2015-16 are stated to be immediate critical projects (Category-A3). It may further be seen (**Annexure-I**) that out of 432 pending projects, 11 are National Projects (A-1), 58 are Cost Sharing Projects (A-2), 169 are Immediate Critical projects (A-3), 52 are Medium Critical Projects (A-4), 17 are Important Projects Not Critical (A-5), 38 are Other Projects (B) and 87 are Least Priority Projects (C).

24. It may be seen(Annexure-I) that out of 11 prioritised National projects, one of the projects, Bogibeel bridge with linking lines between Dibrugarh and North Bank line(46 km) was sanctioned in 1997-98. Latest cost of the project is shown as Rs. 4996 crore. However, only Rs. 598 crore has been allocated during 2016-17. The other National project, viz., Kumarghat-Agartala (109 km) was sanctioned in the year 1996-97 having cost of Rs.1242.25 crore. However, it has been allocated only Rs. 150 crore during 2016-17. Besides, a gauge conversion project, viz. Lumding-Badarpur-Silchar (369.45 km) & MM for GC of Baraigram-Dulabchera(29.40 km), Karimganj-Maishashan and Karimganj bypass Line (13.50 km), was sanctioned in 1996-97; the latest cost is Rs. 5186 crore. The allocation during 2016-17 is Rs. 280 crore.

25. The Ministry further elaborated on the general broad criteria adopted for prioritization of projects which are as given below:-

- (a) Projects which enhance capacity.
- (b) Projects which facilitate incremental revenue generation.
- (c) Projects which provide alternate route.
- (d) Projects which are in the last leg of completion.
- (e) Projects which have positive impact on through put enhancement.

26. It has further been stated that funds have been allocated to projects based on prioritisation. Projects which do not fall in any of the above categories and not made any significant progress have been accorded lowest priority. Budget allocation for existing prioritized projects has been done through Gross Budgetary Support (GBS) and Extra Budgetary Resources (Institutional Finance) (EBR(IF)). For the recently sanctioned projects, long term funds have been borrowed from Life Insurance Corporation of India so that sustained funding can be given for the identified projects having requisite rate of return.

27. It may further be seen (**Annexure-I**) that out of 292 socially desirable projects having ROR less than 12%, 83 projects have been given priority under 'C' category, i.e., the least priority projects. In respect of 32 other socially desirable projects, prioritisation has not been accorded.

National Projects

28. It has been informed that National Projects are the projects important from strategic viewpoints in Jammu and Kashmir and North Eastern Region or developmental projects which result in greater integration of these regions with the rest of India. The policy in this regard was enunciated in a meeting held in PMO on 06.10.2004. In terms of the policy, 12 projects had been declared as "National Projects". This concept is, however, not applicable for other regions of the country". Also, all the ongoing projects in the North Eastern Region and Jammu & Kashmir have not been declared as National Projects. As stated, out of the 12 National Projects, 2 projects have been completed and commissioned, the details of the remaining 10 projects are given as under:

(Cost and outlay in crore)

S. No.	Rly	Project	Year of sanction	length (in km)	Original Cost	Latest Cost	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17)	Total Outlay for 2016-17	Expected date of completion
1	NFR	Jiribam-Imphal (97.90 km)	2003-04	125	727.56	6571	803.16	4890.73	1000	Mar' 2019
2	NFR	Bogibeel bridge with linking lines between Dibrugarh and North Bank line (46 km)	1997-98	73	1000	4996	399.60	4129.08	598	Mar' 2018
3	NFR	Byrnihat-Shillong (108.40 km)	2010-11	108.4	4083.02	5308	30.00	20.63	300	Mar' 2020
4	NFR	Sivok-Rangpo (44.39 km)	2008-09	44.39	1339.5	4190	212.80	280.79	250	Mar' 2020
5	NFR	Dimapur-Kohima (88 km)	2006-07	88	850	2973	249.76	149.95	350	Mar' 2020
6	NFR	Bhairabi-Sairang (51.38 km)	2008-09	51.38	619.34	2820	355.32	543.91	500	Mar' 2019
7	NFR	Agartala-Sabroom (110 km)	2008-09	110	813.34	2720	234.42	1529.3	500	Mar' 2019
8	NFR	Teteliya-Byrnihat (21.50 km)	2006-07	21.5	200	496	148.00	324.85	160	Mar' 2018
9	NR	Udhampur-Srinagar-Baramula (290 km)	1994-95	290	1500	19565	1204.33	12467	1500	Dec' 2019
10	NFR	Lumding-Badarpur-Silchar incl. Migrendisa-Dittockchera, Arunachal-Jiribam&Badarpur-Kumarghat (369.45 km)&MM for GC of Baraigram-Dulabchera (29.40km),Kari mganj-Maishashan&Kari mganj bypass line(13.50km)	1996-97	412.35	648	5186	700.31	5995.05	280	Mar' 2017
		Total			11781	54825		30331	5438	

29. It may be seen that one of the National Projects, viz. Udampur-Srinagar-Baramula (290 km) was sanctioned in 1994-95 at the cost of Rs. 1500 crore which has escalated to Rs. 19565 crore (1204.33%). Similarly, Lumding-Badarpur-Silchar incl. Migrendisa-Dittockchera, Arunachal-Jiribam and Badarpur-Kumarghat (369.45 km) and MM for GC of Baraigram-Dulabchera(29.40km),Karimganj-Maishashan & Karimganj bypass line(13.50km) was sanctioned in 1996-97 at a cost of Rs. 648 crore which has escalated to Rs. 5186 crore(700.31%). Again, the Bogibeel bridge with linking lines between Dibrugarh and North Bank line (46 km) was sanctioned in 1997-98 at the cost of Rs. 1000 crore which has escalated to Rs.4996 crore (399%).

30. The Committee desired to know about the source of funding for the National Projects. In reply, it has been informed that the National Projects are being funded by the Ministry of Finance (MoF) to the extent of 75%, and 25% cost of the project is being funded from the GBS of Ministry of Railways (MoR), except for the Udampur-Srinagar-Baramula project which is entirely funded by MoF. As stated, the part funding of MoF do not offer any advantage to MoR as MoF do not provide fund for National Projects separately over and above the GBS. The only advantage which is likely to accrue to MoR after completion of these projects is limited to exemption of dividend on the component funded by MoF.

31. As regards the difficulties being faced by the Railways in the execution of National Projects, it has been stated that funds had been a major constraint for execution of National Projects; however, after instruction of MoF to ring fence around Rs. 6000 from GBS for National Projects since 2014-15, funds are no more a constraint. However, at the same time, this ring fencing has reduced availability of funds for other projects. Further, National Projects in the North Eastern Region and J&K are suffering on account of insurgency, Naxalite movement and other law & order problems. Law & order is a State subject and there is a constant dialogue/interaction with concerned State Governments and Ministry of Home Affairs (MHA) to provide adequate security at project sites, wherever the environment is not conducive for execution of projects. The Lumding–Silchar Gauge Conversion project has been completed with assistance from State Government/Home Ministry. Litigation is also stated to be one of the constraints. J&K rail Link projects has suffered greatly due to repeated Public Interest Litigations (PILs) in various courts

on various issues. These repeated PILs have impacted decision making and the morale of the Officers and Railway personnel deployed on the project. The last PIL was finally dismissed by a double bench of the Hon'ble High Court of Delhi and the work in this project has picked up.

32. The Committee have further been informed that the Railways had intended to propose all railway projects in the hilly region of J&K, Himachal, Uttarakhand and North Eastern region as National Projects with funding by MoF through a separate window, over and above the GBS. A Cabinet Note was prepared in this regard. However, the proposal was dropped and was not processed further as MoF had not separated the funding of National Project through the GBS but it started to ring fence substantial chunk out of the GBS given for National Projects without increasing the GBS proportionately. As a result, availability of funds for other projects instead of increasing got further reduced.

Metropolitan Projects(MTPs)

33. There are 17 Metropolitan Projects (MTPs) at an anticipated cost of Rs.29,439 crore, and as on 01.04.2016, the throw forward of MTP works was Rs.17,758 crore. The details are given as under:

S. No.	Name of projects	Year of inclusion	Length	Original Cost	Expenditure at the end of March, 2016	Outlay 2016-17	Expected Date of Completion
1	2	3	4	6	8	10	12
A: Metro Rly./Kolkata							
1	Baranagar-Noapara&Noapara-NSCB Airport (8.33 km)	2009-10	8.33	413.65	413.48	50.00	40 months*
2	Remount Rd.-Santoshpur via Garden Reach/Metiabruz (8.8 km)	2010-11	8.80	268.52	166.88	0.0001	Not fixed***
3	Noapara - Barasat via Bimanbandar - Construction of Metro Railway (18 km)	2010-11	18.00	2,397.72	395.63	125.00	40 months*
4	Baranagar - Barrackpore&Dakshineswar - Construction of Metro Railway (14.50 km)	2010-11	14.50	2,069.60	172.50	55.00	Not fixed***

5	Dum Dum Airport to New Garia via Rajarhat Const. of Metro Railway	2010-11	32.00	3,951.98	1023.25	247.98	30 months*
6	Joka - BinoyBandal Dinesh Bagh incl. extn.fromJoka-Diamond Park Ph.1 (18.72 km)	2010-11	18.72	2,619.02	534.28	90.00	30 months*
B. South Central Rly.:							
7	Hyderabad/Secunderabad Multi Modal Transport System (MMTS) Phase-II	2012-13	101.05	272.18	58.30	44.99	Not fixed***
				544.37	92.31	89.98	
C. Central Railway :							
8	Belapur-Panvel-Doubling of commuter line as part of East-West corridor(10.90 km).	1995-96	10.90	144.47	117.60	5.00	Commissioned
				193.31	185.81	5.00	
9	Thane-Turbhe-Nerul-Vashi-Part of Corridor No.1 in New Mumbai .	1995-96		133.12	185.48	10.00	Commissioned
				270.27	297.62	10.00	
10	Belapur-Seawood-Uran-electrified double line.	1996-97	27.00	165.15	237.70	10.00	Not fixed***
				330.29	344.58	10.00	
11	Mumbai Urban TrasportProjectI (MUTP) Phase-II	2008-09	88.00	2,650.00	2123.42	631.00	2020-21**
				2,650.00	1831.66	631.00	
12	CSTM-Panvel/Andheri-Running of 12 coach EMU train on Harbour corridor.	2012-13	13 rakes	357.05	53.27	80.00	2018-19**
				357.05	38.31	80.00	
D. MRTS Chennai :							
13	Chennai Beach-Thirumailai Mass Rapid Transit System (MRTS) Phase-I.(8.96 km)	1983-84	8.96	306.19	286.46	2.00	Commissioned
14	Thirumailai-Velachery Mass Rapid Transit System (MRTS) Phase -II	1996-97	10.29	299.18	298.51	2.00	Commissioned
				607.43	594.71	4.00	
15	Chennai Beach-Tambaram-Chengalpattu Gauge Conversion	1998-99	59.84	268.87	237.40	2.00	Commissioned
				227.62	226.91	4.00	
16	Chennai-Extension of Mass Rapid Transit System (MRTS) Phase -II from Velachery to St. Thomas Mount.	2006-07	5.00	165.25	150.84	12.02	Not fixed***

				330.49	197.07	24.00	
E. KMRCL							
17	East-West Corridor from Howrah Maidan to Salt Lake (Transferred to Rly. in 2012-13)	2008-09	16.55	3,558.95	1228.10	500.00	2019 **
				1,315.63	1072.02	0.02	

34. It may be seen from the above that out of the 17 Metro Projects, 5 projects have so far been commissioned. Out of the remaining 12 projects, 4 projects are under execution by RVNL alone and one project by RVNL & Kolkata Metro Rail Corporation Lt.(KMRCL), one project by KMRCL, one by South Central Railway, two by Mass Rapid Transit System(MRTS), 3 by Central Railway.

35. Further, out of 7 Metro Projects in Kolkata, 2 projects sanctioned in the year 2009-10 and 2010-11 are expected to be completed in 40 months, subject to early resolution of issues, and 2 other projects sanctioned in the year 2010-11 are expected to be completed in 30 months again subject to early resolution of issues. For 2 of the projects sanctioned in the year 2010-11, the targets will be fixed after resolution of the issues. The remaining one project sanctioned in 2008-09 is expected to be completed in 2019 only, subject to early resolution of issues.

36. Again, in respect of the rest of the 5 Metro Projects, for 3 projects sanctioned in 2012-13, 1996-97 and 2006-07, respectively, it has been stated that the target dates of completion would be fixed after resolution of the issues. And for the other 2 projects sanctioned in 2008-09 and 2012-13, the target is 2020-21 and 2018-19, respectively, again subject to early resolution of issues.

37. When asked about the constraints being faced/issues involved in the execution of the Metro Projects, the project-wise constraints/difficulties are stated to be as under:-

I. NAOPARA-BARANAGAR METRO PROJECT

(i) Shifting of Hutments (150 Nos.) along the alignment in the area of Baranagar Municipality. This issue has been discussed in meeting of MR with Chief Minister/Govt. of West Bengal on 09.06.2016 and the State Government has

confirmed that shifting will be completed by 31.07.2016. But, no progress has been achieved so far.

(ii) For shifting of hutments (250 nos.) in Kamarhati Municipality, a PIL has been filed in the Hon'ble High Court of Kolkata where a Senior Advocate is being engaged by RVNL and State Government for early finalisation of the case.

II NAOPARA-BARASAT VIA BIMAN BANDAR

NAOPARA TO JESSORE ROAD

(i) There are 643 nos. of encroachments falling on Railway Land between Noapara and Jessore Road which are falling on the proposed Metro Alignment because of which no work could be taken up in this stretch for encroachments. This issue has been discussed in meeting of MR with CM/GoWB on 09.06.2016 and the State Government has confirmed that shifting of encroachments shall be completed in Dum Dum Municipality and South Dum Dum by 30.08.2016 and 30.09.2016, respectively. No encroachment has been removed so far.

(ii) 1609 sqm private land, including residential building, is yet to be acquired.

JESSORE ROAD TO BIMAN BANDAR

(i) Arrangement of 2200 sqm. land by GoWB in lieu of land of Christian Burial Ground.

(ii) Shifting of utilities (Water Filtration Plant and Electric Substation) by Airport Authority.

BIMAN BANDAR TO BARASAT

(i) 2000 hutments on Railway land to be shifted by GoWB.

(ii) Acquisition of private land (approx. 80 acres) and residential buildings (upto G+3) for maintenance building at Barasat is required to be done.

III. BARANAGAR-BARRACKPORE & DAKHINESWAR METRO PROJECT

The alignment between Baranagar to Barrackpore was originally proposed along BT road. Road widening contract (Rs. 50 crore) and detailed design consultant

(DDC) (Rs. 9.6 crore) contracts have been foreclosed by M/s. RVNL as Kolkata Municipal Corporation has been unable to close the 60" and 42" water supply pipe lines. State Government has not agreed with the report submitted by RITES for shifting of pipelines falling in the alignment and have now proposed to change the alignment. Study for the alignment is to be undertaken by GoWB and to be submitted to MoR. Study for the proposed alignment is not yet received from GoWB.

It has been stated that on receipt of the Detailed Project Report of the revised alignment, the case shall be processed for approval of the competent authority.

IV. NEW GARIA–AIRPORT METRO PROJECT

NEW GARIA TO SALT LAKE SECTOR-V

(i) 2.58 hectare acquisition of private land is yet to be done. Cases pending in Hon'ble High Court of Kolkata pertaining to land acquisition.

(ii) Approval of Irrigation Deptt. and Ministry of Urban Development, GoWB, for construction of piers in/along the canal is pending.

(iii) Closure of Dhapa Lock Gate is pending with GoWB.

SALT LAKE SECTOR V TO AIRPORT

Private high rise buildings are infringing the alignments between Sector-V and New Town which are to be removed by the State Government. In the meeting on 09.06.2016, State Govt. has requested for review of the alignment in the above location to avoid the above buildings and suggested an alternative alignment along the canal, which is under examination by RVNL. RVNL has assigned the study for revised alignment to RITES.

V. JOKA – BBD BAG METRO PROJECT

JOKA TO MAJERHAT

(i) Permissive possession of land (3109 sqm) of Kolkata Port Trust (KoPT) has been received from M/o Finance & M/o Shipping but physical possession is yet to be given.

(ii) Removal of hutments (about 112) along Diamond Harbor Road for the purpose of construction of stations at Behala Bazar and Behala Chowrasta by the State Government and removal / dismantling of 12 encroachments / structures near Joka Depot. State Government has assured to remove these encroachments.

(iii) The section can be commissioned only after land for Joka Depot (24.4 hectare) is made available. Only 24% land is acquired so far.

MAJERHAT TO BBD BAG

(i) In Mominpur-BBD Bag (Phase-II) section, Ministry of Defence has not agreed for transfer of land for Mominpur station. Ministry of Defence has again been requested for transfer of the land on 15.07.2016. Hon'ble MR has requested Hon'ble Minister of Defence to expedite transfer of Defence land.

(ii) Clearances from Ministry of Environment & Forest, Pollution Control Board, Police Authorities, Ministry of Culture for the stretch near Victoria Memorial are being processed.

VI. EAST-WEST METRO CORRIDOR

The following issues are involved in the section from Sealdah to Howrah:

(i) Approval of Ministry of Defence for shifting of tramlines and construction of station at Esplanade.

(ii) Clearance of Archaeological Survey of India for construction near three protected monuments.

(iii) Vested land at SubodhMallick Square (about 900 sqm permanent and 600 sqm temporary) is required from GoWB.

VII. REMOUNT ROAD TO SANTOSHPUR VIA GARDEN REACH

Land of about 47648 sqm is required from Ministry of Shipping which is currently under occupation of Kolkata Port Trust(KOPT). The matter is being pursued with Ministry of Shipping for transfer of the land.

IX. BELAPUR-SEAWOOD-URAN ELECTRIFIED DOUBLING

Land for a stretch of 3 km between Ch.8000m to Ch.11000m is yet to be handed over by City and Industrial Development Corporation(CIDCO). The project cannot be commissioned till the entire land for the project is handed over to Railways by CIDCO

X. MUMBAI URBAN TRANSPORT PROJECT-PHASE-II

(i) Resettlement and Rehabilitation(R&R) of Project Affected People(PAP) for 5th & 6th line between Thane and Diva, 5th and 6th line between CSTM and Kurla and 5th line between Mumbai Central to Borivali is yet to be completed by the State Government.

(ii) For laying of 6th Line between Mumbai Central and Borivali, about 1544.70 sqm private land is required between Bandra Terminus and Borivali. Applications for Land Acquisition have been submitted to the State Authorities concerned, i.e. Dy. Collector / LA/Bandra and Chief Engineer / D&P /MCGM on 09.02.2015 and 01.07.2015. An amount of Rs. 17.00 crore has also been deposited against cost of land based on the demand. Also, private land of area 88.57 sqm is required between Mumbai Central and Bandra Terminus, for which application has been submitted on 15.03.2016. Demand for submitting cost of land acquisition from Dy. Collector is awaited.

(iii) For laying of 5th and 6th Line between CSTM and Kurla, about 1.7 hectares land is required to be acquired at different locations. Land acquisition papers were submitted to Collector on 12.11.2014 & 27.01.2016. Meeting was also held with Dy. Collector on 17.04.2016 who has sought more time to process the case and to raise demand for funds.

XI MMTS-PHASE-II IN HYDERABAD

The doubling of railway line on Sanathnagar-Moulali (21.5 km) section, a part of MMTS Phase-II project is stalled by Defence Authorities for a stretch of 4.0 km falling in the then Rifle Range area since November, 2014 even though the construction is entirely on the Railway land acquired from Defence Authorities in 1979. Railways had paid the entire compensation (Rs. 1.18 crore) to the Revenue

Authority of the State Govt. to acquire entire 975 acres and 32 guntas of land for creation of an alternative Rifle Range in lieu of the land acquired by Railways(60 acres) for the Railway project. However, Revenue Authorities could acquire only 37 acres 32 guntas in 1990 which was not accepted by the Defence Authorities. The Rifle Range is not operative since the last 35 years. This was discussed during the Meeting of Hon'ble MR with Hon'ble Minister of Defence. Ministry of Defence has been requested to permit the work to proceed vide Hon'ble MR DO letter No.2004/Proj./SC/22/5 dtd. 15/7/16.

XII. CHENNAI MRTS-PHASE-II-VELACHERY TO ST. THOMAS MOUNT

Government of Tamil Nadu is yet to hand over land for a stretch of 0.50 km out of 5km in MRTS Phase II extension project. The delay is attributed to court cases in land acquisition. Government of Tamil Nadu is being pursued vigorously by Southern Railway to clear the court cases.

38. As regards the steps being taken/proposed to overcome the problems being faced in the execution of the projects, it has been stated that the Railways have taken up the above issues with the State Governments/Ministries concerned at the highest level. Meetings have been held from time to time at Zonal Railway levels to resolve all issues and also at the Ministry level, most recently by Hon'ble Minister of Railways with the Hon'ble Chief Minister of Maharashtra on 21.04.2016, with Hon'ble Chief Minister of West Bengal on 09.06.2016 and with the Hon'ble Minister of Defence on 13.07.2016.

Road Over Bridge(RoB)/Road Under Bridge(RuB) Projects

39. When enquired about the ongoing projects of ROB/RUB with the Railways, it has been stated that the works of construction of 1,592 Road Over Bridges (ROBs) and 6,065 Road Under Bridges (RUBs) are appearing in the Pink Book 2016-17.

40. Zone-wise details of ROB/RUBs sanctioned, completed and balance are as under:

Status of ROB's & RUBs/Subways appearing in Pink Book 2016-17

SN	Railway	Total No. of Works	ROB	ROB Fully Completed	Railway Portion completed but work is in progress in State Govt. Portion	ROB Not yet completed	RUB/ Subways	RUB/LHS Completed	RUB/LHS Not yet completed
1	CR	73	68	4	3	61	120	64	56
2	ER	64	107	5	1	101	110	37	73
3	ECR	182	147	14	6	127	218	0	218
4	East Coast Railway	66	32	4	17	11	178	35	143
5	NR	226	202	39	22	141	714	124	590
6	NCR	131	154	27	20	107	614	76	538
7	NER	44	49	4	4	41	95	1	94
8	NEFR	34	36	0	0	36	160	70	90
9	NWR	78	83	7	3	73	1573	161	1412
10	SR	280	222	40	35	147	523	57	466
11	SCR	137	95	10	22	63	236	14	222
12	SER	41	39	1	0	38	93	0	93
13	SECR	73	37	2	0	35	277	55	222
14	SWR	80	78	5	10	63	114	42	72
15	WR	136	164	15	8	141	698	95	603
16	WCR	134	79	9	6	64	342	183	159
TOTAL		1779	1592	186	157	1249	6065	1014	5051

41. It may be seen from the above that out of 1779 ROB works targeted during 2016-17, 186 ROB have been completed and the rest 1249 ROB are yet to be completed. Further, in case of 157 ROB's, railway portion has been completed but

work is in progress in State Govt. portion. Similarly, out of 6065 RUBs to be constructed, 1014 have been constructed and 5051 are yet to be constructed. Further, in East Coast Railway and South Eastern Railway, against the target of 218 and 93 RUBs, respectively, not a single RUB has been constructed. Also, in North Eastern Railway, progress is very slow; out of 95 RUBs, only 1 RUB has been constructed. A huge number of 1412 RUBs in North Western Railway, 603 RUBs in Western Railway, 590 RUBs in Northern Railway and 538 RUBs in North Central Railway are yet to be constructed.

42. It has been stated that as on 01.04.2016, the latest anticipated costs of these ROB/RUB works was Rs.64,431 crore (Railway's share as Rs.34,596 crore and State Govt.'s share as Rs.29,835 crore). Throw forward of all ROB/RUB works is Rs.30,959 crore. However, the fund allocation for Plan Head-30 (ROBs/RUBs) for 2016-17 is Rs.2,443 crore and during 2015-16, it was Rs.2,144 crore.

43. As regards the steps that have been taken by the Ministry of Railways to expedite the construction of ROBs/RUBs, they are stated to be as under:

- a. Zonal Railways are directed to hold bi-monthly meetings with Road Authorities (MoRTH/NHAI/State Govt.) to sort out inter-ministerial issues.
- b. Memorandum of Understanding (MOU) was signed between Ministry of Railways and Ministry of Road Transport & Highways (MoRTH) on 10.11.2014 to eliminate Level Crossings on National Highways. As per MOU, MoRTH/National Highway Authority of India (NHAI) will replace all level crossings on National Highway Corridors by Road Over Bridges (ROBs)/Road Under Bridges (RUBs), at their cost, in the next five years, subject to availability of funds.

44. Further, Ministry of Railways has launched a website on 10.11.2014 to expedite the approval of General Arrangement Drawings (GADs) for ROBs/RUBs being constructed by MoRTH/NHAI.

Social Service Obligation

45. In the Railway Budget speech, 2014-15, it was mentioned that the social service obligation on Railways rose from 9.4 percent of Gross Traffic Receipts in

2000-01 to 16.6 percent in 2010-11. Social service obligation borne by IR during the last five years is given as under:

Year	Losses (Rs. in crore)
2010-11	15714
2011-12	17652
2012-13	20083
2013-14	24886
2014-15	25347

46. On being asked about the major components of social service obligation in IR, they are stated to be losses relating to:

- (a) Essential Commodities carried below cost; and
- (b) Passenger and Other Coaching services.

47. On being enquired whether the matter for reimbursement of the cost on social service obligation borne by IR has been taken up with the Ministry of Finance, it has been informed that the Ministry of Railways has approached the Ministry of Finance through an OM dated 28th January, 2016 followed by reminder from the Finance Commissioner (Railways) dated 4th May, 2016 and then from Additional Member (Budget) dated 25th July, 2016, for constitution of Inter-Ministerial Body for evaluation of Public Service Obligations borne by the Indian Railways. Reply from the Ministry of Finance is awaited.

48. To a pointed query with regard to various concessions being granted by the Railways to different categories of persons, it has been replied that as a welfare measure, the Railways extend concessions in passenger fare to more than 50 categories of passengers. They are differently abled, patients, senior citizens, Press correspondents, war widows, sports persons etc. The element of concession varies from 10% to 100%.

49. The Committee desired to know whether the MoR have ever taken up the matter for reimbursement of type of concessions in fares for specific categories with

the respective Ministries/Departments. In reply, it has been stated that at present, there is no proposal regarding reimbursement of concession in fares.

50. To a specific query regarding payment of service tax by the Railways to the Government, it was informed that during 2012-13 and 2013-14, the service tax paid to the Government on freight & fare, etc. was to the tune of Rs.1478.10 crore and Rs. 3449.34 crore, respectively.

51. It was further informed that the Ministry of Railways had made several attempts with the Ministry of Finance to seek exemption from payment of the service tax on ground of increase in overall cost of transportation etc. The same was, however, not agreed to by Ministry of Finance and service tax on specified classes of passenger travel and freight was introduced w.e.f. 01.10.2012. Reimbursement of service tax has not been sought by the Indian Railways.

RECOMMENDATIONS/OBSERVATIONS

General

Railways are the most economic and environment friendly mode of transport and, therefore, there is a huge demand for expansion of its network in remote and other under-developed areas which are hitherto unconnected by rail. That being so, the demand outstrips the supply side of the Railways, i.e. the capacity of the Railways to take up such projects. Besides demands for new rail connectivity, there are competing demands for removing bottlenecks, enhancing throughput, technological upgradation, requirement of rail stock, etc. The Ministry of Railways is unable to generate adequate internal resources while the Gross Budgetary Support (GBS) extended by the Ministry of Finance is not enough in comparison to the throw-forward of the ongoing projects. It is the endeavour of the Railways to fill up such huge demand and in the process, they have sanctioned a large number of projects, carrying the burden of the huge throw-forward on the ongoing projects. The Committee, therefore, feel that the Railways have to face the challenge of striking a balance between the competing demands of new rail connectivity and enhancing capacity and efficiency while ensuring that no region is deprived of its genuine demands. The Committee are also of the view that the Ministry of Railways have to activate all their resources for optimum utilization and put in place a well-planned strategy to meet this daunting task.

2. As per the existing procedure in the Indian Railways for sanctioning a project, proposals for various projects received from the Zonal Railways are

first examined by the Railway Board. The firmed up proposals are then sent for 'in principle' approval of the National Institution for Transforming India (NITI) Aayog. After obtaining the requisite approvals, projects are included in the Budget and, thereafter, the Railways carry out final location survey and prepare detailed estimates. Generally, the tenders are floated after the sanction of the Detailed Estimates. The Committee are informed that the entire process between the initiation of proposal for a project and the final award of tender which earlier used to take 2-2½ years now takes 9-12 months. The Committee appreciate that the process of examination of the proposal for finally awarding a contract has now been fast tracked. They, however, emphasise that the procedures involved at each stage of execution of projects should also be expedited through proper management and timely action to complete projects, as scheduled.

3. The Committee would like the Ministry of Railways to recall the recommendation of their predecessor Committees in regard to long pending projects in the Indian Railways. In this context, what worries the Committee is that the inordinate delays in timely completion of projects continue to be a bane of the Indian Railways. The Committee have noted with dismay that one project which was sanctioned 40 years ago, 3 projects sanctioned 30 years ago, 27 projects pending for 20 years and 30 projects sanctioned 15 years ago have still not reached completion. Further, the Committee feel that the inadequate GBS and internal generation of resources resulting in meagre allocation for the pending projects fail to give any assurance of completion of these Projects in the near future. The Committee, therefore, strongly urge the Ministry to focus on these long

pending projects in the light of their avowed objective of providing rail services in various parts of the country through alternative funding mechanisms.

Ongoing/Pending Railway Projects

4. The Committee note with concern that, as on 01.04.2016, there were 495 New lines, Gauge Conversion, Doubling and Electrification ongoing/pending projects with the Railways at an anticipated cost of Rs.4,54,876 crore with throw-forward of Rs. 3,61,721 crore. Besides, there are 525 Workshop, including Production Unit Projects at an anticipated cost of Rs. 27,832 crore with a throw-forward of Rs.18,157 crore; 2215 Road Safety Works at an anticipated cost of Rs. 39,543 crore with a throw-forward of Rs.31,700 crore; 619 Signalling and Telecom projects at an anticipated cost of Rs.11,338 crore with a throw forward of Rs.5,848 crore; and 17 Metro Projects (MTP) at an anticipated cost of Rs.29,022 crore, with a throw-forward of Rs.19,160 crore. The Committee underscore the fact that these projects are important to meet the major challenges being faced by Railways relating to lack of capacity as it results in increasing load/pressure on railway infrastructure, compromise safety and lowers speed. The Ministry have submitted that the speed of the freight trains has largely remained stagnant and improved only marginally from 25 to 29 kmph over the last three decades. On the trunk routes, which constitute 16% of the network and carries close to 60% of the freight, the average speed of goods trains is still lower. Further, predominantly freight carrying routes are over congested. As a result the growth rate (of Originating Loading) has stagnated at around 4.5% since 2011. In the process, the

share of Railways in overall traffic, i.e. Railways vis-à-vis Road Traffic has declined from 62% in 1980 to 36% in 2012.

5. The Committee further note that in case of 155 New Line projects valued at Rs. 2,34,406 crore, expenditure of Rs.61,702 crore has been incurred upto 31.03.2016. However, allocation for these 155 projects during 2016-17 is to the tune of only Rs. 14,026 crore. Similarly, for 42 gauge conversion projects valuing Rs. 50,476 crore, expenditure upto 31.03.2016 has been Rs. 24,526 crore and allocation for various projects during 2016-17 is to the tune of only Rs. 4,161 crore. For 235 Doubling projects, valuing Rs. 1,57,089 crore, expenditure upto 31.03.2016 has been Rs. 26,516 crore and allocation for various projects during 2016-17, is to the tune of only Rs. 22,240 crore. The Committee strongly feel that the provision of Rs. 14,026 crore for 155 New Line projects, Rs. 4161 crore for 42 Gauge Conversion projects and Rs.22,240 crore for 235 Doubling projects is grossly inadequate and will not even partially meet their requirements. The Committee are of the view that building the infrastructure for Railways should be the responsibility of the Government as in many other countries while the onus of running the Railways should lie with the Ministry of Railways. The Committee suggest that the Railways should also probe the possibility of funding modernisation of stations, etc. through PPP Mode. The Committee would desire the Ministry of Railways to analyse the basic reasons for the piling up of ongoing projects causing undue delay in completion of projects and try to resolve the same in coordination with all authorities/stakeholders concerned at the highest level. Further, the Ministry of Railways should take other corrective

measures, including pursuing the matter of more financial support for expeditious completion of projects with the Ministry of Finance (MoF).

6. The Committee are constrained not to accept the justifications given by the Ministry of Railways for the piling up of as many as 495 projects. As per their submission, huge demands are being received for expansion of network in under developed, remote areas and in other far flung areas hitherto unconnected by Rail and in the pursuit of fulfilling such demands, the Railways have had to sanction a large number of projects. The Ministry were well aware of the fact that they would be unable to generate internal resources and the GBS that they get from the Ministry of Finance was hugely inadequate for executing the already sanctioned projects. The Railway's submission that within the limited availability of funds, they have to strike a balance between competing demands of new Rail connectivity and enhancing capacity and efficiency is again unconvincing, more so because of the increasing number of pending projects year after year. The number of New Lines, Doubling and Gauge Conversion projects which was 368 as on 01.04.2013 has increased to 432 as on 01.4.2016. On the one hand, they have not been able to get the demand of the under-developed areas to provide rail connectivity fulfilled; on the other, this has led to thin spread of funds among various projects, resulting in the inability of the Railways to complete the sanctioned projects at the desired pace. As on date, the throw-forward of 495 ongoing/pending projects is Rs. 4,36,586 crore which can never be completed, if the Railways were to proceed with the present mode of funding. The Committee are rather sure that this method of funding the ongoing/pending projects will never see the light of

the day. The Committee are deeply distressed that many of the sanctioned projects which had raised hope of rail connectivity to the remote and under-developed areas have not been completed, in the process further disillusioning the intended beneficiaries in most areas. The Committee stress that the Ministry should sanction only those projects in future for which financial arrangements have been tied up in advance.

7. The Committee are very disturbed to note that the GBS provided to the Ministry of Railways for its infrastructure development is substantially less than the actual requirement. The 12th Five Year Plan size of Rs.5,48,802 crore involving GBS of Rs.3,16,842 crore proposed by the Railways was downsized by the Planning Commission to Rs.5,19,221 crore with GBS of only Rs.1,94,221 crore. Further, GBS of Rs.1,94,221 crore includes a loan of Rs.52,000 crore from JICA/WB and Railways equity of Rs.28,000 crore for Dedicated Freight Corridor, with the other Railway projects being left with GBS of only Rs.1,14,221 crore. During 2012-13, 2013-14, 2014-15, 2015-16 and 2016-17, against the proposed allocation of Rs.48,855 crore, Rs.39,500 crore, Rs.37,500 crore, Rs.48,044 crore and Rs.55,000 crore, respectively, funds were allocated to the tune of Rs.25,234 crore, Rs.28,174 crore, Rs.31,596 crore, Rs.41,646 crore and Rs.45000 crore, respectively. It is distressing to note that the actual GBS for Railway projects for annual plans in the 12th Plan is only 20% of the proposed plan by Railways and 36% of the approved GBS for the plan. The Committee take a serious note of the fact that the GBS allocated to Railways each year is much less than that proposed by them. Considering the huge number of projects pending with the Railways, such drastic reduction in the annual

plan outlays is totally uncalled for. In fact, the Committee are of the opinion that Plan Outlay 2016-17 require to be stepped up substantially in consonance with the needs of the Ministry. Accordingly, the Ministry of Railways should take up the matter with the Ministry of Finance.

Socially Desirable Projects

8. The Committee have been informed that projects which offer a ROR of less than 12% are socially desirable Projects. The Committee are concerned to note that out of the 432 New Line, Doubling and Gauge Conversion ongoing/pending projects, only 140 projects (32.4%)(New Lines-20, Gauge Conversion- 8 & Doubling-112) are having ROR 12% and above. The remaining 292 projects (67.6%) are socially desirable projects. Out of these 292 projects 222 have negative ROR and the rest 70 projects have ROR less than 12%. The Ministry of Railways has apprised that socially desirable projects can be funded only from GBS and not by taking loan from outside where the Railways have to pay market rate because the return from those lines will not be substantial enough to reimburse the cost of borrowing. The Committee, while taking cognizance of the concern of the Railways in this regard, are of the view that the Government should come up with viable plans to fund the socially desirable projects in a phased manner so as to address issues in perspectives and remove hindrances and work as a proactive facilitator of connectivity.

Resource Crunch in Railways

9. The Committee understand that resource crunch is the primary reason for delay in completion of projects. Railway's internal generation is almost negligible and they have been dependent upon GBS which is a loan

from General Exchequer for their projects. However, to their dismay, the Committee find that against a total financial throw-forward of Rs. 4,36,586 crore for all the sanctioned railway projects, the GBS (including Diesel Cess) extended to Ministry of Railways during the 12th Five Year Plan is Rs. 1,71,650 crore only. The Committee are aware that the Railways had to pay 4 percent dividend to the General revenues i.e about Rs.10,000 crore from their internal generation in 2015-16, severely restricting expenditure on creation/renewal of assets. Thus, insufficient funds have adversely affected the targets of the projects of the Railways, physical as well as financial, resulting in their time overrun as well as cost overrun. Moreover, the Committee are aware that the implementation of the 7th Pay Commission Report will impact the Railway finances to a great extent. The Committee observe that the Railways is an organisation which is a national transporter and have to not only cater to far-flung and remote areas and Strategic Lines, but also fulfil related social obligations. It directly and indirectly contributes significantly to the GDP through development of economy and in creating infrastructure. In view of the above, the Committee recommend that the Ministry of Railways and Ministry of Finance should revisit the issue of the practice of payment of dividend by the Ministry of Railways to the general revenues keeping in mind that no other department like Defence/Roadways, etc., pay any dividend on their budgetary grants. Further, the money thus saved could be utilised on their infrastructural development projects which are already starved of funds.

The Committee recommend that the Railways should not only scrupulously adhere to financial discipline in various segments of their

activity but also look for alternative ways to boost their resource generation which they could utilise for timely completion of projects so that these projects, in return, start remunerating. To illustrate, the Ministry of Railways should take steps to control the leakages/pilferages in different activities, including sale of Railway scrap, optimum utilisation and commercialisation of Railway resources, continuous monitoring at every stage, recovery of outstanding dues from other Ministries/Departments/Organisation/Agencies, etc.

10. The Committee were informed that the service tax on specified classes of passenger travel and freight was introduced w.e.f. 01.10.2012, resulting in increase of cost of transportation affecting the business of the Ministry of Railways. The tax were to the tune of Rs.1478.10 crore and Rs. 3449.34 crore during 2012-13 and 2013-14, respectively. The Ministry of Railways had made several requests to the Ministry of Finance for exemption from payment of service tax on freight and fare anything, inter alia, that this would increase the overall cost of transportation. This, however, was not agreed to by the Ministry of Finance. However, the Committee understand that reimbursement of the service tax has not ever been sought by the Indian Railways for themselves. The Committee strongly feel that the service tax thus collected by the Ministry of Finance through Railways' freight and fare and other services should be shared with the Ministry of Railways. As such, they recommend that the Railways should pursue the matter vigorously with the Ministry of Finance. Further, the matter of reimbursement relating to various concessions given by the Railways to various categories should also be taken up with the Ministry(ies) concerned.

The Committee are of the considered view that the Railways should be reimbursed such amounts.

11. The Committee note that the Railways have been able to arrange a loan of Rs.1,50,000 crore from the LIC and that the funding would be given for identified projects having requisite ROR. As per the decision of the Ministry of Railways, Doubling and Railway Electrification projects sanctioned prior to 2015-16 will be completed in the next 4-5 years and those sanctioned in 2015-16 have been targeted for completion in the next 5-6 years. The Committee find that a loan from LIC is an out of the box idea for funding a project. However, they are apprehensive that this would lead to higher burden on Railways in terms of servicing of loans. Furthermore, this mode will be of utility to the extent of bankable projects only. They are, however, of the firm view that Railways cannot be expected to take funds on loan basis and pay interest especially on their social obligations. The Ministry of Railways should, therefore, depend on this mode of funding only in exceptional cases as it may affect the repayment capability of Railways. The Committee trust that the targets set by the Railways would be adhered to through all means especially regular and strict monitoring, at the same time, the Committee would like the Ministry to make serious efforts for activating and strengthening their executive and monitoring wings for timely completion of the projects so that these projects start getting returns at the earliest.

12. The Committee note that in the Indian Railways which is termed as a commercial public undertaking, the social service obligations over the years have shown an increasing trend. During 2012-13, 2013-14 and 2014-15,

quantum of social obligation was to the tune of Rs. 20083 crore, Rs. 24886 crore and Rs. 25347 crore, respectively. The Committee feel that the real quantum of the social obligation borne by the Railways should be assessed accurately. They find that in this regard, the Ministry of Railways has approached the Ministry of Finance in January, 2016, May, 2016 and July, 2016, for constitution of an Inter-Ministerial Body for evaluation of Public Service Obligations borne by them. The Ministry have apprised the Committee that the response from the Ministry of Finance on the same is still awaited. The Committee would like to be kept updated in this regard. The Committee find that at present the Railways is a departmental commercial undertaking of the Government of India. They, however, feel this concept was all right as long as it was under the British regime. Whatever penny the Britishers invested, they wanted return out of it. The Committee desire the Ministry to have a relook now at the very definition attached to Railways as a commercial undertaking like in the case of Defence and Roadways as it gives a spurt to the overall GDP indirectly, besides direct earnings.

Categorisation of Projects

13. The Committee are told that in order to optimally utilise the available meagre GBS and to avoid thin spread of funds, the Railways have prioritised the projects to give them focused attention. The prioritised projects have been categorised as A-1: National Projects; A-2: Cost Sharing Projects; A-3: Immediate Critical Projects; A-4: Medium Critical Projects; A-5: Important Projects Not Critical; B: Other Projects; and C: Least Priority Projects. The Committee find that out of the 432 New Lines, Doubling and Gauge

Conversion ongoing/pending projects, 11 are National Projects(A-1), 58 are Cost Sharing Projects(A-2), 169 are Immediate Critical Projects(A-3), 52 are Medium Critical Projects(A-4), 17 are Important Projects Not Critical(A-5), 38 are other Projects(B) and the 87 are Least Priority Projects(C). However, the Committee find to their dismay that out of 87 Least Priority Projects, 83 are socially desirable projects. Further, there are 29 socially desirable projects which have not been categorised. According to the Ministry, projects which do not fall in any of the proposed categories and not made any significant progress have been accorded the lowest priority. Therefore, these 29 socially desirable projects are lowest priority projects which have not made any significant progress. The Committee are very perturbed at the treatment meted out to the socially desirable projects as they feel that the very purpose and objective of conceptualising these projects have been lost due to such an approach which defy logic and reason. They are of the opinion that the Railways should sincerely look into the possibility of reviving them. The Committee are of the firm opinion that the Government should review and reassess the usefulness of such projects in consultation with the State Governments concerned and take firm decisions in respect of each such project. It will not be prudent to keep them pending for long without any progress as it would add to the frustration of those citizens settled in under-developed, and unconnected far-flung corners of the country.

Projects on cost sharing basis/through Joint Ventures

14. The Committee are apprised that the Railways have gone in for an arrangement with different State Governments for 42 ongoing projects being executed on cost sharing basis at an estimated cost of around

Rs.61,000 crore. With industries, including NTPC, Coal India, etc., Railways have 7 projects costing around Rs.6200 crore. Further, a proposal to set up Joint Venture Companies(JVCs) with State Governments has been approved by the Cabinet. The Ministry of Railways have approached all State Governments to form JVCs with them to undertake mutually identified rail infrastructure projects for project development, financing and monitoring. 13 projects (12 New Lines & one Doubling) proposed to be taken up through Joint Venture with State Governments, have been included in the Railway Budget 2016-17 at an anticipated cost of Rs.33092 crore, subject to requisite approval. The Committee, have been apprised that 17 States have come forward for tying up with the Railways to form such Joint Ventures; out of the same, only the Government of Jharkhand has given consent in respect of three projects to be taken up through Joint Venture. Further, in anticipation of various State Governments coming forward to take up projects through Joint Ventures, 30 projects (25 New Lines, 2 Doublings and 3 Gauge Conversions) have been included in the Capital Investment programme of 2016-17 at a cost of Rs. 58,274 crore. The Committee understand that the Railways are taking these steps with the objective of increasing participation of the States in the implementation of railway projects, besides helping them to mobilise resources for various rail infrastructure projects. However, the Committee apprehend that the economically weaker States may not be able to contribute their share of funds and therefore, are likely to be deprived of the investment by the Railways as per the JVs proposal. In view of this apprehension, while the Committee desire that the Ministry should work out ways and means to

expedite various statutory clearances required by the State(s) and ensure timely completion of the ongoing and new projects, so that people are benefited by better rail connectivity in their region, they urge the Ministry of Railways to have a relook at the proportion/share of funds to be contributed by the backward, underdeveloped, hilly and far-flung States expeditiously.

Metropolitan Projects(MTPs)

15. The Committee observe that the progress with respect to the execution of the 12 MTPs has been extremely unsatisfactory. Out of the 7 Metro Projects in Kolkata, 2 projects, viz. Baranagar-Noapara and Noapara-NSCB Airport (8.33 km) and Noapara-Barasat via Bima (18 km), sanctioned in the year 2009-10 and 2010-11, respectively, are expected to be completed in 40 months, subject to early resolution of issues; and 2 projects, viz. Dum Dum Airport to New Garia via Rajarhat and Joka-Binoy Bandal Dinesh Bagh, sanctioned in the year 2010-11, are expected to be completed in 30 months, again subject to early resolution of issues. The Committee have been informed that for two of the projects, viz. Remount Rd. – Santoshpur via Garden Reach and Baranagar-Barrackpore and Dakshineswar, sanctioned in the year 2010-11, the targets will be fixed after resolution of the issues involved. The remaining one project, viz. East-West Corridor from Howrah Maidan to Salt Lake, sanctioned in 2008-09, is expected to be completed in 2019, again subject to early resolution of issues. The pace of work is equally dismal in the case of execution of the rest of the 5 MTPs as well. Thus, the Committee understand that in respect of three of the projects, viz. Hyderabad/Secunderabad Multi Modal

Transport System, Belapur-Seawood-Uran-electrified double line and Chennai-Extension of Mass Rapid Transit System, sanctioned in the years 2012-13, 1996-97 and 2006-07, respectively, the target dates of completion would be fixed only after resolution of issues. For two other projects, viz. Mumbai Urban Transport Project, Phase-II, and CSTM-Panvel/Andheri-Running of 12 coach EMU train on Harbour Corridor, which were sanctioned in 2008-09 and 2012-13, respectively, the targets are 2020-21 and 2018-19, respectively, again subject to early resolution of issues.

The Committee find that in all MTPs, the Railways have submitted that the completion of projects, even on extended targets, is subject to 'early resolution of issues'. The Committee further find that in almost all the projects, the issues involved are shifting of utilities, acquisition of land, clearances from Ministry of Environment & Forests, Ministry of Shipping, Ministry of Culture, Ministry of Defence, etc. The Committee have been apprised by the Ministry of Railways that these issues have been taken up with the State Government/Ministries concerned at the highest level, and that meetings have been held from time to time at Zonal Railway levels to resolve all issues and also at the Ministry level. Most recently, meetings have been held by Hon'ble Minister of Railways with the Hon'ble Chief Minister of Maharashtra on 21.04.2016, with Hon'ble Chief Minister of West Bengal on 09.06.2016 and with the Hon'ble Minister of Defence on 13.07.2016. The Committee trust that after such high level meetings, the pace of work in different MTPs would pick up and that issues involved will be expeditiously sorted out. In this context, the Committee recommend

that the project implementation and monitoring wings in Railways should be streamlined and the deadlines are met, with a view to completing the projects within the fixed time-frame so that promises made to the travelling public do not remain only on paper. A well laid out, step by step procedure should be worked out and in case of non-achievement of targets, the matter should be examined and issues should be resolved at the appropriate level, this is an absolute imperative if the Railways have to complete these already much delayed MTPs.

Road Over Bridge(ROB)/Road Under Bridge(RUB) Projects

16. The Committee note that as on 01.04.2016, there were 1,592 ROB and 6,065 RUB Projects. The anticipated cost of these projects is Rs.64,431 crore wherein the Railways' share is Rs.34,596 crore and that of the State Government is Rs.29,835 crore. It is most unfortunate that allocation for ROB/RUBs for 2016-17 is only Rs.2,443 crore, especially when the throw-forward of all ROB/RUB works is Rs.30,959 crore. As ROB/RUBs seek to reduce accidents at Level Crossings where around 60% of the casualties occur, the annual plan allocation is quite meagre and needs to be enhanced.

17. The Committee further note that 157 ROB works are such where the Railway portion has been completed but work is still in progress in the State Government's portion. In that regard, the Committee call upon the Ministry to take up the matter with the State Government(s) concerned on top priority basis, so that the State Government portion of ROB is completed and the ROB can be used by the public. The Committee also stress that the North Western Railway, Western Railway, Northern Railway

and North Central Railway should gear up themselves to meet their huge targets to construct 1412, 603, 590 and 538 RUBs, respectively.

18. The Committee further learn that as per the Memorandum of Understanding signed between the Ministry of Railways and the Ministry of Road Transport & Highways (MoRTH) on 10.11.2014 to eliminate Level Crossings on National Highways (NHAI), the MoRTH/NHAI will be replacing all level crossings on the National Highway Corridors by ROB/RUBs, at their cost, in the next five years, subject to availability of funds. As already more than one and a half years have elapsed after the signing of this MOU, the Committee would like to be apprised of the facts and figures with regard to the exact number of Level Crossings on National Highways, yearly targets and level crossings so far eliminated by MoRTH/NHAI.

National Projects

19. The Committee are seriously distressed to note the unacceptable delays in the execution of some of the National Projects. Four of these projects are the (i)Udhampur-Srinagar-Baramula (290 km) sanctioned in 1994-95 at the cost of Rs. 1500 crore which has escalated to Rs. 19565 crore (1204.33% increase); (ii) Lumding-Badarpur-Silchar, including Migrendisa-Dittockchera, Arunachal-Jiribam&Badarpur-Kumarghat (369.45 km)&MM for GC of Baraigram-Dulabchera(29.40km), Karimganj-Maishashan&Karimganj bypass line13.50km) sanctioned in 1996-97 at a cost of Rs. 648 crore which has escalated to Rs. 5186 crore(700.31% increase); (iii) Kumarghat-Agartala(109 km) sanctioned in the year 1996-97 at a cost of Rs. 575 crore which has escalated to Rs.1242.25 crore(116.04% increase); and (iv) the Bogibeel bridge with linking lines

between Dibrugarh and North Bank line (46 km) sanctioned in 1997-98 at the cost of Rs. 1000 crore which has escalated to Rs.4996 crore(399% increase). The Committee express their strong displeasure at this inordinate delay in the completion of these National Projects which has caused both time and cost overrun, especially when funds was not an issue in the case of National Projects. As submitted, the Railways' constant dialogue with the State Governments concerned/MHA for tackling law and order problems have yielded results in the completion of the Lumding-Silchar gauge conversion project. Taking this into consideration, the Committee are of the opinion that the Ministry should identify the factors responsible for the delays in execution of these National Projects and take immediate corrective steps. In this context, the Committee would like to stress that the very purpose behind the concept of a 'National Project' is defeated if such project is not completed within the prescribed time schedule, whatever be the reasons. The Railways should proactively involve themselves with the Ministries/Governments/Agencies and ensure that no impediment stands in the way of timely completion of a 'National Project'.

20. The Committee note that the Railways intend to propose all the projects in the hilly regions of J & K, Uttarakhand and North-Eastern States as National Projects and had prepared a Cabinet Note in this regard. They, however, observe to their dismay that the proposal of the Ministry of Railways was dropped and not processed further. The Committee are given to understand that the Ministry of Finance had not separated the funding of National Projects through GBS but it started to ring fence a substantial chunk out of GBS proportionately and, as a result, the availability of funds

for other railway projects got further reduced. The National Projects are being funded by Ministry of Finance to the extent of 75%, and 25% cost of the project is being funded from the GBS of the Ministry of Railways. Looking at the requirements and the growing expectations of the people of the hilly regions of the country, the Committee share the view of the MoR that all the Railway project in hilly regions of J&K, Himachal, Uttarakhand and North Eastern region should be declared as National Projects. Also, in view of the meagre allocation of GBS over the years and the long list of pending projects with the Railways, the Committee earnestly desire that the National Projects should be fully funded by Union Government separately, instead of ring fencing of funds out of GBS. The Committee desire that the Ministry of Railways should urgently take up this matter again with the Ministry of Finance in this regard.

NEW DELHI;
19 August, 2016
28 Shravana, 1938 (Saka)

DINESH TRIVEDI
Chairperson,
Standing Committee on Railways

DETAILS OF 432 ON-GOING NEW LINES, GAUGE CONVERSION AND DOUBLING PROJECTS

NEW LINES

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
1	A2	CR	MAH	IR	Ahmednagar-Beed-Parle Vajinath	Negative	1995-96	250	353	2820	698.87	453.11	402
2	A2	CR	MAH	IR	Wardha-Nanded (via Yevatmal-Pusood)	Negative	2008-09	270	697	2765	296.70	217.81	150
3	A4	CR	MAH	IR	Amravati-Narkher	10	1993-94	138	120.9	806	566.67	647.27	38
4	C	CR	MAH	IR	Baramati-Lonand	Negative	1998-99	54	75	325	333.33	131.61	25
5	C	CR	MAH	KRCL	Karad-Chiplun #	Negative	2015-16	112	1200	1200	0.00	0.0001	11
6	C	CR	MAH	RVNL	Dighi Port-Roha	Negative	2015-16	34	723.78	723.78	0.00	0.01	11
7	A2	ECor	ORI	IR	Khurda Road-Bolangir (289 km)	9	1994-95	289	355.38	3050	758.24	577.51	240
8	A3	ECor	ORI	RVNL	Daitari-Banspani (155 km)	16	1992-93	155	1035	1035	0.00	768.96	12.87
9	A2	ECor	ORI	RVNL	Haridaspur-Paradeep (82 km)	19	1996-97	82	121	1357	1021.49	458.67	200
10	A3	ECor	ORI	IR	Talcher-Bimlagarh (154 km)	Negative	2003-04	154	726.96	1050	44.44	597.91	150
11	A2	ECor	ORI	RVNL	Angul-Sukinda Road (98.7 km)	23	1996-97	98.7	245.58	1287	424.07	341.53	150
12	A2	ECR	JHA	IR	Koderma-Ranchi (189 km)	Negative	1998-99	189	491	3165	544.60	2230.05	350
13	A2	ECR	BIH	IR	Patna-Ganga bridge with linking lines between Patna and Hajipur (rail cum road bridge) (19 km)	6	1997-98	19	600	3210	435.00	2886.13	221
14	A2	ECR	BIH	IR	Munger-rail-cum-road Bridge on river Ganga (14 km)	2	2002-03	14	600	3040	406.67	1959.06	375
15	A2	ECR	JHA	IR	Giridih-Koderma (102.5 km)	Negative	1996-97	102.5	145	952	556.55	680.55	120
16	C	ECR	BIH	IR	Sitamarhi-Jayanagar-Nirmali via Susand (188 km)	Negative	2008-09	188	678.62	2444	260.14	17.27	1
17	C	ECR	BIH	IR	Nawada-Laxmipur (137 km)	Negative	2008-09	137	620.57	1950	214.23	0.5	1
18	C	ECR	BIH, JHA	IR	Gaya-Bodhgaya-Chatra, Gaya-Natesar (Nalanda)	Negative	2008-09	97	415.67	550	32.32	14.09	2
19	C	ECR	BIH	IR/RVNL	Fatuha-Islampur incl. MM for extn. of NL from Neora to Daniawan, Daniawan to Biharsharif, Biharsharif to Barbiga, Barbiga to Shekhpura	Negative	2001-02	171.5	49.5	1100	2122.22	505.7	51
20	C	ECR	BIH	IR	Ara-Bhabua Road (122 km)	Negative	2008-09	122	490.08	1931	294.02	0.5	2
21	C	ECR	BIH, JHA	IR	Gaya-Daltonganj via Rafiganj (136.88 km)	Negative	2008-09	136.88	445.25	859	92.93	1.24	1
22	A2	ECR	BIH, JHA	IR	Koderma-Tilaiya (68 km)	Negative	2001-02	68	307.71	649	110.91	289.47	100
23	B	ECR	BIH	IR	Rajgir-Hisua-Tilaiya (46 km) & Natesar-Islampur (21 km)	Negative	2001-02	67	49.5	458	825.25	342.16	75
24	C	ECR	BIH	IR	Chhapra-Muzzafarpur (84.65 km)	Negative	2006-07	84.65	378.56	1100	190.57	113.72	20
25	A4	ECR	BIH	IR	Kosi Bridge	Negative	2003-04	21.85	323.41	425	31.41	350.4	60

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
26	C	ECR	BIH	IR	Bihta-Aurangabad via Anugrahanarayan Road (118.45 km)	Negative	2007-08	118.45	326.2	2042	526.00	1.79	2
27	C	ECR	BIH	IR	Sakri-Hasanpur (79 km)	1	1996-97	79	100	655	555.00	278.1	30
28	C	ECR	BIH	IR	Hajipur-Sagauli via Vaishali (148.3 km)	Negative	2003-04	148.3	324.66	1051	223.72	301.72	100
29	C	ECR	BIH	IR	Araria-Supaul (92 km)	Negative	2008-09	92	304.41	1196	292.89	0.24	2
30	C	ECR	BIH	IR	Muzaffarpur-Darbhanga (66.9 km)	Negative	2008-09	66.9	281.3	870	209.28	0.68	1
31	C	ECR	BIH	IR	Muzaffarpur-Katra-Orai-Janakpur Road (66.55 km)	Negative	2008-09	66.55	228.05	865	279.30	1.58	1
32	C	ECR	BIH	IR	Motihari-Sitamarhi (76.7 km)	Negative	2006-07	76.7	211	997	372.51	4.46	20
33	C	ECR	BIH	IR	Darbhanga-Kusheshwarasthan (70.14 km)	Negative	2005-06	70.14	205	912	344.88	5.71	1
34	C	ECR	BIH	IR	Kursela-Bihariganj (35 km)	Negative	2008-09	35	192.56	455	136.29	0.49	1
35	C	ECR	BIH	IR	Khagaria-Kusheshwarasthan (44 km)	Negative	1996-97	44	78	538	589.74	192.4	30
36	C	ECR	BIH	IR	Dehri on Sone-Banjari (36.4 km)	Negative	2008-09	36.4	106.2	590	455.56	3.77	5
37	C	ER	WB	IR	Tarakeshwar-Bishnupur with Ext up to Dhaniakhali, Arambagh-Irphala & new MM for Irphala-Ghatal (11.2 km) & Arambagh-Champadanga (23.3 km)	Negative	2000-01	154.27	260	1094	320.77	767.87	45
38	A2	ER	BIH,WB,JH A	IR	Rampurhat-Mandarhill via Dumka (130 km) with new MM for Rampurhat-Murairi (29.48 km)- 3rd line	Negative	1995-96	159.48	170	908	434.12	985.13	200.35
39	A2	ER	BIH, JHA	IR	Pirpainti-Jassidihi (97 km)	Negative	2013-14	97	1536	1536	0.00	0.52	50
40	A4	ER	BIH, JHA	IR	Deogarh-Sultanganj incl. Banka-Barahat and Banka-Bhitiah Road(149.5 km)	Negative	2000-01	147	282	1426	405.67	612.52	30
41	C	ER	WB	IR	Laxmikantapur-Namkhana-Chanda Nagar(61.5km) with new MM for Kakadwip-Budakhali (5 km) & Chandanagar-Bakhali (17.2 km)	4	1987-88	83.7	100.89	130	28.85	142.67	1
42	C	ER	WB	IR	Tarakeshwar-Magra (51.95 km) incl. MM for Tarakeshwar-Furfurasharif (21.75 km)	Negative	2010-11	73.7	375.17	1025	173.21	3.95	0.5
43	C	ER	BIH	IR	Sultanganj-Katuria via Asarganj, Tarapur & Belhar (74.8 km)	Negative	2007-08	74.8	288.85	939	225.08	9.56	2
44	A2	ER	JHA	IR	Hansdiha-Godda (30 km)	Negative	2011-12	30	267.09	589	120.52	191.53	160
45	C	ER	WB	IR	Hasnabad-Hinalganj (14 km)	Negative	2010-11	14	172.03	450	161.58	7.27	0.5
46	C	ER	BIH	IR	Bariarpur-Mananpur via Kharagpur, Lachimpur-Barhat (67.78 km)	Negative	2007-08	67.78	250.55	826	229.67	14.93	0.5
47	C	ER	WB	IR	Azimganj-Murshidabad (Jiyaganj) incl. Rly. Bridge over river Bhagirathi	Negative	2001-02	5	22.78	129	466.29	106.37	15
48	B	NCR	UP	IR	Etawah-Mainpuri	Negative	1997-98	57.5	120	303	152.50	300.07	20
49	C	NER	UP	IR	Kapilvastu-Basti#	Negative	2013-14	91	643	954	48.37	0.0001	1

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
50	C	NER	BIH	IR	Maharajganj-Masrakh (35.49 km) with MM for NL between Masrakh-Rewaghat (30 km)	Negative	2003-04	65.49	104.1	343	229.49	282.67	50
51	C	NER	UP	IR	Anandnagar-Ghugli#	Negative	2013-14	50	307	468	52.44	0.0001	1
52	C	NER	BIH, UP	IR	Chhitauni-Tumkuhi Road (58.88 km)	Negative	2006-07	62.5	235	535	127.66	47.39	25
53	C	NER	BIH, UP	IR	Hathua-Bhatni	Negative	2005-06	79.64	200.73	575	186.45	232.64	25
54	A2	NER	UTRA	IR	Kichha-Khatima (57.7 km)	Negative	2003-04	57.7	165.67	584	252.51	0.15	20
55	C	NER	UP, UTRA	IR	Rampur-Lalkuan-Kathgodam - ROB on NH near Rampur	Negative	1995-96	2	5.3	43	711.32	33.28	3
56	C	NER	UP	RVNL	Mau-Ghazipur-Tarighat #	2	2015-16	51	845	845	0.00	0.0001	150.5
57	A1	NFR	NER, Manipur	IR	Jiribam-Imphal (97.90 km)	Negative	2003-04	125	727.56	6571	803.16	4890.73	1000
58	A1	NFR	NER, Assam	IR	Bogibeel bridge with linking lines between Dibrugarh and North Bank line (46 km)	Negative	1997-98	73	1000	4996	399.60	4129.08	598
59	C	NFR	NER & Nagaland	IR	Dimapur-Tizit (257 km)#	Negative	2013-14	257	4274	4488	5.01	10	10
60	A1	NFR	NER & Meghalaya	IR	Byrnihat-Shillong (108.40 km)	Negative	2010-11	108.4	4083.02	5308	30.00	20.63	300
61	A1	NFR	NER, WB	IR	Sivok-Rangpo (44.39 km)	Negative	2008-09	44.39	1339.5	4190	212.80	280.79	250
62	C	NFR	NER, Assam, WB	IR	New Moynaguri-Jogighopa NL with GC of New Mal-Moynaguri Road and New Changrabanda-Changrabanda (3 km)	Negative	2000-01	288.88	733	2531	245.29	2225.72	250
63	A1	NFR	NER, Nagaland	IR	Dimapur-Kohima (88 km)	Negative	2006-07	88	850	2973	249.76	149.95	350
64	A1	NFR	NER & Mizoram	IR	Bhairabi-Sairang (51.38 km)	Negative	2008-09	51.38	619.34	2820	355.32	543.91	500
65	A1	NFR	NER & Tripura	IR	Agartala-Sabroom (110 km)	Negative	2008-09	110	813.34	2720	234.42	1529.3	500
66	A1	NFR	NER, Tripura	IR	Kumarghat-Agartala (109 km)	Negative	1996-97	109	575	1242.25	116.04	1192.05	150
67	C	NFR	WB	IR	Eklakhi-Balurghat(87.11 km) ,Gazole-Itahar(28 km) & new MM for Raiganj-Itahar (21.8 km) & Itahar-Buniadpur (39 km)	Negative	1983-84	175.91	128	1337	944.53	260.15	10
68	C	NFR	NER & ASSAM	IR	Murkongselek-Pasighat (30.617 km)	Negative	2011-12	30.617	545.64	545.64	0.00	3.06	100
69	A4	NFR	BIH	IR	Araria-Galgalia (Thakurganj) (100 km)	Negative	2006-07	100	300	828	176.00	164.91	150
70	A1	NFR	NER, Assam, Meghalaya	IR	Teteliya-Byrnihat (21.50 km)	Negative	2006-07	21.5	200	496	148.00	324.85	160
71	C	NFR	BIH, WB	IR	Jalalgarh-Kishanganj (50.077 km)	Negative	2008-09	50.077	359.86	565	57.01	5.13	10

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
72	A2	NFR	NER & Tripura & Bangladesh	IR	Agartala-Akhaura (Bangladesh) (13 km)	Negative	2012-13	13	252	887	251.98	158.4	150
73	B	NFR	WB	IR	Balurghat-Hilli (29 km)	Negative	2010-11	29.6	170.91	680	297.87	45.63	10
74	A2	NFR	BIH, Nepal	IR	Jogbani-Biratnagar(Nepal) (18.60 km)	Negative	2010-11	18.6	408	425	4.17	280.13	100
75	C	NFR	WB	IR	Kaliyaganj-Buniadpur (33.13 km)	Negative	2010-11	33.13	205.31	563	174.22	30.57	10
76	A1	NR	J&K	IR	Udhampur-Srinagar-Baramula (290 km)	Negative	1994-95	290	1500	19565	1204.33	12467	1500
77	A2	NR	UTRA	RVNL	Rishikesh-Karanprayag (125.09 km)	Negative	2010-11	125.09	4295.3	12000	179.38	42.14	160
78	A2	NR	HP, PUN	RVNL	Bhanupalli-Bilaspur-Beri (63.1 km)	Negative	2009-10	63.1	200	5000	2400.00	430.76	190
79	C	NR	DLI, HAR, RAJ	IR	Delhi-Sohna-Nuh-Ferozpur-Jhirka-Alwar (104 km)#	Negative	2013-14	104	1239	1872	51.09	0.0001	0.1
80	B	NR	HP, PUN	IR	Nangal Dam-Talwara (83.74 km) new broad gauge line & Taking over siding of Mukerian-Talwara (29.16 km)	Negative	1981-82	83.74	33.5	2100	6168.66	976.25	100
81	B	NR	HAR	IR	Yamuna Nagar-Chandigarh via Sadhaura, Narayangarh (91 km)#	Negative	2013-14	91	876	1638	86.99	0.0001	25
82	A2	NR	HAR	IR	Rewari-Rohtak (81.26 km) including MM bye-pass line.	Negative	2003-04	81.26	149.38	860	475.71	909.34	100
83	A2	NR	HAR	IR	Jind-Sonipat (88.9 km)	Negative	2003-04	88.9	190.81	800	319.27	1003.73	40
84	C	NR	UP	IR	Faizabad-Lalganj via Raibareilly#	Negative	2013-14	116	654	1242	89.91	0.0001	10
85	C	NR	HAR	IR	Hissar-Sirsa via Agroha and Fatehabad (93 km)#	Negative	2013-14	93	400	1674	318.50	0.0001	0.1
86	C	NR	UP	IR	Unchhar-Amethi	Negative	2012-13	66.17	380	966	154.21	32.39	60
87	A2	NR	UP, UTRA	IR	Deoband (Muzzafar Nagar)-Roorkee (27.45 km)	6	2007-08	27.45	105.52	700	563.38	269.11	20
88	A2	NR	PUN, HP	IR	Chandigarh-Baddi (33.23 km)	Negative	2007-08	33.23	328.14	1672	409.54	81.26	160
89	A2	NR	HAR	IR	Rohtak-Mehem-Hansi (68.8 km)	Negative	2012-13	68.8	287	576	100.70	83.3	120
90	C	NR	PUN	IR	Qadian-Beas NL	Negative	2011-12	39.68	205.22	430	109.53	12.13	10
91	C	NR	PUN	IR	Ferozpur-Patti (25 km)#	Negative	2013-14	25	147	450	206.12	0.0001	25
92	C	NR	UP	IR	Chola-Bulandshahar	Negative	2013-14	16	59	288	388.14		0
93	A2	NWR	MP, RAJ	IR	Ratlam -Dungarpur via Banswara	9	2011-12	176.47	3450	3450	0.00	383.07	80
94	C	NWR	RAJ	IR	Ajmer-Kota (Nasirabad-Jalindri) (145 km)	Negative	2013-14	145	822	822	0.00	0.0001	0.1
95	B	NWR	RAJ	IR	Dausa-Gangapur City (92.67 km)	Negative	1996-97	92.67	151.84	656	332.03	306.63	15
96	C	NWR	RAJ	IR	Pushkar-Merta (59 km)	Negative	2013-14	59	323	323	0.00	0.0001	0.05
97	A2	NWR	RAJ	IR	Thiyat-Hamira-Sanu (58.5 km)	22	2013-14	58.5	236.93	262	10.58	11	20
98	A2	NWR	RAJ	IR	Ajmer-Sawai Madhopur	Negative	2015-16	165	873.77	873.77	0.00	0.1	8
99	A2	SCR	KAR, AP	RVNL	Cuddapah-Bangalore (Bangarapet)	Negative	2008-09	255.4	1000.23	2061	106.05	333.47	58.19
100	A2	SCR	AP	IR	Nadikude-Srikalahasti	Negative	2011-12	309	1313.99	2302	75.19	12.99	180
101	A2	SCR	AP, KAR	IR	Munirabad-Mahabubnagar	2	1997-98	246	380	2641	595.00	544.57	180

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
102	C	SCR	AP	IR	Mannuguru-Ramagundum (200 km)#	7	2013-14	200	1112	2000	79.86	1	0.01
103	A2	SCR	AP	IR	Kotipalli-Narsapur	Negative	2000-01	57.21	330	1498	353.94	4.86	200
104	A2	SCR	AP	IR	Manoharabad-Kotapalli	Negative	2006-07	148.9	378.56	1051	177.63	1.76	30
105	A2	SCR	AP	RVNL	Obulavaripalle-Krishnapatnam	13	2006-07	113	426.34	839	96.79	486.76	100
106	A2	SCR	AP	IR	Bhadrachalam-Kovvur (151 km)	20	2012-13	151	923.23	1500	62.47	1.51	5
107	B	SCR	AP	IR	Peddapalli-Karimnagar-Nizamabad	6	1993-94	177.49	316.21	915	189.36	888.56	70
108	C	SCR	AP	IR	Nandyal-Yerraguntla	8	1996-97	126	155.74	843	441.29	870.47	100
109	C	SCR	AP	IR	Cumbam-Proddutur (142 km)#	21	2013-14	142	829	1500	80.94	0.51	1
110	A2	SCR	KAR	IR	Gulbarga-Bidar	2	1997-98	140	242	912	276.86	757.46	80
111	C	SCR	AP	IR	Kondapalli-Kothagodum (125 km)#	17	2013-14	125	616.08	1400	127.24	0.0001	0.1
112	C	SCR	AP	IR	Macherla-Nalgonda (Suppl.)	6	1997-98	92	48	815	1597.92	3.69	0.2
113	A3	SCR	AP	IR	Bhadrachalam Road-Sattupalli	37	2010-11	56.25	337.5	337.5	0.00	1.13	25.01
114	A3	SCR	AP	IR	Jaggayyapet-Mallacheruvu with new MM for Mallacheruvu-Janpahad (24km)	22	2006-07	43.1	65.96	450	582.23	328.9	110
115	C	SCR	AP	IR	Gudur-Durgarajapatnam	Negative	2011-12	41.55	277.74	500	80.02	0.51	5
116	A2	SCR	AP	IR	Kakinada-Pithapuram	8	1999-00	21.5	41.66	276	562.51	0.0001	50
117	A2	SCR	AP	IR	Akkanapet-Medak (17.2 km)	18	2012-13	17.2	129.32	129.32	0.00	8.13	10
118	C	SECR	CHH, ORI	IR	Raipur-Jharsuguda (310 km)#	Negative	2013-14	310	2161	2161	0.00	0.1	10
119	C	SECR	CHH, JHA	IR	Barwadih-Chirmari (182 km)#	9	2013-14	182	1137	1137	0.00	0.1	10
120	A2	SECR	CH	RVNL/SP V	Dallirajahra-Jagdalpur (235 km)	17	1998-99	235	369	3400	821.41	402.28	150
121	A2	SECR	CHH	IR	Gevra Road-Pendra Road (121.7 km)	22	2013-14	121.7	838.02	838	0.00	30	150
122	A2	SECR	CHH	IR	Raigarh (Mand Colliery)-Bhupdeopur (63 km)	26	2013-14	63	379.08	500	31.90	60	150
123	A2	SECR	MAH	IR	Wadsa-Gadchiroli (49.5 km)	Negative	2011-12	49.5	232.4	469	101.81	72.75	90
124	C	SER	WB	IR	Tamluk-Digha, Deshpuran-Nandigram with new MM for Kanthi-Egra (26.2 km); Nandakumar-Bolaipanda (27 km) NL & Nandigram-Kandhimari (Nayachar) (7 km) NL	Negative	1984-85	167.6	72.99	1428	1856.43	482.21	2
125	C	SER	WB, ORI	IR	Digha-Jaleswar (41 km) with new MM for Digha-Egra (31 km)	Negative	2010-11	72	255.11	1009	295.52	7.62	5
126	C	SER	WB	IR	Howrah-Amta, Bargachia-Champadanga-Tarakeshwar, Amta-Bagnan & new MM for Janghipara-Furfura sharif (12.3 km)	Negative	1974-75	109.8	31.42	895	2748.50	181.85	1
127	C	SER	WB	IR	Bhadutola-Jhargram via Lalgarh (54 km)	Negative	2011-12	54	289.64	760	162.39	0.13	1
128	A4	SER	WB	IR	Bowaichandi-Arambagh (31 km)	Negative	2010-11	31	206.28	434	110.39	40.04	2
129	C	SR	KER	IR	Angamali-Sabarimala (116 km)	Negative	1997-98	116	550	1566	184.73	185.66	40
130	C	SR	TN, Puducherry	IR	Chennai-Cuddalore via Mahabalipuram (179.28 km)	Negative	2008-09	179.28	523.52	1200	129.22	2.43	5

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
131	C	SR	TN	IR	Sriperumbudur-Guduvanchery with Spur to IRUN, Kattukotti-Avadi-Sriperambudur (60 km)	6	2013-14	60	839	1500	78.78	0.63	0.25
132	B	SR	TN	IR	Madurai-Tuticorin via Aruppukkottai	17	2011-12	143.5	800	800	0.00	63.26	20
133	C	SR	TN	IR	Erode-Palani (91.05 km)	2	2008-09	91.05	288.87	603	108.74	1.68	0.01
134	C	SR	TN, AP	IR	Tindivanam-Nagari (179.20 km)	Negative	2006-07	179.2	456	1080	136.84	204	10
135	C	SR	TN, AP	IR	Attipattu-Puttur (88.30 km)	13	2008-09	88.3	446.87	528	18.16	2.77	0.1
136	C	SR	TN	IR	Tindivanam-Gingee-Tiruvannamalai (70 km))	Negative	2006-07	70	125	490	292.00	71.33	10
137	C	SR	KER	IR	Tirunnavaya-Guruvayur (35 km)	Negative	1995-96	35	137.71	477	246.38	34.73	5
138	A2	SWR	KAR, TN	IR	Bangalore-Satyamanglam (260 km)	Negative	1996-97	260	225	1524	577.33	3.77	20
139	C	SWR	KAR	IR	Gadag-Wadi (252 km)	10	2013-14	252	1922.14	2617	36.15	3.43	60
140	A2	SWR	KAR	IR	Tumkur-Chitradurg-Davangere	12	2011-12	199.7	1801.01	2193	21.77	27.63	30
141	A2	SWR	KAR	IR	Hassan-Bangalore via Shravanabelgola (166 km)	5	1996-97	166	295	1290	337.29	1145.06	171.5
142	A2	SWR	KAR	IR	Bagalkot-Kudachi (142 km)	11	2010-11	142	816.14	1065	30.49	149.75	80
143	A2	SWR	KAR,AP	IR	Rayadurg-Tumkur via Kalyandurg (213 km)	10	2007-08	213	887.31	2000	125.40	330.19	40
144	C	SWR	KAR,AP	IR	Chickballapur-Puttaparthi-Sri Satya Sai Nilyam (103 km)	12	2013-14	103	692.43	692.43	0.00	.0001	0.11
145	A2	SWR	KAR	IR	Kadur-Chickmagalur-Sakleshpur (93 km)	6	1996-97	93	157	1156	636.31	456.74	24.04
146	A2	SWR	KAR	IR	Shimoga-Harihar (78.66 km)	18	2011-12	78.66	562.74	832	47.85	56.87	1.4
147	C	SWR	KAR	IR	Chickballapur-Gowribidanur (44 km)	3	2013-14	44	367.77	368	0.06	0.0001	0.6
148	A2	SWR	KAR	IR	Whitefield-Kolar (52.9 km)	14	2011-12	52.9	353.45	375	6.10	1.34	0.7
149	C	SWR	KAR	IR	Hubli-Ankola (167 km)	11	1997-98	167	136	2315	1602.21	129.11	18
150	C	SWR	AP, KAR	IR	Srinivasapura-Madanapalli (75 km)	8	2013-14	75	296	296	0.00	0.0001	0.1
151	C	SWR	KAR	IR	Marikuppam-Kuppam NL	4	2011-12	23.7	279.54	313	11.97	1.5	0.11
152	A3	WCR	MP, UP	IR	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho (541 km)	Negative	1997-98	541	925	3500	278.38	1014.98	400
153	C	WCR	MP, RAJ	IR	Ramganjmandi-Bhopal (262 km)	Negative	2000-01	262	425	2348	452.47	326.35	100
154	C	WR	MP, GUJ	IR	Dahod-Indore via Sardarpur, Jhabua & Dhar	4	2007-08	206	297	1942	553.87	332.17	100
155	C	WR	GUJ, MP	IR	Chhota Udepur-Dhar	Negative	2007-08	157	570	1824	220.00	264.91	100
					Total			17005	84520	234406		61702	14026

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores

GAUGE CONVERSION

S.No		Rly	State		Project		Year	length		Latest Cost 1.4.2015		Exp 31.3.2016 (as per PB 16-17)	Total 2016-17 (GBS+EBR)
													0
1	B	ECR	BIH	IR	Jaynagar-Darbhanga-Narkatiaganj (268 km)	6	1997-98	268	233	1044	348.07	904.39	60
2	A3	ECR	BIH	IR	Mansi-Saharsa, incl. Saharsa-Dauram Madhepura-Purnia (143 km)	5	1996-97	143	48	675	1306.25	570.42	40
3	A2	ECR	BIH, Nepal	IR	Jaynagar-Bijalpura, incl. extn. Bet, Bijalpura-Bardibas (Nepal) (69.08 km)	Negative	2010-11	69	470	539	14.68	84	150
4	C	ECR	BIH	IR	Sakri-Laukaha Bazar-Nirmali & Saharsa-Forbesganj (206.06 km)	6	2003-04	206.06	355.81	1209	239.79	325.45	100
5	A2	ER	WB	IR	Burdwan-Katwa (51.52 km) with new MM for Katwa-Bazarsau (30.59 km) - DL, Katwa(Dainhat)-Mateswar (34.4 km), Negun-Mangalkot (8.60 km) & Mateswar-Memari (35.6 km) NL	9	2007-08	160.62	202.64	2002	887.96	400.57	160
6	B	NCR	MP, RAJ	IR	Gwalior-Sheopurkalan with extension to Kota (284 km)	Negative	2010-11	284	1176.09	3845	226.93	10.46	35
7	A3	NCR	RAJ	IR	Dholpur-Sirmuttra with extension to Gangapur City (144.6 km)	14	2010-11	144.6	622.41	2530	306.48	35.66	50
8	A3	NER	UP, UTRA	IR	Kanpur-Kasganj-Mathura & Kasganj-Bareilly -Lalkuan incl. MM for extn. From Bareilly to Lalkuan & Mandhana-Brahmavart(552.90 km)	13	1997-98	552.9	395	1819	360.51	1701.86	20
9	A3	NER	BIH, UP	IR	Kaptanganj-Thawe-Siwan-Chhapra (233.5 km)	Negative	1999-00	233.5	268	819	205.60	763.3	30
10	B	NER	UP, UTRA	RVNL	Lucknow-Pilibhit via Sitapur, Lakhimpur (262.76 km)	14	2011-12	262.76	715.75	1061	48.24	143.18	250
11	B	NER	UP, UTRA	IR	Bhojipura-Tanakpur via Pilibhit (101.79 km)	1	2007-08	101.79	144.99	313	115.88	179.44	110
12	A3	NER	UP	IR	Gonda-Baharaich	7	1997-98	60	48	246	412.50	173.88	50
13	A1	NFR	NER, Assam, Manipur	IR	Lumding-Badarpur-Silchar incl. Migrendisa-Dittockchera, Arunachal-Jiribam &Badarpur-Kumarghat(369.45 km)&MM for GC of Baraigram-Dulabchera(29.40km),Karimganj-Maishashan &Karimganj bypass line(13.50km)	Negative	1996-97	412.35	648	5186	700.31	5995.05	280

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
14	B	NFR	NER, Assam, WB	IR	New Jalpaiguri-Siliguri-New Bongaigaon NL along with Branch lines & new MM for Chalsa-Naxalbari (16 km) NL & Rajabhatkhowa-Jainti (15.13 km) NL	6	1998-99	433	915.7	1566	71.02	1073.5	10
15	C	NFR	BIH, WB	IR	Katihar-Jogbani with ext. upto Radhikapur, Katihar-Tejnarayanpur & new MM for Raiganj-Dalkhola(43.43 km) NL	4	2000-01	277.43	380	1426	275.26	756.37	10
16	A3	NFR	NER, Assam, Mizoram	IR	Katakhal-Bhairabi (84 km)	Negative	1997-98	84	1022.64	1022.64	0.00	293.73	30
17	A3	NWR	RAJ	IR	Sadulpur-Bikaner & Ratangarh-Degana (394.35 km) with Ratangarh-Sardarshahar (44 km) sanctioned as MM	Negative	2007-08	438.35	200	886.22	343.11	814.14	10
18	A3	NWR	RAJ	IR	Suratpura-Hanumangarh-Sriganganagar (240.95 km)	10	2008-09	240.95	474.79	650	36.90	676.35	174.07
19	B	NWR	RAJ, HAR	IR	Jaipur-Ringus-Churu & Sikar-Loharu (320.04 km)	3	2008-09	320.04	402.57	915	127.29	453.54	100
20	C	NWR	RAJ	IR	Ajmer-Chitturgarh-Udaipur incl MM Udaipur-Umra and Mavli-Bari Sadri	Negative	1996-97	393	602.42	865	43.59	557.18	15
21	A3	SECR	MP, MAH	IR	Jabalpur-Gondia including Balaghat-Katangi (285 km)	10	1996-97	285	356	1544	333.71	952.3	223.9
22	B	SECR	MP	IR	Chhindwara-Mandla Fort(182.25 km)	Negative	2010-11	182.25	556.54	816	46.62	156.17	160
23	A3	SECR	MAH, MP	IR	Chhindwara-Nagpur (149.52 km)	Negative	2005-06	149.52	383.79	1101	186.88	918.19	150.01
24	C	SECR	MAH	IR	Nagbir-Nagpur (106 km)#	Negative	2013-14	106	401	401	0.00	0.5	25
25	A3	SER	WB	IR	Bankura-Damodar valley with Bowaichandi Khana(22),Rainagar-Chinchai (20.9) Bankura-Mukutmonipur(57)& MM Mukutmonipur-Uparsol(26.70),Bankura (Kalabadi)-Purulia via Hura (65)&Mukutmonipur-Jhilmili(24	4	1998-99	281.85	100	2178	2078.00	524.37	7
26	B	SER	ORI	IR	Rupsa-Bangriposi (90 km)	2	1995-96	90	58	985	1598.28	197	2
27	A2	SER	JHA	IR	Ranchi-Lohardaga with extension to Tori (113 km)	Negative	1996-97	113	147	596	305.44	501.22	39.4
28	C	SR	TN	IR	Mayiladuturai-Tiruvarur-Karaikudi & Tiruturaipundi-Agastiyampalli (223.69 km)restoration of Needamangalam-Mannargudi line (13.25 km)& Mannargudi-Pattukkottai(41km)with Thanjavur-Pattukkottai(47.20 km)	7	2007-08	224	404.19	1384	242.41	616.18	85

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
29	B	SR	KER, TN	IR	Quilon-Tirunelveli-Tiruchendur & Tenkasi-Virudhnagar (357 km)	7	1997-98	357	280	1122	300.71	1013.67	101
30	A3	SR	TN, KER	IR	Dindigul-Pollachi-Palghat & Pollachi-Coimbatore (224.88 km)	8	2006-07	224.88	343.17	915	166.63	1021.24	80
31	A3	SR	TN	IR	Tiruchchirappali-Nagore-Karaikkal (145.33 Kms) with extn. Nagapattinam-Velankani-Tiruturaipundi (43 Kms) including new MM Karaikudi-Paralam NL(23 km)	12	1995-96	243	100	980	880.00	621.79	40
32	C	SR	TN	IR	Madurai-Bodinayakanur (90.41 km)	1	2008-09	90.41	164.41	450	173.71	26.98	25
33	B	SWR	KAR, TN	IR	Mysore-Chamarajanagar(Ph.I) with extension to Mettupalayam (148 km)	Negative	1997-98	148	608	608	0.00	208.32	4.5
34	A3	WR	MP,MAH	IR	Ratlam-Mhow-Khandwa-Akola	11	2008-09	472.64	1421.25	2265	59.37	686.58	250
35	B	WR	GUJ	IR	Rajkot-Veraval, Wansjalia to Jetalsar with new MM for Shapur-Saradiya(46km) & Somnath-Kodinar(36.91km)	11	1994-95	363.91	100	1329	1229.00	530.41	50
36	B	WR	GUJ	IR	Bhildi-Viramgam with new MM for Mehsana-Taranga hill(57.4Km)	23	1990-91	214.4	115.66	682	489.66	261.54	200
37	C	WR	GUJ	RVNL	Ahmedabad-Botad (170.48 km)	3	2012-13	170.48	567.18	567.18	0.00	75.72	102
38	A2	WR	GUJ	IR	Bhuj-Naliya(101.35 km) with extn. From Naliya to Vayor (24.65 km)	17	2008-09	126	318.24	484	52.09	45.92	100
39	A3	WR	GUJ	IR	Miyagam-Karjan-Dabhoi-Samalaya GC with electrification	9	2011-12	96.46	439.88	935	112.56	0.98	15
40	B	WR	RAJ, GUJ	IR	Ahmedabad-Himmatnagar-Udaipur including Modasa-Shamlaji Road(22.53Km)	16	2008-09	321.73	742.88	1662	123.72	233.69	675.25
41	C	WR	GUJ	RVNL	Dhasa-Jetalsar (104.44 km)	6	2012-13	104.44	376.59	431	14.45	21.08	42
42		WR	GUJ	IR	GC of Ahmedabad- Mahesana for doubling	13	2015-16	70	420	420	0.00	0.0001	100
					Total			9520	17730	50474		24526	4161

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores

DOUBLING

S.No		Rly	State		Project		Year	length		Latest Cost 1.4.2015		Exp 31.3.2016 (as per PB 16-17)	Total 2016-17 (GBS+EBR)
1	A3	CR	MAH, KAR	RVNL	Daund-Gulbarga Doubling (224.90 km) and Pune-Guntakal Electrification (641.37 km)	Negative	2009-10	225	1514.45	1514.48	0.00	684.71	295.75
2	A3	CR	MAH	IR	Wardha(Sewagram)-Nagpur 3rd line	20	2012-13	76.3	297.85	561	88.35	14.35	70
3	A3	CR	MAH	IR	Kalyan-Kasara - 3rd line	Negative	2011-12	67.62	279.7	800	186.02	60.39	160
4	A4	CR	MAH	IR	Pen-Roha	Negative	2007-08	40	98.74	278	181.55	294.44	30
5	A3	CR	MAH	IR	Bhusawal-Jalgaon 3rd line	Negative	2011-12	24.13	184.06	235	27.68	47.63	100
6	A3	CR	MAH	IR	Godhani-Kalumna Chord	Negative	2010-11	13.7	50.38	65	29.02	43.32	13
7		CR	MAH	MRVC	3rd line bet. Pune-Lonvala	-ve	2015-16	64	800	800	0.00	0.0001	80
8		CR	MAH, KAR	IR	Doubling bet. Pune-Miraj-Londa	10	2015-16	467	4670	4670	0.00	0.0001	325
9		CR	MAH	IR	Wardha-Ballarshah 3 rd line	20	2015-16	132	630	630	0.00	0.0001	90
10		CR	MAH, MP	IR	Itarsi- Nagpur 3rd line. Bal.	19	2015-16	267	2326	2326	0.00	0.0001	150
11		CR	MP	IR	Construction of 3rd line between Dharakho and Maramjhiri Ghat section.	11	2015-16	13	140.91	140.91	0.00	0.0001	0
12		CR	MAH	IR	Construction of 3rd line between Teegaon and Chichonda Ghat section	15	2015-16	17	141.46	141.46	0.00	0.0001	85
13	A2	ECor	CHH	IR	Kirandul-Jadgalpur (150 km)	15	2011-12	150	1143.62	1400	22.42	302.5	120
14	A3	ECor	ORI	RVNL	Sambalpur-Titlagarh (182 km)	Negative	2006-07	182	474.25	960	102.42	312.46	300
15	A3	ECor	ORI	RVNL	Banspani-Daitari-Tomka-Jakhapura (180 km)	Negative	2009-10	180	1142.6	1142.6	0.00	557.43	241
16	A3	ECor	ORI	IR	Bhadrak-Nergundi 3rd line (80 km)	27	2012-13	80	837.33	837.33	0.00	3.75	135
17	A3	ECor	CH,ORI	RVNL/IR	Raipur-Titlagarh (203 km) incl. NL Mandir Hasaud-Naya Raipur (20 km) & new MM for conversion of Raipur(Kendri)-Dhamtari & Abhanpur-Rajimbranch (67.20 km)	14	2007-08	290.2	614.35	994	61.80	232.82	293.8
18	A3	ECor	ORI	IR	Sambalpur-Talcher (174.11 km)	29	2010-11	174.11	679.27	679.27	0.00	156.37	220
19	A3	ECor	ORI	RVNL	Rajatgarh-Barang (20 km)	23	1999-00	24	166.16	335	101.61	332	1
20	A3	ECor	ORI	RVNL	Khurda Road-Barang 3rd line (35 km)	16	2003-04	35	133.41	318.33	138.61	305.82	1
21	A3	ECor	ORI	IR	Jharsuguda-Rengali (25.6 km)	14	2005-06	25.6	56.58	250	341.85	240	10.05
22	A3	ECor	ORI	RVNL	Cuttack-Barang (14.27 km)	10	2003-04	14.27	127.13	215.37	69.41	217.67	0.01
23	A4	ECor	ORI	IR	Delang-Puri (28.7 km)	Negative	2010-11	28.7	133.71	235	75.75	231.61	8
24	A3	ECor	ORI	IR	Brundamal-Jharsuguda- flyover connection for joining DN Line	Negative	2009-10	6.6	38.44	94.06	144.69	2.02	12.5
25		ECor	ORI, AP	RVNL	Vizianagram-Sambalpur 3rd line	14	2015-16	255	2550	2550	0.00		225
26		ECor	ORI	IR	3rd & 4th line between Jarapaada-Budhapank with flyover at Talcher.	35	2015-16	133	2000	2000	0.00	0.5	200

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
27		ECoR	ORI	IR	3rd & 4th line betweenLINE between Budhapank- Salegaon via Rajatgarh.	21	2015-16	100	1500	1500	0.00	0.5	170
28		ECoR	ORI, AP	RVNL	3rd line in balance section bet. Bhadrak-Vizianagram	15	2015-16	525	5250	5250	0.00		210
29		ECoR	ORI, AP	IR	Doubling bet. Kottavalasa-Jagdalpur	16	2015-16	296	3000	3000	0.00		350
30		ECoR	ORI	IR	Koraput-Singapur Rd.	23	2015-16	164	1640	1640	0.00		39
31		ECoR	ORI, AP	IR	Byepass at Khurda Rd., Vizianagram.	Negative	2015-16	14	100	100	0.00		10
32		ECoR	ORI, CHH	IR	Jagdalpur-Koraput doubling	26	2015-16	110	935	935	0.00		120
33	A3	ECR	JHA	IR	Jarangdih-Danea Patch Doubling (29.2 km)	56	2013-14	29.2	267.99	410	52.99	15.07	70
34	A3	ECR	JHA	IR	Danea-Ranchi Road (25.2 km)	56	2013-14	25.2	262.97	390	48.31	15	100
35	A3	ECR	JHA	IR	Garhwa Road-Ramna (32.32 km)	36	2013-14	32.32	229.79	364	58.41	15.77	100
36	A3	ECR	BIH	IR	Hajipur-Ramdayalu Nagar (47.72 km)	16	2013-14	47.72	213.01	367	72.29	58.05	160
37	A4	ECR	BIH	IR	Katreah-Kursela Patch Doubling incl. bridge on river Kosi (7.24 km)	22	2012-13	7.24	81.3	99	21.77	6.18	32
38	A4	ECR	JHA	IR	Chandrapura-Rajabera-Chandrapura-Bhandaridah (10.6 km)	Negative	2008-09	10.6	21.87	55	151.49	61.33	1.5
39		ECR	JHA, UP, MP	IR	Ramna-Singrauli doubling	24	2015-16	160	1600	1600	0.00		160
40		ECR	JHA	IR	3rd line bet. Dhanbad-Sonnagar #	22	2015-16	429	4500	4500	0.00		250
41		ECR	BIH	IRCON	Doubling bet. Hajipur-Bachwara	22	2015-16	72	720	720	0.00		70
42		ECR	BIH	IR	Doubling of Samastipur - Darbhanga	21	2015-16	38	380	380	0.00		45
43		ECR	BIH	IRCON	Doubling of Kiul- Gaya #	14	2015-16	123	1230	1230	0.00		125
44		ECR	UP	IR	Doubling of Karaila Road-Mahadia section	Negative	2015-16	19	176.23	176.23	0.00		0
45		ECR	JHA	IR	Doubling of Ramna - Windhamganj section	Negative	2015-16	23.49	180.27	180.27	0.00		0
46		ECR	UP	IR	Doubling of Renukut- Chopan section	19	2015-16	32.32	250.63	250.63	0.00		25
47		ECR	UP	IR	Doubling of Karaila Road- Shaktinagar section	59	2015-16	32.15	266.48	266.48	0.00		6
48		ECR	JHA	IR	Ranchi Road- Patratu section patch doubling.	18	2015-16	31	290.78	290.78	0.00		30
49		ECR	BIH	IRCON	Additional bridge and doubling between Rampur Dumra-Tal-Rajendrapul	18	2015-16	14	893.17	893.17	0.00	0.01	51
50	A5	ER	WB	IR	Kalinarayanpur-Krishnanagar with Krishnanagar-Shantipur-Nawadwipghat-GC & Krishnanagar-Chartala & new MM for Krishnanagar-Chhapra NL, Naihati-Ranaghat-3rdline & Nabadwipghat-Nabadwipdham with extn toBB	Negative	2000-01	115.06	40	185	362.50	328.37	60
51	B	ER	WB	IR	Chinpai-Sainthia & Prantik-Siuri NL (33.98km) MM Chaurigacha-Sainthia via Kandi (56.50Km)	16	2005-06	122.09	80	92	15.00	112.16	5
52	B	ER	WB	IR	Katwa-Patuli (17.7 km) with new MM for Ahmedpur-Katwa (51.92 km) GC	Negative	2010-11	69.62	126.95	169	33.12	467.35	40

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53	A3	ER	WB, BIH	IR	Pirpainti-Bhagalpur (59.06 km)	Negative	2011-12	59.06	332.14	333	0.26	70.64	84
54	A4	ER	WB	IR	Pandabeswar-Chinpai (21.41 km) and Ikra-Churulia-Gurundi with new MM bet. Barbani-Churulia (9 km) NL	18	2004-05	51.91	56.47	140	147.92	151.17	1
55	A3	ER	WB	IR	Princepghat to Majherhat doubling of Circular Railway (4.98 km)	Negative	2011-12	4.98	279.61	336	20.17	0.12	0.1
56	B	ER	WB	IR	Sonarpur-Canning (Ph.I) (14.96 km) with new MM for Kalikapur-Minakhan via Gatakpur (38 km) NL	Negative	2000-01	52.96	274.47	576	109.86	52.73	0.1
57	A5	ER	WB	IR	Dakshin Barasat-Lakshmikantapur (19.68 km), New Line from Joynagar-Raidighi (20 km) & New MM for Joynagar-Durgapur (32 km)	Negative	2009-10	71.68	229	229	0.00	132.84	2
58	A4	ER	WB	IR/RVNL	Liluah-Dankuni 3rd line (10.13 km) with extn. to Furfura Sharif	Negative	2009-10	30.13	213	213	0.00	91.39	1
59	B	ER	WB	IR	Bazar Sau-Azimganj Jn.(42.15 km)	Negative	2012-13	42.15	255.64	272	6.40	10.5	60
60	B	ER	WB	IR	Monigram-Nimtita (34.3 km)	Negative	2012-13	34.3	250.93	274	9.19	15.76	60
61	A3	ER	WB	IR	Bandel-Boinchi - 3rd line(30.53 km)	Negative	2011-12	30.53	238.36	361	51.45	54.04	90
62	B	ER	WB	IR	Plassey-Jiaganj (54.29km)	Negative	2011-12	54.29	234.41	312	33.10	150.79	55
63	A4	ER	WB	IR	Dankuni-Chandanpur- 4th line (25.41 km) as 1st phase of Dankuni-Saktigarh 4th line with new MM for Baruipara-Furfura(12.3Km) NL	Negative	2010-11	37.71	198.88	274	37.77	28.22	100
64	A5	ER	WB	IR	Ghutiari sharif-Canning with extn. upto Bangankhali & new MM for Bangankhali-Basanti (14.3 km) & Basanti-Jharkhali (23 km) NL	Negative	2009-10	56.19	185.25	185.25	0.00	167.04	0.5
65	A5	ER	WB	IR	Chandpara-Bongaon with extn. to Chandabazar and new MM for Bongaon-Poramaheshtala (20 km) & Chandabazar-Bagdah (13.86 km) NL	8	2003-04	55.13	27.48	60	118.34	78.89	1.7
66	A3	ER	WB	IR	Sainthia-Tarapith 3rd line (22 km)	Negative	2011-12	22	186.64	212	13.59	157.07	70
67	A3	ER	BIH	IR	Tinpahar-Sahibganj (37.81 km) as PH-I of doubling of Tinpahar-Bhagalpur	Negative	2009-10	37.81	135.7	170	25.28	203.31	15
68	A5	ER	WB	IR	Boinchi-Shaktigarh 3rd line (25.83 km)	Negative	2011-12	25.83	221	221	0.00	21.27	75
69	B	ER	WB	IR	Magrahat-Diamond Harbour (19.67 km) with new MM for Sangrampur-Krishanchandpur (25 km), Diamond Harbour (Gurdasnagar)-Bahrahat (21 km)- NL & Diamond Harbour(Gurudasnagar)-Kulpi (17.25km)NL	Negative	2009-10	65.67	97.93	125	27.64	158.53	3

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70	A5	ER	WB	IR	Habra-Bongaon Phase-I (Habra-Chandpara) & Machlandapur-Swarup Nagar	1	2000-01	37.25	145.13	145.13	0.00	77.84	5
71	B	ER	WB	IR	Ambikakalna-Nabadwip Dham (23.29 km)	Negative	2010-11	23.29	148.05	148.05	0.00	182.93	10
72	B	ER	WB	IR	Sondalia-Champapukur (23.64 km) with new MM for Bira-Chakla (11.5 km)	Negative	2010-11	35.14	147.31	195	32.37	102.93	10
73	A4	ER	WB	IR	Nalhati-Sagardighi (26.30 km)	Negative	2010-11	26.3	141.76	193	36.15	96.43	20
74	B	ER	WB	IR	New Alipur-Akra & Budge Budge-Pujali with new MM for Pujali-Uluberia (Birshivpur) (10.25 km) & Pujali-Bahrahat (9.75 km) NL	Negative	1996-97	40.76	11.82	914	7632.66	33.19	0.3
75	B	ER	WB	IR	Azimganj-Manigram (20.49 km)	Negative	2010-11	20.49	134.87	134.87	0.00	114.24	35
76	B	ER	WB	IR	Nabadwip Dham-Patuli (22 km)	Negative	2010-11	22	117.9	170	44.19	95.01	10
77	B	ER	WB	IR	Kalinarayanpur-Shantipur (15.85 km) with new MM for Ranaghat(Aranghata)-Duttapulia (8.17 km) NL	Negative	2010-11	24.02	104.81	105	0.18	81.37	2
78	B	ER	WB	IR	Tala-Princep Ghat- DL of Circular Rly.(9.7 km)	Negative	2010-11	9.7	149.95	149.95	0.00		0
79	A4	ER	WB	IR	Sagardigi-Azimganj Cabin (16.3 km)	Negative	2012-13	16.3	77.99	98	25.66	40.55	40
80	A3	ER	WB	IR	Sealdah Div.- 2nd passenger line bet. Mile 5 B and New Alipore (1.67 km)	Negative	2010-11	1.67	45.9	57	24.18	4.57	40
81	A4	ER	WB	IR	Dankuni-Bhattanagar(3.70 km) via CC line- DL with one addl. Loop at Bhattanagar.	Negative	2011-12	3.7	60.25	77	27.80	15.18	32
82	A3	ER	WB	IR	Tarapith-Rampurhat-provsn of 3rd line(6.52 km)	Negative	2011-12	6.52	56.3	80	42.10	11.97	37
83	A3	ER	WB	IR	Barharwa-Bonidanga (4.73 km)	Negative	2010-11	4.73	20.41	27	32.29	37.29	1
84		ER	WB	IR	Doubling of Sagardighi- Malda Town	-ve	2015-16	19	190	190	0.00	0.0001	50
85	A3	NCR	UP	RVNL	Bhimsen--Jhansi	19	2012-13	206	797.3	1266	58.79	251	410
86		NCR	MP	IR	Satna-Rewa doubling	11	2015-16	50	500	500	0.00		50
87		NCR	UP	RVNL	3rd line Mughalasari- Allahabad	18	2015-16	152	2380	2380	0.00		260
88		NCR	WB,JHA, UP	IR	Byepass at Sainthia, Sitampur, Mughalsarai, Allahabad, Etawah	Negative	2015-16	35	400	400	0.00		50
89		NCR	UP, MP	IR	Jhansi-Bina 3 rd line	23	2015-16	152	1162	1162	0.00	32.58	170
90		NCR	UP, HAR	IR	Mathura-Palwal 4 th line	40	2015-16	80	524	524	0.00	11.99	77
91		NCR	UP, MP	RVNL	Mathura-Jhansi 3rd line	17	2015-16	274	2488	2488	0.00		270
92	A3	NER	UP,BIH	IR	Chhapra-Ballia Patch Doubling (65 km)	14	2012-13	65	295	544	84.41	23.12	180
93	A5	NER	UP	IR	Aurnihar-Manduadih	5	2011-12	38.8	199.75	240	20.15	159.17	65
94		NER	UP	IR	Ghazipur-Aurnihar#	Negative	2014-15	40	182.92	182.92	0.00	2.65	80
95		NER	UP	IR	Rosa-Sitapur Cantt-Burwal#	3	2015-16	175	1750	1750	0.00	0.0001	175
96		NER	UP	IR	Ballia-Gazipur city doubling	18	2015-16	65.1	426	426	0.00	0.0001	210

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97		NFR	NER & Assam	IR	New Bongaigaon-Kamakhya via Rangiya (142 km)	Negative	2013-14	142	1798	1888	5.01	0.0001	30
98	A5	NFR	NER & Assam	IR	Lumding-Hojai Patch Doubling (44.92 km)	8	2012-13	44.92	364.06	364.06	0.00	0.8	110
99	A5	NFR	WB	IR	Ambari Falakata-New Maynaguri (36.52 km)	Negative	2011-12	36.52	312.12	453	45.14	228.83	120
100	A5	NFR	WB	IR	New Coochbehar-Gumanihat (29.32 km)	Negative	2012-13	29.32	283.55	289	1.92	45.44	180
101	A5	NFR	WB	IR	New Coochbehar-Samuktala Road (29.02 km)	Negative	2011-12	29.02	209.77	441	110.23	238.31	160
102		NFR	ASS	IR	Bongaigaon- Goalpara-Guwahati doubling	4	2015-16	176	1832	1832	0.00	0.5	40
103		NFR	ASS	IR	Digarua-Hojai doubling	-ve	2015-16	102	945.64	945.64	0.00	0.5	30
104	A3	NR	UP	IR	Utretia-Zafrabad (Balance 148 km)	Negative	2006-07	224.12	369.9	2434	558.02	886.89	170
105	A3	NR	PUN, J&K	IR	Jallandhar-Pathankot-Jammu Tawi (211.26 km)	12	1997-98	211.26	486	848	74.49	1112.81	2.5
106	A4	NR	Punjab	IR	Mansa-Bhatinda Ph.I with MM Rama Mandi(Raman)-Maur Mandi(Maur) via Talwandi Sabo(29.11 km)	Negative	2009-10	53	103.83	427	311.25	276.84	10
107	A4	NR	UP	IR	Meerut-Muzaffarnagar	Negative	2012-13	55.47	377.44	377.44	0.00	166.16	125
108	A4	NR	HAR, PUN	IR	Ambala Cantt-Dhapper (Ph.I) MM upto Chandigarh	Negative	2010-11	22.71	99.99	384	284.04	309.67	190
109	A5	NR	UTRA	IR	Haridwar-Lakshar (27.03 km)	Negative	2012-13	27.03	329.97	386	16.98	43.25	125
110	A3	NR	DLI	IR	Anand Vihar-Tilak Bridge 3rd & 4th line (9.77 km)	Negative	2012-13	9.77	295.68	495	67.41	2.54	40
111	A3	NR	DLI, HAR	IR	Tughlakabad (Jn. Cabin) - Palwal 4th line (33.5 km)	17	2006-07	33.5	83	287	245.78	471.49	50
112	B	NR	UP	RVNL	Raibareilly-Amethi	Negative	2013-14	60.1	285	385	35.09	0.61	45
113	A5	NR	UP	RVNL	Utretia-Raibareilly	Negative	2011-12	65.6	259.82	342	31.63	198	60
114	A3	NR	DLI	IR	Dayabasti-Grade separator	Negative	1999-00	6	25.48	157	516.17	120.71	75
115	A4	NR	UP	IR	Lahota-Bhadoi	Negative	2009-10	39	94.13	191	102.91	174.42	25
116	A5	NR	UP	IR	Bhadoi-Janghai	Negative	2010-11	31	89.1	174	95.29	889.75	35
117	A3	NR	DLI	RVNL	New Delhi-Tilak Bridge 5th and 6th line (2.65 km)	Negative	1998-99	2.65	36	139	286.11	120.2	35
118	B	NR	UP	IR	Phapamau-Allahabad	Negative	2009-10	12.9	47.85	185	286.62	66.97	50
119	A4	NR	J&K	IR	Kathua-Madhopur Punjab - doubling across Ravi Bridge	Negative	2010-11	0.82	84.02	96	14.26	39.9	43.19
120	A5	NR	PUN	IR	Mrithal-Bhangala -Doubling across Beas Bridge	Negative	2011-12	0.665	74.17	74.17	0.00	346.23	10
121	A4	NR	J&K	IR	Sambha -Vijaypur Jammu -doubling across Basanter Bridge	Negative	2010-11	0.22	39.24	54	37.61	436.9	0.1
122	A5	NR	PUN	IR	Jallandhar Cantt-Suchi Pind - Doubling with Electrification (3.5 km)	Negative	2010-11	3.5	13.2	24	81.82	31.53	2.15
123	A4	NR	PUN, J&K	IR	Kathua-Madhopur Doubling across bridge No.16, 18 & 19	Negative	2011-12	0.261	19.7	20	1.52	66.74	12

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124	A3	NR	PUN	IR	Chakki Bank-Bharoli (3.5 km)	Negative	2010-11	3.5	12.55	15	19.52	22.08	2.76
125		NR	UP	IR	Doubling bet. Alamnagar-Utretia	15	2015-16	20	200	200	0.00	0.0001	32
126		NR	PUN	IR	Doubling bet. Rajpura-Bhatinda	16	2015-16	172	1720	1720	0.00	0.0001	440
127		NR	UP	IR	Doubling bet. Muzaffarnagar - Tapri	-ve	2015-16	52	500	500	0.00	0.0001	125
128		NR	UP	IR	Varanasi-Madhosingh-Allahabad	Negative	2015-16	122	1250	1250	0.00	0.0001	185
129		NR	HAR	IR	Doubling of Rohtak- Bhiwani	Negative	2015-16	48	400	400	0.00	0.0001	0
130		NR	HAR	IR	Bye-Pass Ambala (Mohri- Sambhu)	Negative	2015-16	7	150	150	0.00	0.0001	0
131	A4	NWR	RAJ, HAR	RVNL	Rewari-Manheru (69.02 km)	19	2011-12	69.02	373.61	428	14.56	176.12	65
132	A4	NWR	RAJ	IR	Rani-Marwar Jn Patch DL (54.5 km)	14	2012-13	54.5	288.97	336	16.28	21.22	105
133	A4	NWR	RAJ	RVNL	Rani-Keshavganj (59.50 km)	17	2011-12	59.5	277.67	318	14.52	186.8	40
134	A4	NWR	RAJ	IR	Bangurgram-Guria Patch DL (47 km)	15	2012-13	47	246.08	295	19.88	4.73	42
135	A4	NWR	RAJ	IR	Alwar-Bandikui (60.3 km)	16	2013-14	60.3	242.09	242.09	0.00	4.05	70
136	A4	NWR	RAJ	IR/RVNL	Guriya-Marwar (43.50 km) & Karjoda-Palanpur (5.40 km)	17	2011-12	48.9	206.22	247	19.77	131.68	155.96
137	A4	NWR	GUJ	RVNL	Sarotra Road-Karjoda Patch doubling (23.59 km)	Negative	2010-11	23.59	156.64	189	20.66	170	60
138	A4	NWR	RAJ	IR	Ajmer-Bangurgram (48.43 km)	15	2011-12	48.43	144.57	262	81.23	22.65	60
139	A4	NWR	RAJ	RVNL	Swaroopganj-Abu Road Patch doubling (25.36 km)	Negative	2010-11	25.36	105.68	165	56.13	119.38	10
140	A3	NWR	RAJ, GUJ	RVNL	Abu Road-Sarotra Road Patch doubling (23.12 km)	Negative	2010-11	23.12	103.94	161	54.90	137.58	55
141		NWR	RAJ	IR	Doubling of Phulera- Digana	7	2015-16	108	600	600	0.00		290
142	A2	SCR	AP	RVNL	Vijaywada-Gudivada-Bhimavaram-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu DL with Electrification (221 km)	18	2011-12	221	1503.71	1503.71	0.00	115.68	80
143	A3	SCR	AP	IR	Kazipet-Vijaywada 3rd line with electrification (219.64 km)	20	2012-13	219.64	1054.35	2200	108.66	83.83	164
144	A3	SCR	MAH	IR	Mudkhed-Parbhani	17	2011-12	81.43	334.32	380	13.66	99.15	170
145	A2	SCR	AP	RVNL	Guntur-Tenali Doubling with electrification (24.38 km)	15	2011-12	24.38	146.99	168	14.29	92.26	69
146	A3	SCR	AP	IR	Raghavapuram-Mandamari patch tripling	18	2008-09	24.47	136.23	165	21.12	153.04	15
147	A5	SCR	AP	IR	Mancheryal-Peddampet Patch Tripling	Negative	2010-11	4.37	74.18	110	48.29	75.59	31
148	A2	SCR	AP	IR	Krishnapatnam-Venkatachalam doubling with electrification	Negative	2011-12	23	90.34	90.34	0.00	78.75	50
149		SCR	AP	IR	3rd line bet. Duvvada-Vijaywada	19	2015-16	335	3350	3350	0.00	0.0001	50
150		SCR	TEL, MAHA	IR	3rd line of balance section bet. Kazipet - Ballarshah	14	2015-16	202	2020	2020	0.00	0.0001	50
151		SCR	AP, KAR	RITES	Doubling bet. Gooty-Dharmavarm-Banglore.	16	2015-16	180	1800	1800	0.00	0.0001	80
152		SCR	AP	IR	Doubling bet. Kalluru-Guntakal	17	2015-16	41	410	410	0.00	0.0001	50
153		SCR	TEL	RVNL	Doubling of Secunderabad- Mehboobnagar	16	2015-16	110	1200	1200	0.00	0.0001	80

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154		SCR	AP, KAR	IR	Byepass at Renigunta, Dharmavaram, Wadi	13	2015-16	21	300	300	0.00	0.0001	30
155		SCR	AP, TEL	IR	Byepass at Vijayawada, Kazipet	10	2015-16	15	200	200	0.00	0.0001	17
156		SCR	AP	RVNL	Vijaywada- Gudur 3rd line	17	2015-16	293	2423	2423	0.00	0.0001	100
157	A3	SECR	CH, ORI	IR	Champa-Jharsuguda 3rd line (165 km)	31	2008-09	165	872.12	1174	34.61	390.28	368.62
158	A3	SECR	CHH	IR	Khodri-Annupur with flyover at Bilaspur (61.6 km)	23	2006-07	61.6	223.44	385.54	72.55	175.52	40
159	A3	SECR	CH	IR	Bilaspur-Urkura 3rd line (110 km)	21	1997-98	110	151.52	390	157.39	222.06	2
160	A3	SECR	CH	IR	Durg-Rajnandgaon 3rd line	Negative	2010-11	31	147.06	214	45.52	161.5	56.03
161	A3	SECR	CH	RVNL	Salka Road-Khongsara Patch doubling	21	2006-07	26	84	143.87	71.27	114.62	15
162	A3	SECR	MAH	IR	Kalumna-Nagpur	Negative	2007-08	6.16	21.61	32	48.08	159.24	10
163		SECR	CHH, ODI	IR	4th line bet.Jharsuguda-Bilaspur	23	2015-16	206	2060	2060	0.00		260
164		SECR	CHH, MP	RTES	3rd line bet. Bilaspur-Anuppur	17	2015-16	151	1510	1510	0.00		210
165		SECR	MP	IR	3rd line Anuppur-Katni	20	2015-16	168	1680	1680	0.00	2	310
166		SECR	CHH	IRCON	Doubling bet. Gevra Rd-Pendra Rd	Negative	2015-16	122	1220	1220	0.00		230
167		SECR	CHH,ODI	IR	Flyover/Bye pass required in Jharsuguda-Bilaspur section 206 Km.	16	2015-16	10	200	200	0.00		60
168		SECR	CHH, MAH	IR	Rajnandgaon-Nagpur 3 rd line	22	2015-16	228	1273	1273	0.00	1	157
169	A3	SER	JHA	IR	Dangoaposi- Rajkharwan 3rd line	32	2010-11	65	309.44	583	88.40	263.64	103
170	A3	SER	WB	IR	Panskura-Kharagpur 3rd line (44.7 km) with new MM for Panskura-Ghatal (32.8 km) NL	Negative	2008-09	77.5	195.35	797	307.99	340.88	0.01
171	A3	SER	JHA	RVNL	Goelkera-Manoharpur 3rd line (40 km)	17	1997-98	40	186.91	280	49.80	214.04	62
172	A3	SER	JHA, ORI	IR	Manoharpur-Bondamanda 3rd line (30 km)	29	2012-13	30	258.2	365	41.36	48.56	80
173	A3	SER	ORI	IR	Champajharan-Bimlagarh (21 km)	34	2010-11	21	149.9	230	53.44	112.47	67
174	A3	SER	JHA	IR	Rajkharwan-Chakradharpur 3rd line (20 km)	Negative	2012-13	20	174.49	209	19.78	39.44	84
175	B	SER	WB	RVNL	Tamluk Jn. Cabin-Basulya Sutahata (24.4 km)	20	2010-11	24.4	146.95	171	16.37	186.99	20
176	A3	SER	JHA	IR	Sini-Adityapur (22.5 km) 3rd line	43	2010-11	22.5	95.29	185	94.14	188.02	11.5
177	A4	SER	WB	IR	Kharagpur-Narayangarh 3rd line (20 km)	Negative	2012-13	20	140.28	168	19.76	66.11	69
178	A3	SER	WB	IR	Tikiapara-Santragachi -IV line (5.6 km)	16	2000-01	5.6	22.5	73	224.44	9.47	0.01
179	A4	SER	WB	IR	Andul-Baltikuri (7.25 km)	16	2012-13	7.25	44.44	53	19.26	12.8	29.98
180		SER	ODI, JHA	IR	Doubling bet. Bondamunda-Ranchi	11	2015-16	166	1660	1660	0.00	26	120
181		SER	ODI	IR	Rourkela-Jharsuguda 3 rd line	21	2015-16	101	763	763	0.00	44	103
182		SER	WB	RVNL	Kharagpur-Adityapur 3 rd line	23	2015-16	132	1116	1116	0.00	50	120
183		SER	WB	IR	Doubling of line between Mohishila - Kalipahari (Link) with 1 additional loop line at MOH station	71	2015-16	5	42.1	42.1	0.00	2	21
184		SER	JHA	IR	CKP-GOL 3rd line (34 Km)	29	2015-16	34	363.16	363.16	0.00	30	72

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
185	A4	SR	TN	RVNL	Villupuram-Dindigul (With electrification) (273 km)	Negative	2008-09	273	822.39	1281	55.77	280.01	480.0001
186	A4	SR	TN	IR	Chengalpattu-Villupuram (103 km) with new MM of Tambaram-Chengalpattu - 3rd line by GC of existing MG line along with elect. (30 km)	Negative	2006-07	133	247	951	285.02	714.23	50
187	A4	SR	KER	IR	Kuruppanthara-Chingavanam (26.54 km)	Negative	2007-08	26.54	99.2	346	248.79	166.52	165
188	A4	SR	TN, KER	IR	Kumbalam-Thuravur Patch doubling (15.59 km)	Negative	2011-12	15.59	253	253	0.00	29.17	35
189	A3	SR	TN	IR	Omalar-Metturdam Patch Doubling with electrification (29.03 km)	Negative	2011-12	29.03	234	234	0.00	28.33	90
190	A4	SR	KER	IR	Chenganur-Chingavanam (26.5 km)	Negative	2006-07	26.5	490	490	0.00	303.77	35
191	A3	SR	TN	RVNL	Thanjavur-Ponmalai DL (46.96 km) with a bypass line before Ponmalai (1.13 km)	9	2011-12	48.09	490	490	0.00	77.95	158
192	A4	SR	KER	IR	Ernakulam-Kumbalam Patch doubling (7.71 km)	Negative	2010-11	7.7	50	189	278.00	13.97	30
193	A4	SR	KER	IR	Mullaturutti-Kuruppantara (24 km))	Negative	2005-06	24	79.94	242	202.73	269.61	27
194	A3	SR	KAR	IR	Kankanadi-Panambur Patch Doubling (19 km))	29	2006-07	19	70	227	224.29	122.3	100
195	A4	SR	TN	RVNL	Tiruvallur-Arakkonam 4th line (26.83 km)	20	2008-09	26.83	78.92	149	88.80	166.33	0.01
196	A4	SR	TN	IR	Attipattu-Korukkupettai 3rd line (18 km)	34	1999-00	18	40	155	287.50	212.84	0.01
197	A4	SR	KER	IR	Ambalapuzha-Haripad (18.13 km)	Negative	2007-08	18.13	48.38	289	497.35	113.94	78
198	A4	SR	TN	IR	Chennai Beach-Attipattu 4th line (22.1 km))	18	2003-04	22.1	50.23	120	138.90	94.39	55
199	A4	SR	TN	IR	Chennai Beach-Korukkupet 3rd line (4.1 km)	18	2003-04	4.1	59.58	140	134.98	70.52	60
200	A4	SR	TN	IR	Chennai Central-Basin Br. Jn. - Provision of 5th & 6th Line (2.2 km)	Negative	2013-14	2.2	25.38	25.38	0.00	21.75	8.41
201		SR	TN, KER	IR	Doubling of Trivandrum- Kanyakumari	-ve	2015-16	85	900	900	0.00	0.65	320
202		SR	TN	RVNL	Doubling of Madurai- Maniyachi-Tuticorin	9	2015-16	80	800	800	0.00	0.6	100
203		SR	KER	IR	Doubling of Turavur- Ambalapuzha	-ve	2015-16	50	1000	1000	0.00	0.2	100
204		SR	TN	RVNL	Doubling of Maniyachi- Nagercoil	1	2015-16	170	1700	1700	0.00	0.6	120
205	A4	SWR	KAR, Goa	RVNL	Hospet-Hubli-Londa-Tinaighat-Vasco-de-Gama (352.28 km)	22	2010-11	352.28	2127	2127	0.00	530.13	434.7

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost in crores	Latest Cost in crores	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17) in crores	Total 2016-17 (GBS+EBR) in crores
206	A2	SWR	KAR	IR	Ramanagaram-Mysore(91.5 km) with electrification of Kengeri-Mysore	14	2007-08	91.5	343.18	875	154.97	406.06	197.5
207	A3	SWR	KAR	IR	Hosadurga Road-Chikjajur - Patch doubling (28.89 km)	Negative	2010-11	28.89	116	260	124.14	228.28	10
208	A3	SWR	KAR	IR	Toranagallu-Ranjithpura (22.9 km)	29	2011-12	22.9	146.75	165	12.44	0.42	0.1
209	A4	SWR	KAR	IR	Yeshwantpur-Yelahanka - doubling with Overhead equipment (12.07 km)	19	2009-10	12.07	27.23	95	248.88	74.31	11.5
210	A4	SWR	KAR	IR	Bangalore-Whitefield-Bangalore City-Krishnarajapuram (23.08 km) Quadrupling	19	1997-98	23.08	85	85	0.00	0.02	0.1
211		SWR	KAR	IR	Hotgi-Gadag	Negative	2014-15	284	1618	1618	0.00	5	310
212		SWR	KAR	IR	Doubling bet. Hubli-Chikjajur	14	2015-16	190	1900	1900	0.00		280
213		SWR	KAR	IR	Doubling bet. Arsikere-Tumkur	12	2015-16	96	960	960	0.00		105
214		SWR	KAR, AP	IR	Doubling of Yelahanka-Penukonda	18	2015-16	121	958.37	958.37	0.00		130
215	A3	WCR	MP, RAJ	IR	Bina-Kota (282.66 km)	Negative	2011-12	282.66	1125.07	1623	44.26	77.25	210
216	A3	WCR	MP	RVNL	Bhopal-Bina 3rd line (143 km)	Negative	2008-09	143	428	950	121.96	847.58	70
217	A3	WCR	MP	RVNL	Budhni-Barkhera - 3rd line (33 km)	Negative	2010-11	33	287.35	352	22.50	22.01	40
218	A3	WCR	MP	RVNL	Barkhera-Habibganj 3rd line (41.42 km)	11	2012-13	41.42	202.47	350	72.87	1	60
219	A3	WCR	MP	RVNL	Itarsi-Bhudni 3rd line (25.09 km)	14	2012-13	25.09	152.57	297	94.66	1	60
220	A4	WCR	MP	IR	Guna-Ruthiyai (20.5 km)	18	2008-09	20.5	66.5	143	115.04	107.32	55
221	A4	WCR	MP	IR	Ghat Pindrai-Belkhera Patch DL (5.56 km)	Negative	2012-13	5.56	29.32	29.32	0.00	26.37	4.3
222		WCR	MP	IR	3rd line between Katni and Bina	18	2015-16	263	2630	2630	0.00	5	363
223		WCR	MP	IR	Grade separator/Byepass at Katni.	12	2015-16	7	150	150	0.00	0.1	25
224		WCR	MP	IRCON	Katni- Singrauli doubling	21	2015-16	261	1733	1733	0.00	1	225
225		WCR	MP	IR	Provision of doubling between Malkhedi-Mahadevkhedi.	11	2015-16	8.7	54.32	54.32	0.00	1.24	32.16
226		WCR	MP	IR	ET-JBP section: Patch doubling between Sontalai-Bagra tawa station.	16	2015-16	7	96.44	96.44	0.00	10	50
227	A3	WR	MAH, GUJ	IR	Udhna-Jalgaon with electrification	14	2008-09	306.93	714.6	1862	160.57	1805.8	825
228	A2	WR	GUJ	RVNL	Palanpur-Samakhayali (274.73 km)	17	2013-14	274.73	1266.89	1267	0.01	1	151
229	A3	WR	GUJ	IR	Viramgam-Samakhiali	14	2011-12	182.23	1196	1196	0.00	458.55	365
230	A3	WR	GUJ	RVNL	Viramgam- Surendranagar	18	2010-11	65.26	271	382	40.96	329.33	76.01
231	A4	WR	GUJ	IR	Surat-Kosamba PH-I of 3rd line between Vadodara and Virar	15	2000-01	35	49	245	400.00	0.01	0.0001
232	A3	WR	GUJ	IR	Vatva-Ahmedabad-3rd line with Automatic Signalling (7.5 km)	17	2013-14	7.5	32.58	42	28.91	20	155
233		WR	GUJ	IR	4th line between Vatwa- Ahmedabad- Sabarmati	16	2015-16	15	200	200	0.00	0.0001	85
234		WR	GUJ	IR	Surendranagar-Rajkot :- Doubling of BG single line section	8	2015-16	116	1315.23	1315.23	0.00	0.0001	240
235		WR	GUJ	IR	Nimach-Chittaurgarh Section-Doubling	28	2015-16	56	259.68	259.68	0.00	0.0001	125
					Total			18703	135711	157089		26516	22240
													0

ON-GOING COST SHARING PROJECTS (NL, GC & DL)

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost	Latest Cost	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17)	Total 2016-17 (GBS+EBR)
1	A2	SCR	AP	IR	Nadikude-Srikalahasti	Negative	2011-12	309	1313.99	2302	75.19	12.99	180
2	A2	SCR	AP	IR	Kotipalli-Narsapur	Negative	2000-01	57.21	330	1498	353.94	4.86	200
3	A2	SCR	AP	IR	Manoharabad-Kotapalli	Negative	2006-07	148.9	378.56	1051	177.63	1.76	30
4	A2	SCR	AP	IR	Bhadrachalam-Kovvur (151 km)	20	2012-13	151	923.23	1500	62.47	1.51	5
5	A2	SCR	AP	IR	Kakinada-Pithapuram	8	1999-00	21.5	41.66	276	562.51	0.0001	50
6	A2	SCR	AP	IR	Akkanapet-Medak (17.2 km)	18	2012-13	17.2	129.32	127	-1.79	8.13	10
7	A2	SCR	AP	RVNL	Vijaywada-Gudivada-Bhimavaram-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu DL with Electrification (221 km)	18	2011-12	221	1503.71	1503	-0.05	115.68	80
8	A2	SCR	AP	RVNL	Guntur-Tenali Doubling with electrification (24.38 km)	15	2011-12	24.38	146.99	168	14.29	92.26	69
9	A2	SCR	AP, KAR	IR	Munirabad-Mahabubnagar	2	1997-98	246	380	2641	595.00	544.57	180
10	A2	ECR	BIH, JHA	IR	Koderma-Tilaiya (68 km)	Negative	2001-02	68	307.71	649	110.91	289.47	100
11	A2	ER	BIH, JHA	IR	Pirpainti-Jassidihi (97 km)	Negative	2013-14	97		1536	#DIV/0!	0.52	50
12	A2	ER	BIH,WB, JHA	IR	Rampurhat-Mandarhill via Dumka (130 km) with new MM for Rampurhat-Murari (29.48 km)- 3rd line	Negative	1995-96	159.48	170	908	434.12	985.13	200.35
13	A2	SECR	CH	RVNL/IR	Dallirajahra-Jagdalpur (235 km)	17	1998-99	235	369	3400	821.41	402.28	150
14	A2	NR	HAR	IR	Rewari-Rohtak (81.26 km) including MM bypass line.	Negative	2003-04	81.26	149.38	860	475.71	909.34	100
15	A2	NR	HAR	IR	Jind-Sonipat (88.9 km)- Commissioned	Negative	2003-04	88.9	190.81	800	319.27	1003.73	40
16	A2	NR	HAR	IR	Rohtak-Mehem-Hansi (68.8 km)	Negative	2012-13	68.8	287	576	100.70	83.3	120
17	A2	NR	HP, PUN	RVNL	Bhanupalli-Bilaspur-Beri (63.1 km)	Negative	2009-10	63.1	200	5000	2400.00	430.76	190
18	A2	ECR	JHA	IR	Koderma-Ranchi (189 km)	Negative	1998-99	189	491	3021	515.27	2230.05	350
19	A2	ECR	JHA	IR	Giridih-Koderma (102.5 km)	Negative	1996-97	102.5	145	952	556.55	680.55	120
20	A2	ER	JHA	IR	Hansdih-Godda (30 km)	Negative	2011-12	30	267.09	589	120.52	191.53	160
21	A2	SER	JHA	IR	Ranchi-Lohardaga with extension to Tori (113 km)	Negative	1996-97	113	147	596	305.44	501.22	39.4
22	A2	SCR	KAR	IR	Gulbarga-Bidar	2	1997-98	140	242	912	276.86	757.46	80
23	C	SWR	KAR	IR	Gadag-Wadi (252 km)	10	2013-14	252	1922.14	2617	36.15	3.43	60
24	A2	SWR	KAR	IR	Tumkur-Chitradurg-Davangere	12	2011-12	199.7	1801.01	2193	21.77	27.63	30
25	A2	SWR	KAR	IR	Hassan-Bangalore via Shravanabelgola (166 km)	5	1996-97	166	295	1290	337.29	1145.06	171.5
26	A2	SWR	KAR	IR	Bagalkot-Kudachi (142 km)	11	2010-11	142	816.14	1065	30.49	149.75	80
27	A2	SWR	KAR	IR	Kadur-Chickmagalur-Sakleshpur (93 km)	6	1996-97	93	157	1156	636.31	456.74	24.04
28	A2	SWR	KAR	IR	Shimoga-Harihar (78.66 km)	18	2011-12	78.66	562.74	832	47.85	56.87	1.4

S.No	Priority	Rly	State	Executing Authority	Project	ROR (%)	Year	length (in km)	Original Cost	Latest Cost	Increase in cost in %	Exp 31.3.2016 (as per PB 16-17)	Total 2016-17 (GBS+EBR)
29	A2	SWR	KAR	IR	Whitefield-Kolar (52.9 km)	14	2011-12	52.9	353.45	375	6.10	1.34	0.7
30	A2	SWR	KAR	IR	Ramanagaram-Mysore(91.5 km) with electrification of Kengeri-Mysore	14	2007-08	91.5	343.18	875	154.97	406.06	197.5
31	A2	SCR	KAR, AP	RVNL	Cuddapah-Bangalore (Bangarapet)	Negative	2008-09	255.4	1000.23	2061	106.05	333.47	58.19
32	A2	SWR	KAR, TN	IR	Bangalore-Satyamanglam (260 km)	Negative	1996-97	260	225	1524	577.33	3.77	20
33	A2	SWR	KAR,AP	IR	Rayadurg-Tumkur via Kalyandurg (213 km)	10	2007-08	213	887.31	2000	125.40	330.19	40
34	A2	CR	MAH	IR	Ahmednagar-Beed-Parle Vajinath	Negative	1995-96	250	353	2272	543.63	453.11	402
35	A2	CR	MAH	IR	Wardha-Nanded (via Yevatmal-Pusood)	Negative	2008-09	270	697	2765	296.70	217.81	150
36	A2	SECR	MAH	IR	Wadsa-Gadchiroli (49.5 km)	Negative	2011-12	49.5	232.4	469	101.81	72.75	90
37	A2	NWR	MP, RAJ	IR	Ratlam -Dungarpur via Banswara	9	2011-12	176.47		3450	#VALUE!	383.07	80
38	A2	ECOR	ORI	IR	Dasapalla-Bolangir line of Khurda Road-Bolangir (289 km) new line #	9	1994-95	289	355.38	2000	462.78	577.51	240
39	A2	NR	PUN, HP	IR	Chandigarh-Baddi (33.23 km)	Negative	2007-08	33.23	328.14	1672	409.54	81.26	160
40	A2	NWR	RAJ	IR	Ajmer-Sawai Madhopur	Negative	2015-16	165	874	873.77	-0.03	0.1	8
41	A2	NR	UP, UTRA	IR	Deoband (Muzzafar Nagar)-Roorkee (27.45 km)	6	2007-08	27.45	105.52	700	563.38	269.11	20
42	A2	NER	UTRA	IR	Kichha-Khatima (57.7 km)	Negative	2003-04	57.7	165.67	584	252.51	0.15	20
					Total			5755	19588	61639		14216	4357

PROJECTS TAKEN UP ON COST SHARING WITH INDUSTRY

1	A2	NWR	RAJ	IR	Bangurgram-Ras Commissioned	18	2008-09	28	110	165	50.00	163	6
2	A2	SECR	CHH	IRCON	Gevra Road-Pendra Road	22	2013-14	122	838	838	0.00	30	150
3	A2	SECR	CHH	IRCON	Raipur (Mand Colliery)-Bhupdeopur	26	2013-14	63	2161	2161	0.00	60	150
4	A2	NWR	RAJ	IR	Thiyat-Hamira-Sanu	22	2013-14	59	262	262	0.00	11	20
5	A2	WR	GUJ	IR	Bhuj-Naliya(101.35 km) with extn. From Naliya to Vayor (24.65 km)	17	2008-09	126	484	484	0.00	46	100
6	A2	ER	WB	IR	Burdwan-Katwa (51.52 km) with new MM for Katwa-Bazarsau (30.59 km) - DL, Katwa(Dainhat)-Mateswar (34.4 km), Nangun-Mangalkot (8.60 km) & Mateswar-Memari (35.6 km) NL	9	2007-08	161	202	2002	891.09	401	160
7	A2	ECOR	CHH	IR	Kirandul-Jadgalpur	15	2011-12	150	318	318	0.00	303	120

NOTE:

One project i.e. Jind-Sonepat new line (Haryana) has been completed and commissioned. Therefore, 41 projects are Cost Sharing with State Govt.

This is a cost of Dasapalla-Bolangir section sharing by State Govt. (Land free of cost and 50% cost of construction).

**MINUTES OF THE TWELFTH SITTING OF THE STANDING COMMITTEE
ON RAILWAYS (2015-16)**

The Committee sat on Tuesday, the 5th July, 2016, from 1500 hours to 1710 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI DINESH TRIVEDI - CHAIRPERSON

MEMBERS

LOK SABHA

2. Shri Kunwar Pushpendra Singh Chandel
3. Shri Chandra Prakash Joshi
4. Shri Sanjay Dhotre
5. Shri Gaurav Gogoi
6. Shri Ramesh Chander Kaushik
7. Shri Gajanan Kirtikar
8. Shri Balabhadra Majhi
9. Shri K.H. Muniyappa
10. Shri A.T. Nana Patil
11. Shri Mekapati Raja Mohan Reddy
12. Shri Lakhan Lal Sahu
13. Shri Ganesh Singh
14. Shri S.R. Vijayakumar

RAJYA SABHA

15. Shri A.K. Antony
16. Shri Mukut Mithi
17. Shri Dilipbhai Pandya
18. Shri Shwait Malik
19. Shri Bashistha Narain Singh
20. Shri Devender Goud T.
21. Shri Motilal Vora

SECRETARIAT

- | | | | |
|----|----------------------------|---|----------------------|
| 1. | Shri K Vijayakrishnan | - | Additional Secretary |
| 2. | Smt. Abha Singh Yaduvanshi | - | Joint Secretary |
| 3. | Shri Arun K.Kaushik | - | Director |

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

- | | | |
|----|--------------------------|---|
| 1. | Shri A.K. Mital | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India |
| 2. | Shri S. Mookerjee | Financial Commissioner, Railways & Ex-officio Secretary to the Government of India |
| 3. | Shri Aditya Kumar Mittal | Member-Engineering, Railway Board & Ex-officio Secretary to the Government of India |
| 4. | Shri Pradeep Kumar | Member-Staff, Railway Board & Ex-officio Secretary to the Government of India |
| 5. | Shri Mohd. Jamshed | Member-Traffic, Railway Board & Ex-officio Secretary to the Government of India |
| 6. | Shri A.K. Kapoor | Member-Electrical, Railway Board & Ex-officio Secretary to the Government of India |
| 7. | Shri Hemant Kumar | Member-Mechanical, Railway Board & Ex-officio Secretary to the Government of India |

KOLKATA METRO

- | | | |
|----|----------------|----------------------|
| 8. | Shri A.K. Goel | General Manager(GM), |
|----|----------------|----------------------|

Rail Vikas Nigam Limited (RVNL)

- | | | |
|---|---------------------|--|
| 9 | Shri S.C. Agnihotri | Chairman and Managing Director (CMD), RVNL |
|---|---------------------|--|

2. At the outset, the Chairperson welcomed Chairman, Railway Board, GM, Kolkata Metro, CMD, RVNL, and other officials of the Ministry of Railways to the sitting of the Committee. The Chairperson also invited their attention to the provisions contained in Direction 55 of the Directions by the Speaker, Lok Sabha, regarding the proceedings to be treated as confidential.

3. The Chairman, Railway Board, then briefed the Committee about various pending projects, viz. new lines, gauge conversion, doubling and railway electrification projects, various workshop and production unit projects, road safety works, Signal & Telecommunication projects and Kolkata Metro projects. He apprised the Committee about the estimated cost of these projects and their throw-

forward. He also elaborated on the various constraints in the timely completion of the projects and the steps being taken for their speedy execution.

4. The Committee, then, raised various queries on the issues related to "Pending Projects". The representatives of the Ministry of Railways responded to the same. Thereafter, the issue regarding the delay in execution of various projects of Kolkata Metro was raised. CMD, RVNL, gave clarifications on the issue. The Chairperson, then, desired the Ministry of Railways to furnish detailed replies on the points raised by the Members during the sitting.

A verbatim record of the proceedings has been kept.

The Committee, then, adjourned.

MINUTES OF THE FOURTEENTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2015-16)

The Committee sat on Tuesday, the 2nd August, 2016, from 1500 hours to 1615 hours in Committee Room No. '62', Parliament House, New Delhi.

PRESENT

SHRI DINESH TRIVEDI - CHAIRPERSON

MEMBERS

LOK SABHA

2. Shri E. Ahamed
3. Shri Ram Tahal Choudhary
4. Shri Chandra Prakash Joshi
5. Shri Sanjay Dhotre
6. Shri Gaurav Gogoi
7. Shri Ramesh Chander Kaushik
8. Shri Balabhadra Majhi
9. Shri K.H. Muniyappa
10. Shri Thota Narasimham
11. Shri A.T. Nana Patil
12. Shri Mekapati Raja Mohan Reddy
13. Shri Ganesh Singh
14. Shri Uday Pratap Singh
15. Shri S.R. Vijayakumar

RAJYA SABHA

16. Shri Mukut Mithi
17. Shri Dilipbhai Pandya
18. Shri T. Rathinavel
19. Shri Bashistha Narain Singh
20. Shri Devender Goud T.
21. Shri Motilal Vora

SECRETARIAT

- | | | | |
|----|----------------------------|---|----------------------|
| 1. | Shri K Vijayakrishnan | - | Additional Secretary |
| 2. | Smt. Abha Singh Yaduvanshi | - | Joint Secretary |
| 3. | Shri Arun K. Kaushik | - | Director |

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)

- | | | |
|----|--------------------------|---|
| 1. | Shri A.K. Mital | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India |
| 2. | Shri Aditya Kumar Mittal | Member-Engineering, Railway Board & Ex-officio Secretary to the Government of India |
| 3. | Shri Pradeep Kumar | Member-Staff, Railway Board & Ex-officio Secretary to the Government of India |
| 4. | Shri Mohd. Jamshed | Member-Traffic, Railway Board & Ex-officio Secretary to the Government of India |
| 5. | Shri A.K. Kapoor | Member-Electrical, Railway Board & Ex-officio Secretary to the Government of India |
| 6. | Shri Hemant Kumar | Member-Mechanical, Railway Board & Ex-officio Secretary to the Government of India |

2. At the outset, in the absence of the Chairman, the Committee nominated Shri Motilal Vohra, M.P., to act as Convener for the sitting. The Convener, then, welcomed the Chairman, Railway Board, and other representatives of the Ministry of Railways to the sitting of the Committee. The Convenor also invited their attention to the provisions contained in Direction 55 of the Directions by the Speaker, Lok Sabha, regarding the proceedings to be treated as confidential.

The Chairperson joined the sitting and took the Chair.

3. Thereafter, the Chairman, Railway Board, highlighted the list of pending projects of the Railways, their anticipated cost and also throw-forward amount, etc. He also elaborated on their source of funding, various constraints in implementation of the projects and measures taken to expedite their execution.

4. The Committee, then, sought clarifications on the points related to the subject and the Chairman, Railway, Board responded to the same.

5. The Chairperson desired the Ministry of Railways to furnish clarifications on the points raised by the Members during the sitting, which remained unanswered.

6. A verbatim record of the sitting has been kept.

The Committee then adjourned.

MINUTES OF THE FIFTEENTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (2015-16)

The Committee sat on Friday, the 19th August, 2016, from 1500 hours to 1630 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

SHRI DINESH TRIVEDI - CHAIRPERSON

MEMBERS

LOK SABHA

2. Shri Sanjay Dhotre
3. Shri Gourav Gogoi
4. Shri Ramesh Kaushik
5. Shri Gajanan Chandrakant Kirtikar
6. Shri K.H. Muniyappa

RAJYA SABHA

7. Sh. Satish Chandra Misra
8. Shri Dilipbhai Pandya
9. Shri Bashistha Narain Singh
10. Shri Alok Tiwari
11. Shri Motilal Vora

SECRETARIAT

- | | | | |
|----|----------------------|---|------------------|
| 1. | Shri Arun K. Kaushik | - | Director |
| 2. | Smt. Geeta Parmar | - | Deputy Secretary |

REPRESENTATIVES OF THE MINISTRY OF RAILWAYS (RAILWAY BOARD)*

- | | | |
|----|--------------------|---|
| 1. | Shri A.K. Mital | Chairman, Railway Board & Ex-officio Principal Secretary to the Government of India |
| 2. | Shri S. Mookerjee | Financial Commissioner (Railways) & Ex-officio Secretary to the Government of India |
| 3. | Shri Pradeep Kumar | Member-Staff, Railway Board & Ex-officio Secretary to the Government of India |
| 4. | Shri Mohd. Jamshed | Member-Traffic, Railway Board & Ex-officio Secretary to the Government of India |
| 5. | Shri A.K. Kapoor | Member-Electrical, Railway Board & Ex-officio Secretary to the Government of India |

6. Shri Hemant Kumar Member-Mechanical, Railway Board & Ex-officio
Secretary to the Government of India

*Present only during the briefing on the subject 'Pending Projects'.

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee took up for consideration the draft Report on the subject 'Pending Projects' and adopted the same without any modifications. The Committee highly appreciated the efforts put in by the Secretariat in drafting of the Report.

3. The Committee, then authorized the Chairperson to finalise the Report in light of the factual verification received from the Ministry of Railways and present the same to the Speaker.

4. XXX XXX XXX

5. XXX XXX XXX

6. A verbatim record of the sitting has been kept.

The Committee then adjourned.

XXX: Not relevant to the Report.