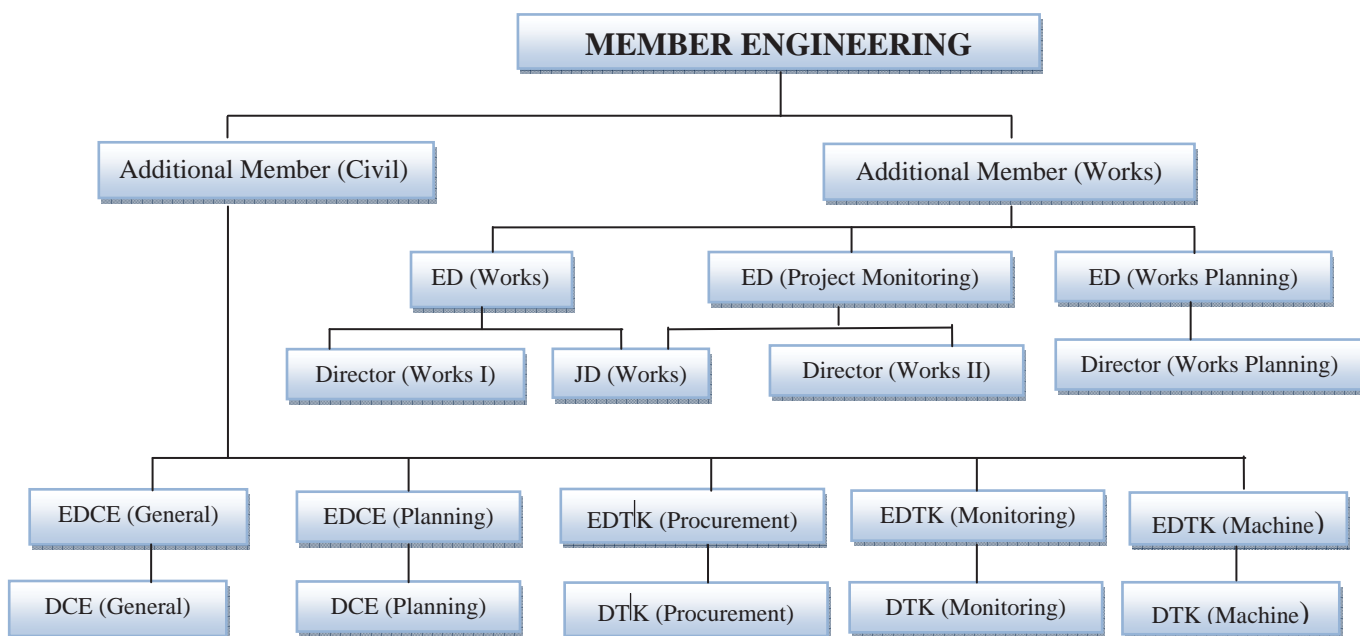
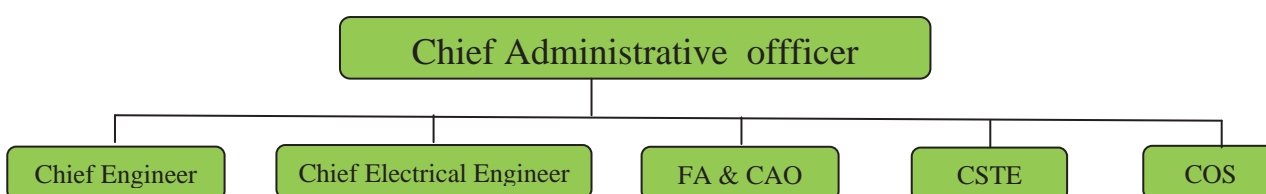


Appendix 1 (Ref Para 1.2)

ORGANISATION CHART OF CIVIL ENGINEERING DIRECTORATE



Railway Board Level



Zonal Railway Level

ED - Executive Director, JD -Joint Director, EDCE - Executive Director Civil Engineering, DCE - Director Civil Engineering, EDTK - Executive Director Track , DTK - Director Track, FA&CAO - Financial Advisor and Chief Accounts Officer, CSTE - Chief Signal and Telecom Engineer, COS - Controller of Stores

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected repetition counted (once)
CR	1) Wardha (Sevagram)-Nagpur-3rd Line 78.3 km (DL)	1) Belapur –Seawood-Uran Electrified Double Line(MTP) (NL)	1) Belapur – Seawood-Uran Electrified Double Line(MTP) (NL)	NIL	Ahmednagar-Parli-Vajinath (NL)	NIL	NIL	1)Panvel-Pen (DL) 2) Pen – Roha (DL)	1) Ahmednagar Beed-Parli-Vajinath (NL) 2) Wardha-Nanded (NL) 3) Belapur –Seawood-Uran Electrified DL (MTP) (NL)	1. Belapur- Seawood Uran (TOR/COR, WMS & Cost Sharing or other than PPP) 2. Ahmednagr - Beedparli (WRCS & Cost sharing or other than PPP)	6
ER	1. Rampurhat-Muraroi MM (28.48 km) - 3rd line 2. Tinpahar-Sahibganj (DL) (37.82 km as Phase I of DL of Tinpahar-Bhagalpur) 3. Sahibganj-Pirpainti (DL) (10.45 km)	Nil	Nil	Nil	Nil	Nil	1) Nabadwipdham-Patuli (DL) 2) Tinpahar-Sahibganj (DL) 3) Bardhaman-Katwa (GC) with New (MM) for Katwa-Bazarsau (DL), Katwa [Dainhat]-Manteswar Negum-Mangalkot, Manteswar-Memari-(NL)	Nil	1) Bardhaman-Katwa (GC) 2) Dumka-Rampurhat (NL)(phase-II of project Rampurhat-Mandarhill via Dumka) 3)Deoghar-Dumka (NL)	1. Bardhaman-Katwa (DR,CS or other than PPP) 2. Tinpahar-Sahibganj (HP, DR)	11

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
	4. Piprainti-Bhagalpur (59.06 km)								4) Hansdiah-Godda (NL)		
	5. Sainthia-Tarapith 3rd line (DL)										
	6. Tarapith-Rampurhat (DL)										
	6	0	0	0	0	0	3	0	4		
ECR	1) Hajipur-Ramdaulu Nagar (DL)	Nil	Nil	Nil	1) Jayanagar – Darbhanga – Narkatia Gunj (GC)	Nil	1) Koderma – Ranchi, (NL)	Nil	1) Koderma- Ranchi (NL)	I. Koderma-Ranchi (DR, CS other than PPP)	
	2) Garhwa Road-Ramma (DL)						2) Sakri-Nirmali - Jhanjharpur-Laukaha Bazar - Saharsa – Forbesganj,(GC)		2) Koderma- Giridih(NL)		
									3) Rail Bridge across River Ganga at Patna (NL)		
									4) Rail Bridge across River Ganga at Munger (NL)		
									5) Koderma- Tilaiya (NL)		

APPENDIX – II (REF. TO PARA – 1.4)

	2	0	0	0	0	1	0	2	0	5	1	Total project selected (repetition counted once)
Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories		
ECoR	1) Jharsuguda-Rengali (DL)	Nil	1) Khurda Road – Bolangir, (NL)	Nil	Nil	Nil	1) Talcher-Bimlagarh (NL)	Nil	Nil			5
	2) Khurda-Barang-3rd line (RVNL)											
	3) Rajatgarh-Barang (DL) (RVNL)											
NR	1) Uretia-Zafrabad (DL)	1) Nangal Dam Talwara. (NL)	1) Nangal Dam Talwara. (NL)	1) Udham Pur-Srinagar-Baramulla Rail Link. (NL)	1) Nangal Dam – Talwara. (NL)	Nil	1) Rewari-Jhajjar-Rohtak (NL)	Nil	1) Nangal Dam – Talwara (NL)	1. Nangal Dam-Talwara (TOR/COR, WMS, WR CS, Cost sharing/other than PPP) 2. Udhampur-srinagar-baramulla rail link (TOR/COR, WMS, WR CE)		10
	3	0	1	0	0	0	1	0	0	0		

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Zonal Railways	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
		2) Udham Pur-Srinagar-Baramulla a Rail Link. (NL)	2) <i>Udham Pur-Srinagar-Baramulla Rail Link. (NL)</i>				2) NDLS-Tilak Bridge -5 th & 6 th line (DL)		2) Rewari – Rohtak (NL)		
									3) Jind – Sonapat (NL)		
									4) Chandigarh – Baddi (NL)		
									5) Deoband – Roorkee (NL)		
									6) Bhanupalli – Bilaspur (NL)		
									7) Rohtak – Meham - Hansi (NL)		
	1	2	2	1	1	0	2	0	7	2	

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Zonal Railways	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
NCR	Nil	Nil	Nil	Nil	Nil	Nil	1) Agra-Etawah (NL)	1) Bhind-Etawah (Part of Guna-Etawah via Shivpur i) (NL)	Nil	Nil	3
	0	0	0	0	0	0	2) Dholpur-Sirmutra(GC) with extension upto Gangapur City.	1	0	0	
NER	Nil	Nil	Nil	Nil	Nil	Nil	1) Maharajgang-Masarakh-Rewa Ghat (NL)	Nil	Nil		2
	0	0	0	0	0	0	2) Aunrihar-Jaunpur (GC)	0	0		

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
NFR	1) Lumding-Silchar (GC)	1) Katihar-Jogbani (GC)	Nil	1) Bogibeel Bridge with link Lines(NL)	Nil	Nil	1) New Mainaguri-Jogbani (NL) 2) Rangia-Murkongselek (GC)	1) Lumding - Silchar (GC) 2) Rangia-Murkongselek (GC).	Nil	1. Lumding-Silchar(HP,LM) 2. Rangia-Murkongselek (DR, LM)	5
	1	1	0	1	0	0	2	2	0	2	
NWR	Nil	Nil	Nil	Nil	Nil	Nil	1) Jaipur-Ringus-Churu & Sikar-Loharu (GC)	Nil	1) Ratlam-Dungarpur via Banswara (NL)		4
	0	0	0	0	0	0	2) Suratpurah-Hanumangarh-Sriganganagar section(GC)		2) Thaiyat Hamira-Sanu (NL)		
	0	0	0	0	0	0	2	0	2		

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
SR	1) Thanjavur-Ponmalai (DL) with bypass line before Ponmalai	Nil	Nil	Nil	Nil	1) Erode-Palani (NL)	1) Tindivanam-Nagari (NL)	Nil	1) Cuddalore-Salem via Vridhachalam (GC) with a (NL) between Chinna Salem and Kallakuruchi		9
	2) Kankanadi-Panambur Patch (DL)						2) Tindivanam-Tiruvannamalai (NL)		2) Attipattu-Puttur (NL)		
							3) Angamali-Sabarimala (NL)				
							4) Quilon-Tirunelveli-Tiruchendur (GC), Tenkasi-Virudhunagar (GC)				
	2	0	0	0	0	1	4	0	2		

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
SCR	1) Vijayawada – Kazipet 3 rd Line with electrification.	Nil	Nil	Nil	Nil	Nil	1) Bidar - Gulbarga 2) Nandyal - Yerraguntla 3) Akola - Khandwa (GC)	1) Peddapalli-Karimgar-Nizambad 2) Jaggaiahpet Town - Mellacheruvu with (MM)for Mellacheruvu - Janpahad 3) Nandyal - Yerraguntla 4) Bidar - Gulbarga	1) Bidar - Gulbarga 2) Cuddapah - Bangalore(NL)	1. Bidar-Gulbarga (DR, LM,CS other than PPP) 2. Nandyal - Yaregunta (DR, LM)	7

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum overrun time and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
	1	0	0	0	0	0	3	4	2	2	
SER	1) Goelkera – Manoharpur 3 rd line (DL)	1) Bankura – Damodar River valley (GC) with six (MMs) (NL)	1) <i>Tamluk – Digha (NL) with four MMs</i>	Nil	Nil/silent	1) Bowaichandi – Arambagh (NL)	Nil	Nil	1) Ranchi – Lohardaga with extension to Tori (GC)	<i>1. Tamluk-Digha (TOR/COR, WMS, F/A/Dropped)</i>	6
	2	2	1	0	0	2	0	0	1	1	
SECR	1) Khodri-Anuppur with flyover at Bilaspur (DL)	2) Tamluk – Digha (NL) with four MMs	Nil	Nil	1) Gondia – Jabalpur (GC)	Nil	1) Chhindwara – Nagpur, (GC)	Nil	1) Dhallirajhara – Jagdalpur (NL) 2) Wadsa – Gadchiroli and two Projects (NL)	<i>1. Gondia - Jabalpur (WRCS,DR,CS other than PPP)</i>	7

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
	2) Salka Road-Khongsar-Patch doubling (DL)						2) <i>Gondia - Jabalpur (GC) including Balaghat Katangi,(GC)</i>				
	3) Champa-Jharsuguda-3rd line (DL)										
	3	0	0	0	1	0	2	0	2	2	
SWR	1) Birur-Shivani Patch (DL) 2) Hosadurga Road-Chikjajur Patch (DL)	1) Hubli-Ankola (NL)	Nil	Nil	1) <i>Hubli-Ankola (NL)</i>	1) <i>Hubli-Ankola (NL)</i> 2) Bangalore - Sathyamangalam (NL)	1) Mumirabad-Raichur (NL) 2) Rayadurga-Tumkur via Kalyandurga (NL)	Nil	1) Katur-Chikmagalur-Sakaleshpur (NL) 2) Bangalore -Hassan via Shrvanabelagola (NL)	1. <i>Hubli-Ankola (TOR/COR, WRCS,F/A/Dropped)</i> 2. <i>Bangalore-Sathyamangalam (F/A/Dropped, CS other than PPP)</i> 3. <i>Munirabad-Raichur (DR,CS other than PPP)</i> 4. <i>Raidurga-Tumkur(DR,CS other than PPP)</i>	13
									3) <i>Rayadurga-Tumkur via Kalyandurga (NL)</i>		

Status of Ongoing Projects in Indian Railways – New Line, Doubling and Gauge Conversion

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
									5) Bagalkot-Kudachi (NL)		
									6) Whitefield-Kolar (NL)		
									7) Tumkur-Chitradurga-Davanagere (NL)		
									8) Shimoga-Harihara (NL)		
									9) Bangalore-Sathyamangalam (NL)		
									10) Ramanagram-Mysore (DL)		
	2	1	0	0	1	2	2	0	10	4	

APPENDIX – II (REF. TO PARA – 1.4)

Zonal Railways	High Priority Projects	Projects with maximum time overrun and cost overrun	Projects without milestones	Projects without revised cost estimate	Projects without revised commissioning schedule	Projects frozen/ abandoned or dropped	Projects identified for detailed review	Last mile projects	Projects on cost sharing basis with the State Govt. or other agencies (other than PPP projects)	Project falling in more than one categories	Total project selected (repetition counted once)
WR	1) Viramgam-Surendernagar (DL)	Nil	Nil	Nil	Nil	Nil	1) Chhoto-Udepur Dhar (NL)	Nil	Nil		4
	2) Udhna-Jalgaon (DL) with electrification						2) Ratlam-Mhow-Khandwa Akola (GC)				
	2	0	0	0	0	0	2	0	0		
WCR	1) Bhopal-Bina -3 rd line (RVNL)*	Nil	Nil	Nil	Nil	Nil	1) Lalitpur-Singrauli, (NL)	Nil	Nil		4
	2) Bina-Kota (RVNL)*						2) Ramganj Mandi Bhopal, (NL)				
	2	0	0	0	0	0	2	0	0		
	28	7	5	2	5	5	31	9	38	16	105

APPENDIX – III (REF. TO PARA NO. 1.4)
STATEMENT SHOWING THE STATUS OF NATIONAL PROJECTS IN NORTH-EASTERN PROJECTS

Sl. No	Name of the project	Month and Year of sanction	Target date of completion		Total anticipated cost (₹ In crore)		Physical progress as of March 2014 (in per cent)
			Original	Revised	Original	Revised	
1	2	3	4	5	6	7	
1	Kumarghat- Agartala (109 km)	Jul-96	March 2007	March'16	575	1242.25	100 (MG completed). GC yet to be started.
2	Bogibee! Bridge with linking Lines (73 km)	Sept,1997	31.3.06	Dec'16	1000	4996.19	75
3	Jiribam- Imphal (Tupul) (110.625 km)	1.4.2003	31.3.09	March'19	2650	5996	34.04
4	Tetelia- Byrnihat (21.5 km)	1.4.06	31.3.09	Mar'17	208.07	430.33	15.1
5	Dimapur- Kohima (88 km)	1.4.06	31.3.12	Mar'20	887.89	2446.57	0
6	Agartala - Sabroom (112 km)	1.4.08	31.3.12	Mar'17	537.66	1741	29.31
7	Bhairabi- Sairang	1.4.08	31.3.14	Mar'20	512.38	2393.48	10.45
8	Sivok- Rangpo	1.4.08	31.3.14	Not fixed	1329.44	3380.58	2
9	Byrnihat- Shillong	1.4.10	31.3.16	Not fixed	3925.79	Not revised	0
10	Lumding- Silchar Gauge Conversion	July'1996	31.3.06	Mar'16	648	5185.44	87.97
11	Rangia- Murkongselek along with linked fingers line project (510.33 km)	1.4.03	Mar'09	30.3.14	915.70	3319.17	91.83

APPENDIX IV- (REF. TO PARA – 1.6.2)														
STATEMENT SHOWING THE STATUS OF PROJECTS (₹150 CRORE AND ABOVE) WHERE PHYSICAL PROGRESS IS 100 PER CENT														
Zonal Railways	Name of the project	Month and Year of sanction	Month and year of commencement of project	Target date of completion (As a whole not section wise)		Total Anticipated Cost (₹ in crore)	Rate of Return in percent		Cumulative expenditure till March 2014 (₹ in crore)	Financial progress as of March 2014 (₹ in crore)	Physical progress as of March 2014 (in percentage)	Throw forward (₹ in crore)	Remarks	
				Original	Revised		Original	Revised						
New Lines														
ER	Lakshmikantapur - Namkhana Chandanagar	1987-88	1993	N.AV	N.AV.	100.89	546.78	4.40	Not Revised	139.90	25.59	100	404.28	
	MM for a] Kakadwip Budakhali [5km] and	2011-12	Not yet started	N.AV.	N.AV.	61.85		11.00	Not Revised	0.00	0.00	0.00	0.00	Separate expenditure figure for MM not available

Status of Ongoing Projects in Indian Railways – New Line, Doubling and Gauge Conversion

	b]	Chandanagar Bakhali [17.2 km]	2011-12		N.A.V.	165.35															
		Deoghar-Dumka [72.25 km]	1998-99	2003	Not Assessed in PET Survey	180.73	358.55	5.00	Not Revised	390.01	109.00	100	239.83								
ECR		Muzaffarpur-Sitamathi(63 KM)	1997-98	June, 2002	N.A.V	210.79	483.62	(-) 3.72	Not revised	514.88	106.46	100	31.26							Entire section opened on 26.03.13	
		Ara- Sasaram (98KM)	1997-98	May, 2002	N.A.V	189.14	321.87	4.82	Not revised	319.75	99.34	100	2.12								
		Rajgir -Hasua -Tilaya(46 Km)	2001-02	Jan-02	N.A.V.	180.82	390.00	N.A.V.	N.A.V.	324.68	83.25	100	65.32								
NR		Abohar-Fazilka (42.17 Km)	1997-98	2002-03	N.A.V	86.44	229.00	(-)7.44	N.A.V.	230.84	100.77 %	100	2.26								Work completed & Commissioned in July 2012
		Chandigarh-Ludhiana (112 Km)	1997-98	1998-99	2005	248.40	1115.21	(-)2.26%	N.A.V.	985.35	88.36%	100	114.30								Work completed & Commissioned
NFR		Dudhnoi-Mendipathar (BG) (15.5 km)	1.4.92	1992-93	Not fixed	22.33	247.75	Not Done	Not Done	220.68	89.07	100	27.07								Engine rolling done on 29.3.14
		Kumarghat-Agartala (109 km)	Jul-96	1996-97	Mar'07	575	1242.25	(-) 11.98%	Not Revised	955.943	76.95	100	286.307								Section was commissioned with MG and will be commissioned on BG after GC of LMG-SCL - KUGT project

	Harmoti-Naharlagun (21.75 km)	Feb-97	1996-97	Not fixed	Jan '14	156	406.4	(-)6.37%	(-) 6.38%	406.33	99.98	100	0.07	Work completed and 1st train service ran on 7.4.14
SR	Karur-Salem	1996-97	N.AV	Section already commissioned	Mar-07	229.88	1052.68	19.47	3.73	771.81	335.74	100	31.72	Revised estimate vetted by finance
SER	Howrah-Amta (Inclu. Bargachia-Champadanga)	1974-75	N.AV	Mar-07	Mar-15	31.42	154.3	(-) 0	-	179.37	45.59	100	356.03	Figures shown in col. 13, 14, 15 & 16 are inclusive of MM
	(i) 1st MM: Amta-Bagnan	2009-10	N.AV	Jan-10	Not fixed	103.2	103.2	19.69				3.00		
	(ii) 2nd MM: Champadanga - Tarakeswar	2009-10	N.AV	April-10	Not fixed	38.73	38.73	(-)40.49				2.00		
	(iii) 3rd MM: Jangipara - F.Sharif	2011-12	N.AV	Dec-14	Not fixed	97.23	97.23	(-) 4.40				1.00		
	Tamluk-Digha	1984-85	N.AV	Completed		43.73	293.97	2.53/3.02	0.55	456.816	45.08	100	617.64	Figures shown in col. 13, 14, 15 & 16 are inclusive of MM
	(i) 1st MM : Despran-Nandigram	2009-10	N.AV	July-11	June-15	121.44	121.44	-				30.00		
	(ii) 2nd MM:Kanthi-Egra	2011-12	N.AV	June-15	June-15	247.28	247.28	(-)4.60				2.00		
	(iii) 3rd MM:Nandigram - Kandiamari	2012-13	N.AV	Not fixed		275.14	275.14	-				1.00		

	(iv) 4th MM: Nandakumar - Balaipanda	2012-13	N.AV	Not fixed		75.91	75.91	-					1.00				
Total						3276.35	7801.31		5896.36						2178.20		
CR	Latur-osmanabad kurduwadi miraj guage conversion(37 4 Kms)	93-94	1993	Not fixed	NA	225.00	950.00	4.60%	N.AV.	970.24	120.00	100	100	9.47			
ECR	Manasi - Saharsa- Dauram Madhepura - Purnia(143 Km)	1996-97	May-97	Target date not fixed		48.39	477.89	11.57	Not revised	456.14	95.45	Manasi - Saharsa - Dauram Madhepura - 100% - Dauram Madhepura- Purnia - 80%	100	21.75			Section from mansi to Banmankhi has already been opened for passenger traffic. As on the date of review.
NER	Aunrihar- Jaunpur	Jan-04	2004	NA	NA	83.37	175.77	6.1	NA	172.75	98.29	100	100	3.01			
NFR	Lumding- Dibrugarh including link branch lines of Haibargaon- Mairabari & Senchoa- Silghat (56)	1.4.93	1993-94	Not fixed	Completed in Dec'09	442.93	971.22	(-)8.24%	Not Revised	833.47	85.82	100	100	137.75			All 3 phases Completed and commissioned upto Dec'09

	Aluabari Road- Siliguri (76 km)	1.4.06	2006-07	31.9.08	Completed	190.46	485	(-) 17.60%	(-) 4.58%	417.49	86.08	100	67.51	Work completed and hand over to Open Line in Oct'11
NWR	Ajmer-Chittaurgarh-Udaipur (300 km), incl. material modifications for extension from Udaipur to Umra (11 km) and Mavli Jn.-Bari Sadri (82.01 km)	1996-97	Nov-99	Not made Available	Not Applicable	566.00	855.16	(+)14.05	not revised	557.65	65.21	100	297.51	
	Sri Gangangar-Sarapsar Canal Loop (Phase-I) (116 km)	2003-04	2003	31.03.11	not revised	106.09	279.59	(-)13.25	not revised	241.39	86.34	100	38.2	No Remarks
	Sadulpur-Bikaner & Ratangarh-Degana (394.35 km)	2007-08	Mar-08	not fixed	Not Applicable	643.36	872.22	(-)2.44	not revised	787.75	90.32	100	84.47	No Remarks
SR	Madurai-Rameswaram	1997-98	N.A.V	N.A.V. (Section already commissioned)		246.97	441.69	3.458	NO	369.80	149.73	100	75.35	
	Thanjavur-Villupuram	1998-99	N.A.V	N.A.V. (Section already commissioned)		356.88	665.01	14.980	9.226	121.99	34.18	100	541.2495	
	Trichy-Manamadurai	2000-01	N.A.V.	N.A.V. (Section already commissioned)		202.32	410.00	12.790	NO	394.34	194.91	100	40.97	

	Villupuram-Katpadi	2000-01	N.AV	N.A.V. (Section already commissioned)	231.72	780.00	0.441	NO	637.55	275.14	100	297.3197	
	Manamadurai - Virudhunagar	2006-07	N.AV.	N.A.V. (Section already commissioned)	138.03	231.58	14.416	8.62	199.80	144.75	100	39.71	
SCR	Guntur-Guntakal-Kalluru	1992-93	04/2007	31-03-2015, 31-03-2016	N.A.V.	699.47	N.A.V.	N.A.V.	594.71	85.02	100	104.76	
	Mudkhed - Adilabad	1995-96	09/2002	31-03-2004	199.06	356.20	No ROR made	No ROR made	321.91	90.37	100	34.29	
	Dharmavaram-Pakala	1997-98	10/2003	N.A.V. 31-03-2014, 31.3.2016	294.99	704.11	4.49	21.59	658.86	93.57	100	45.25	*ROR on completion is 8.23
SER	Rupsa-Bangposi	1995-96	N.AV	Completed	50.54	178.76	2.46	0.00	176.86	29.28	100	1.9	Figures shown in col. 13, 14, 15 & 16 are inclusive of MM
	Bankura - Damodar Valley	1998-99	N.AV	Completed	111.9	194.5	(-) 0.71	0.00	479.9	46.22	100	943.63	Figures shown in col. 13, 14, 15 & 16 are inclusive of MM
	(i) Ist MM: Rainagar - Masagram	2002-03	N.AV.	Completed	46.255	144.36	(-) 238.48	-			100		
WR	Bharuch-Samni-Dahej (62.36 KM)	2006-07	not available	Aug-10	165.60	332.00	9.20%	9.20%	0	0.00%	100	332.00	Executed by RVNL.
Total					4349.87	10204.53			8392.60			3116.11	
ER	Sonarpur-Canning	2000-01	2002	N.A.V.	30.47	274.47	(-) 10.00	Not Revised	52.87	174.00	100	222.67	

[14.96 km]																						
Kalinarayanpur - Krishnanagar	2000-01	2003	N.A.V.	N.A.V.	43.39	945.29	(-) 21.00	Not Revised	228.87	74.00	100	733.31	kalinaraynpur - Krishnanagar has been commissioned									
a) Krishnanagar-Shantipur [12 km] -GC, b) Krishnanagar-Chartala [13 km] - NL, c) Naihathi-Ranaghat -3rd line, d) Nabadwipghat- Nabadwipdham with extn. To BB Loop [9.58 km]	a) & b] 2001-02, c] 2008-09, d] 2010-11	a) & b] 2006 c] 2010 d] Not yet started	N.A.V.	N.A.V.	651.01		a] (-) 23.00 b] (-) 13.00 c] (-) 16.00, d] (-) 17.00	Not Revised	N.A.V.	0.00	100% for [a]	0.00	a] Krishnanagar - Shantipur -GC commissioned									
Chandpara-Bongaon	2003-04	2006	N.A.V.	N.A.V.	22.23	186.88	a] less than 1.00	Not Revised	71.46	38.00	100	127.77	Chandpara-Bongaon Section commissioned on 24.07.2012									
Pandabeswar-Chinpai [21.41 km]	2004-05	2007	N.A.V.	N.A.V.	75.55	292.16	11.00	Not Revised	133.79	46.00	100% for a only	147.65	Pandabeswar-Chinpai has been commissioned 01.03.2011									
Chinpai-Sainthia	2005-06	2008	N.A.V.	N.A.V.	86.66	590.91	11.00	Not Revised	121.31	21.00	100	496.22	a] Chinpai-Sainthia has been commissioned on 17.5.2010									

	Ghutiari Sharif-Canning with extension upto Bangankhali	2009-10	2011	N.A.V.	N.A.V.	189.97	189.97	189.97	(-) 15.00	Not revised	134.00	71.00	100 % for a only	60.54	a) Ghutiari Sharif-Canning has been commissioned
	MM for a) Bhanganekhali - Basanti [14.2 km] & b) Basanti-Jharkhali [23 km] - NL	2011-12	Not yet started	N.A.V.	N.A.V.	421.06			a) & b] (-) 15.00	Not revised	0.00	0.00	0.00	0.00	
ECR	Chapra-Hajipur (59 KM)	1999-2000	Feb,2 002	N.A.V.	N.A.V.	72.43	192.22	194.71	17.77	N.A.V.	169.40	88.13	100	22.82	Section handed over to open line on 30.07.2007
	Begusarai-Khagaria Doubling (40.38 Km)	2005-06	Mar-2006	N.A.V.	N.A.V.	105.57	194.71		14.00	Not Revised	160.85	82.61	100	33.86	Section handed over to open line on 21.02.12
NR	Hapur-Kankather (42.71 Km)	2003-04	2003-04	N.A.V.	N.A.V.	106.64	166.60		19.76	Not Revised	164.69	95.85%	100	3.18	
NFR	New Guwahati-Digarupatch Doubling (29.81 km) (Phase-I)	1.4.07	2007-08	Not fixed	Completed	99.84	182.9		NA	(+) 8.97%	147.01	80.37	100	35.89	Completed and commissioned on 28.9.11
NWR	Jaipur-Dausa (61.28 km)	2005-06	Nov-06	31.12.09	31.03.10	148.38	207.5		(+)18.55	not revised	209.16	100.8	100	2.89	No Remarks
SR	Calicut-Mangalore	1995-96	N.A.V.	N.A.V. (Section already commissioned)	N.A.V. (Section already commissioned)	579.37	621.01		13.430	NO	597.61	103.15	100	20.68	

Status of Ongoing Projects in Indian Railways – New Line, Doubling and Gauge Conversion

	Madurai-Dindigul	2003-04	N.AV	N.AV. (Section already commissioned)	128.56	261.95	20.718	No	228.59	177.81	100	40.50	
SCR	Gudur - Renigunta & Renigunta - Tirupati	1997-98	02/2000	31-12-2000 31-03-2003, 31-03-2013	133.33	194.18	N.A.V.	N.A.V.	190.76	98.24	100	3.42	
SEC R	Bilaspur-Urkara (110Km)	1997-98	1997-98	31.07.14 -	270.65	271.34	Not Available	Not Available	274.76	0.00	100	271.34	
Total					3165.11	4772.091			2885.12			2222.74	
G. Total					10791.33	22777.93			17174.09			7517.05	

APPENDIX IV - (REF. TO PARA 1.6.2)														
STATEMENT SHOWING THE STATUS OF PROJECTS (LESS THAN ₹150 CRORE) WHERE PHYSICAL PROGRESS IS 100 PER CENT														
Zonal Railways	Name of the project	Month and Year of sanction	Basis of sanction (1- Socio-economic consideration and 2- other than socio-economic)	Month and year of commencement of project	Target date of completion		Total anticipated cost (₹ in crore)		Rate of Return	Cumulative expenditure till March 2014 (Rs. in crore)	Financial progress as of March 2014 (in percentage)	Physical progress as of March 2014 (in percentage)	Throw forward (₹ in crore)	Remarks
					Original	Revised	Original	Revised						
New Lines														
CR	Puntamba shirdi (16.40)km	2000-01	1	2000	N.A.V	N.A.V.	30.22	98.13	5.80%	91.5	100.00	100	9.77	
NWR	Ajmer- Pushkar (31.04 Km)	2000-01	2	06/2004	28.02.09	28.02.11	88.40	135.00	-3.40	133.18	98.65	100	1.82	
	Bangurgra m-Ras (27.8 km)	2008-09	2	06/2011	not fixed	N.A.	144.67	144.67	18.70	139.34	95.62	100	5.33	not revised

SCR	Vishnupur am-Janpahad	2006-07	2	01/2009	31-03-2011	31-03-2016	52.56	65.24	34.26	Not revised	67.06	102.79	100	1.82	
Total							315.85	443.04			431.08			18.74	
Doubling															
CR	Divya-Kalyan Doubling of 5th & 6th line	1999-2000	2	2000	N.A.V.	N.A.V.	47.70	231.55	N.A.V.	N.A.V.	100.00 %	100.00 %	151.54		
	Panvel-Jasai-Jawaharal Nehru Port Trust (28.5 Km)	2000-01	2	2002	N.A.V.	N.A.V.	48.00	106.00	N.A.V.	N.A.V.	100.00 %	100.00 %	83.07		
ER	New Alipore-Akra	1996-97	2	2000	N.A.V.	N.A.V.	18.09	126.17	(-) 17.00%	Not Revised	31.15	25.00	93.69		commissioned on 13.9.04

MM for	a) 2009-10, b) & c) 2011-12	1	Not yet started	N.A.V.	N.A.V.	476.49		a) (-) 16.00%, b) (-) 17.00%, c) (-) 20.00%	Not Revised	0.00	0.00	0.00	476.49	
a) Budget- Pujali b) Pujali- Uluberia [Bitshivpur] [10.25 km] & c) Pujali-- Bahrahat [9.75 km]- NL									Not Revised	0.00				
Habra- Bongaon Ph-I [Habra- Chandpara J]	2000-01	2	2002	N.A.V.	N.A.V.	40.89	145.12	Less than 1.00%	Not Revised	71.94	50.00	100.00	69.16	
MM Machland apur- Swarupna gar	2009-10	1	Not yet started	N.A.V.	N.A.V.	104.24		(-) 14.00%	Not Revised	0.00	0.00	0.00	104.24	
Barasat- Sondalia [12.12 km] Ph-1 of Barasat Hasnabad Section	2000-01	2	2002	N.A.V.	N.A.V.	23.65	59.17	Negative	Not Revised	43.90	74.00	100.00	1.51	commissioned on 04.5.12
Bandel- Jirat of Bandel- Katwa Section	2001-02	2	2002	N.A.V.	N.A.V.	51.55	110.24	(-) 8.30%	Not Revised	114.87	104.00	100.00	0.60	commissioned on 08.2.11

	Baruipur-Mograhat [15 km]	2000-01	2	2002	N.A.V.	30.09	52.70	(-) 11.00%	Not Revised	53.03	101.00	100.00	3.26	commissioned on 5.8.11
	Kajra-Kiul [15.85 km]	2002-03	2	2004	N.A.V.	23.76	46.68	6.50%	Not Revised	32.98	71.00	100.00	14.44	commissioned
	Barharwa-Tinpahar [16.49 km]	2003-04	2	2005	N.A.V.	41.13	79.00	1.00%	Not Revised	46.32	59.00	100.00	4.50	commissioned
	Jirat-Ambika Kalna [20.23 km]	2009-10	2	2011	N.A.V.	98.14	139.50	(-) 4.00%	Not Revised	121.50	87.00	100.00	16.99	commissioned
	Nalikul - Tarakeswar [17.18 km]	2009-10	2	2011	N.A.V.	113.33	113.33	(-) 10.00%	Not Revised	60.98	54.00	100.00	25.33	commissioned
ECR	Taregna-Jehanabad (15.20 KM)	2003-04	2	June, 2004	section commissioned	46.00	93.44	N.A.V.	N.A.V.	83.80	89.68	100.00	9.64	Ist revised estimate sanctioned by GM/ECR on 06.06.14
	Mansi-Maheskhan Patch Doubling (22.12 KM)	2005-06	2	N.A.V.	section commissioned	127.07	127.07	N.A.V.	N.A.V.	18.15	14.28	100.00	108.92	

	Jehanabad -Bela (27.47 KM)	2005-06	2	Feb-09	section commissioned	127.07	185.77	N.AV.	N.AV.	Not Revised	142.17	76.53	100.00	43.60	
	Maheshkhunt-Thanabihpur (31.75 Km)	2005-06	2	Feb-06	section commissioned	68.75	134.86	14.00	Not Revised	117.31		86.99	100.00	17.55	
	Thana-Bihpur Kursela Doubling (33.57Km)	2005-06	2	May,2006	section commissioned	105.57	68.6	14.00	Not Revised	51.95		75.73	100.00	16.65	
	Tilrath - Begusarai Doubling (8.33 Km)	2005-06	2	May,2006	section commissioned	37.65	37.65	55.00	Not Revised	18.43		48.94	100.00	19.22	
NER	Ghaghara hat- Chaukagh at	Feb-06	2	2007	31.10.12	82.64	130.92	16.17	N.AV.	102.92		78.61	100.00	28.01	
NWR	Dausa-Bandikui (29.04 Km)	2006-07	2	04/2008	30.06.2010	81.00	101.84	26.02	not revised	101.81		99.97	100.00	0.04	
	Alwar-Harsauli (34.86 km)	2007-08	2	10/2008	31.10.2010	90.79	91.59	20.87	not revised	78.62		85.84	100.00	12.98	

	Harsauli-Rewari (39.35 km)	2007-08	2	11/2008	31.12.2010	not revised	99.44	133.75	21.66	not revised	135.42	101.25	100.00	1.67	
SR	Irugur-Coimbatore	1996-97	2	N.A.V.	Section already commissioned	38.66		120.00	24.85	No	96.58	249.82	100.00	12.09	
	Cheppad-Kayankulam	2003-04	2	12/2005	31-05-2009	04/01/12 commissioned	26.24	68.74	-2.86	No	41.11	156.67	100.00	22.73	ROR was same for three projects since they are in the same stretch.
	Mavelikara-Chengannur	2003-04	2	06/2005	31-05-2009	22/10/12 commissioned	48.34	119.49	5.10	No	117.07	242.18	100.00	11.48	
	Cheppad-Haripad	2003-04	2	12/2005	30-06-2008	04/01/12 commissioned	17.37	40.02	-2.86	No	32.26	185.72	100.00	29.20	
SECR	Bilaspur-Salka Road-Patch Doubling (39.4Km)	2004-05	2	2004-05	N.A.V.		-140.68	144.19	20.7			71.00	100.00	144.19	
	Cph-Bypass line	2007-08	2	2007-08	Dec'10		-38.86	42.93	17.96	N.A.V.	36.18	157.93	100.00	42.93	

Status of Ongoing Projects in Indian Railways – New Line, Doubling and Gauge Conversion

APR- Bypass line	2007- 08	2	2007-08	15.05.10		- 18.42	21.01	22.66	N.A.V.	21.73	66.00	100.00	21.01		
Bhilai- Durg 3rd line(13.15 Km)	2005- 06	N.AV	2005-06	N.A.V.		- 61.53	61.53	N.A.V.	N.A.V.	65.19	108.00	100.00	61.53		
WR Akodia- Mora- Shujalpur Patch 13.15 Km	2003- 04	2	Feb-05	30-06- 2010	Not revised	34.39		11.17%	11.17%	53.69	156.12 %	100.00 %	1648.2641		
Total						2389.44	2932.8 611			2097.9919			3296.5282		
G.Total													3315.27		

APPENDIX – V (REF. TO PARA NO.1.6.3)
DELAY IN COMMENCEMENT/NON-COMMENCEMENT

Sr. No.	Name of project	Zonal Railway	Year of sanction	Year of commencement
	New Line			
1.	Bariarpur-Mananpur via Kharagpur, Lachmipur-Barhat	ER	2007-08	Not yet started
2.	Chandigarh- Baddi	NR	2007-08	Not yet started
3.	Kotipalli-Narsapur	SCR	2000-01	Not yet started
4.	Macherla-Nalgonda	SCR	1997-98	Not yet started
5.	Manoharabad-Kothapalli	SCR	2006-07	Not yet started
6.	Bangalore – Satyamangalam	SWR	1997-98	Not yet started
	Gauge Conversion			
1.	Akola – Khandwa	SCR	2008-09	Not yet started
2.	Ahmedabad-Himmatnagar-Udaipur	WR	2008-09	Not yet started
3.	Bhuj-Naliya	WR	2008-09	Not yet started

4.	Miyagam-Karjan-Dabhoi-Samlaya	WR	2011-12	Not yet started
5.	Ahmedabad-Botad	WR	2012-13	Not yet started
6.	Dhasa-Jetalsar	WR	2012-13	Not yet started
	Doubling			
1.	Wardha (Sewagram) – NGP (3 rd line)	CR	2012-13	Not yet started
2.	Kalyan Kasara – 3 rd line	CR	2011-12	Not yet started
3.	Princep Ghat-Majerhat	ER	2011-12	Not yet started
4.	Bazar Sau-Azimganj Jn.	ER	2012-13	Not yet started
5.	Monigram-Nimtita	ER	2012-13	Not yet started
6.	Rani Marwar Jn.-patch doubling	NWR	2012-13	Not yet started
7.	Bangurgram-Guriya patch doubling	NWR	2012-13	Not yet started
8.	Ajmer-Bangurgram	NWR	2011-12	Not yet started
9.	Mudhked-Parbhani	SCR	2011-12	Not yet started
10.	Torangallu-Ranjithpura	SWR	2011-12	Not yet started
	Total = 22 (NL-6, GC-6, DL-10)			

APPENDIX – VI (REF. TO PARA -1.6.7.1 AND 1.6.7.2)
STATEMENT SHOWING VARIATION ABOVE 100 PER CENT BETWEEN DETAILED ESTIMATE AND REVISED ESTIMATE

Sl. No.	Zonal Rlys.	Category of Work (New Line, Gauge Conversion and Doubling)	Name of the Projects	Cost as per detailed estimate (₹ In crore)	Cost as per revised estimate (₹ In crore)	Variation between detailed estimate (Original and revised estimate) (in per cent)
	2	3	4	5	6	7
1	CR*	NL	(1) Ahmednagar-Beed-Parli Vajinath	514.68	2819.88	447.89
2			(2) Belapur-Seawood-Uran Electrified Double Line.	495.44	1814.1	266.16
3	ER	NL	Dumka-Rampurhat (Phase II of Rampurhat-Mandarihill via Dumka project)	143.71	450.81	213.69
4	ECR	NL	(1) Const. of Rly. Bridge over River Ganga at Munger.	815.45	2361.87	289.64
5			(2) Patna Ganga Bridge with linking between Patna & Hajipur. (19 KM)	624.47	2921.46	467.83
6			(3) Giridih- Koderma (Phase-I)150 Km	371.36	768.88	207.04
7			(4) Koderma - Ranchi (189 Km)	1033	2957.11	286.26
8	ECoR	NL	(1) Khurda Road-Bolangir New Line (289 Kms)	92.78	191.00	106.00
9	NR	NL	(1) Nangaldam-Talwara	257.81	1036.78	302.15
10			(2) USBRL	3077.230	19564.83	535.79
11			(3) Rewari-Rohtak	194.83	901.55	362.74
12			(4) Bhanupalli-Bilaspur	1046.88	2966.98	183.41
13			(5) Deoband-Roorkee	160.01	336.92	110.56
14	NCR	NL	(1) Agra-Etawah	108.00	427.21	295.56
15			(2) Bhind-Etawah (Part of Guna-Etawah Project)	92.54	384.04	314.99
16	NER		(1) Maharajgang-Masarakh-Rewa Ghat	134.42	504.92	275.63

17	SR*	NL	(1) Angamali-Sabarimala	517.17	1566.00	203.00
18	SCR	NL	(1) Nandyal-Yerraguntla	164.36	883.00	437.24
19			(2) Gulbarga-Bidar	369.70	844.15	128.33
20			(3) Cuddapah-Bangalore	1000.23	2050.00	104.95
21			(4) JPTN-MACU with MM for MACU-Janpahad	65.95	313.24	374.97
22			(5) Peddapalli-Nizamabad	407.79	925.30	126.90
23	SWR		(1) Bangalore-Hassan via Shrvanbelagola (166 kms)	412.91	1289.92	212.40
24			(2) Hubli-Ankola (167 kms)	997.58	2315.00	132.06
25			(3) Katur-Chickmagalur-Sakaleshpur (93Kms)	69.15	244.79	151.79
			(i) Katur-Chickmagalur-Sakaleshpur (93Kms) Part -II Estimate - Phase I (Katur- Chickmagalur)	104.96		
			(ii) Katur-Chickmagalur-Sakaleshpur (93Kms) Part -I Estimate - Phase II (Chickmagalur-Sakaleshpur)	88.71	644.78	626.84
26	ECR	GC	(1) Sakri-Laukha bazar-Nirmali-Saharsa-Forbesganj(206.06KM)*	372.14	1250.9	207.04
27			(2) JayNagar - Darbhanga- Narkatiaganj (268 KM)	324.73	1043.56	321.36
28	NFR	GC	(1) Lumding- Silchar including alignment between Migrendisa- Ditokchera and extension from Badarpur to Baraigram, M.M Baraigram- Dulabhera (29.4 km) and Karimganj	1676.76	5185.44	209.25
29			(2) Katihar- Joghani (108 km) & Barsoi- Radhikapur (54.26 km), M.M Raiganj-Dalkhola (43.43 km) NL	489.13	1022.64	109.07
30	SECR	GC	Jabalpur-Gondia incl. Balaghat-Katangi(285 km)	511.86	1157.54	126.14
31	ECoR	DL	Jharsuguda - Rengali Doubling (25.60 Kms)	91.41	201	120
32	NR	DL	NDLS-Tilak Bridge 5th & 6th line	33.74	138.46	317.33
			32 (NL-25, GC-5, DL-2)			
Note: * Zonal Railways where no feasibility study and engineering cum traffic survey was conducted.						

APPENDIX – VII (REF. TO PARA NO. 1.6.7.1)
STATEMENT SHOWING THE DETAILS OF PROJECTS WHOSE ESTIMATES WERE PREPARED AND SUBMITTED BELATEDLY

Sl. No.	Zonal Railways	Name of project	Year of inclusion in Budget/Sanction	Date of submission of Detailed Estimate	Delay in terms of years
1.	CR	Ahmednagar-Beed-Parli Vajinath (NL)	1995-96	April – 2004	8
2.	CR	Wardha-Nanded (via Yavatmal-Pusad) – (NL)	2008-09	June - 2014	6 year 2 month
3.	ECR	Const. of Rly. Bridge over River Ganga at Munger (NL)	1997-98	March – 2008	10 year
4.	ECR	Giridih- Koderma (Phase-I) – NL	1996-97	May – 2002	5 year 2 month
5.	ECoR	Khurda Road-Bolangir (NL)	1994-95	June – 2001	7 year 2 month*
6.	SR	Angamali-Sabarimala (NL)	1997-98	Sept. – 2004	6 year 6 month
7.	SCR	Gulbarga-Bidar (NL)	1997-98	January – 2003	5 year 8 month
8.	SER	Tamluk-Digha (NL)	1984-85	January – 2000	15 year
9.	SECR	Dallirajhara-Jagdapur (NL)	1995-96	July – 2014	18 year 1 month #
10.	SWR	Bangalore- Sathyamangalam (NL)	1997-98	Nov. – 2013	16 year 7 month
11.	SWR	Munirabad-Raichur (NL)	2007-08	July - 2012	5 year 3 month
12.	WCR	Ramganj Mandi- Bhopal (NL)	2000-01	August – 2007	6 year
13.	ECR	Jay Nagar - Darbhanga-Narkatiaganj (GC)	1997-98	April – 2002	5 year 1 month
14.	SR	Cuddalore-Salem via Vriddachalam (GC)	1999-2000	March – 2001	5 year 6 month

Note: Detailed Estimate not submitted till March 2014. * This is for Part estimate for 36 Km. Detailed estimate for the entire project was not prepared.

APPENDIX – VIII (REF. TO PARA NO. 1.6.7.3)

BRIEF RESULTS OF HIGH PRIORITY PROJECTS

1. Wardha-(Sevagram)-Nagpur-3rd line (Doubling) - (Central Railway)

The project was sanctioned during 2012-13, with an original cost of ₹ 297.85 crore on the ground to connect the Northern, Central and South regions of the country. The estimated ROR of this project was 15.18 *per cent*. The cumulative expenditure on the project as on March 2014 was ₹ 3.90 crore. The project is yet to commence. Even the target date for completion of the project has not been fixed.

2. Rampurhat-Muraroj New Line Project (Eastern Railway)

The project with ROR of (-) 11*per cent* was sanctioned as Material Modification (MM) to the Rampurhat-Manderhill New Line Project in the year 2011-12 at an anticipated cost of ₹ 224.05 crore on the ground to development and advancement to the people of backward areas of Santhal Parganas region. The sanction of a fresh New Line project as MM to an ongoing project was not in compliance with the Para 1110 of Engineering Code. Moreover, the project involving cost of more than ₹ 100 crore had no Cabinet Committee of Economic Affairs (CCEA) approval. Although about 3 years already elapsed from the date of sanction, the work has not been commenced yet. The detailed estimate sanctioned on 24.10.2014 targeted for completion in March 2018.

3. Tinpahar-Sahibganj Doubling Project (Eastern Railway)

The project with ROR of 11.20 *per cent* was sanctioned in 2009-10 at an estimated cost of ₹ 182.56 crore. The objective of the project was to cater augmentation of traffic by doubling. The detailed estimate was sanctioned in March 2010 and work commenced in 2011. With the incurrence of ₹ 84.96 crore the physical progress upto March 2014 was 30 *per cent*. After declaring High Priority the target date for completion of the project has been set as December 2015.

4. Sahibganj- Pirpainti doubling project (Eastern Railway)

The project having ROR of 12 *per cent* was sanctioned in the year 2010-11 at an anticipated cost of ₹ 129.45 crore on commercial ground. The detailed estimate was sanctioned in May 2010 and work was commenced in 2012. With the incurrence of ₹ 60.76 crore the physical progress upto March 2014 was 55 *per cent*. After declaring High Priority the target date for completion of the project has been set as December 2014.

5. Pirpainti-Bhagalpur Doubling Project (Eastern Railway)

The Pirpainti-Kahalgaon doubling project is a section of Pirpainti-Bhagalpur which was sanctioned in 2011-12 at an estimated cost of ₹ 332.14 crore. The project with ROR of (-) 8 *per cent* was considered on socio-economic development basis. The detailed estimate was sanctioned in March, 2012 and the work was commenced in 2013. There was no physical progress of the project after incurring expenditure of ₹ 13.05 crore upto March 2014. After declaring High Priority the target date for completion of the project has been set as 2015-16. In 2014-15, only ₹ 5 crore as against the required fund of ₹ 40 crore has been allotted to the project.

6. Sainthia-Tarapith 3rd line project (DL) (Eastern Railway)

The project having ROR of 16 *per cent* was sanctioned in the year 2011-12 at an anticipated cost of ₹ 186.64 crore with the objective to cater for the freight and passenger transport requirements (Commercial ground). After incurring expenditure of ₹ 15.84 crore upto March, 2014 the project could achieve no physical progress and outlay for the project from 2012-13 to 2013-14 was ₹ 45 crore. It was reported by Zonal Railway that the slow progress of the project was due to shortage of fund.

7. Tarapith-Rampurhat 3rd line project (DL) (Eastern Railway)

The project having ROR of 16 *per cent* was sanctioned in the year 2012-13 at an anticipated cost of ₹ 56.30 crore on commercial ground. The detailed estimate was sanctioned on 11.02.2013 and after incurring expenditure of ₹ 1.31 crore upto March 2014 the project could achieve no physical progress. Although categorized as High Priority only ₹ 4 crore has been allotted to the project in the year 2014-15 and no commissioning target has been fixed in the years 2014-15 and 2015-16. The commissioning has been targeted in the year 2016-17. However, the preliminary works like Earthwork and Blanketing works have not been started yet.

8. Hajipur-Ramdayalu Nagar Doubling Project (East Central Railway)

The construction of double Line from Hajipur to Ramdayalu Nagar was conceptualized to remove traffic bottlenecks in the section and to ensure the smooth flow of traffic. Ist part detailed estimate of the project was sanctioned at a cost of ₹ 96.16 crore in August, 2013. Subsequently the detailed estimate of the project was sanctioned at a cost of ₹ 367.17 crore. A total of ₹ 0.05 crore was incurred on the project and the physical & financial progress of the project was 0 & 0.01 *per cent* respectively as on 31st March, 2014. The project is targeted to complete by 31.12.2018.

9. Garhwa Road - Ramna Road (DL) (East Central Railway)

The project was conceptualized to tap the mineral resources of the area and to ease out the traffic constants of the existing single line. The rate of return (ROR) of the project was assessed at 36 *per cent*. The detailed estimate at a cost of ₹363.52 Crore is under approval. The project is targeted to complete by 31.12.2017.

10. Jharsuguda-Rengali (DL) (East Coast Railway)

Jharsuguda- Rengali doubling (25.6 Km) was taken up in 2005-06 in consideration of growth of traffic in Jharsuguda-Sambalpur section (48.656 Km). The line connects HWH-Mumbai main line with industrial belt developed around Jharsuguda- Sambalpur-Angul section. The RoR of the project was initially 14.28 *per cent* which was revised to 27.36 *per cent* for the entire section from Jharsuguda to Sambalpur.

11. Utrertia-Zafrabad doubling project including Material Modification - (Northern Railway)

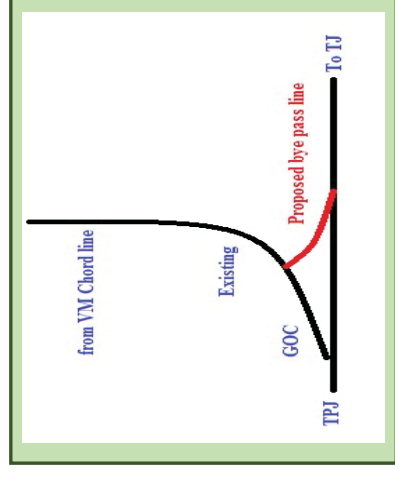
The project was sanctioned in the year 2006-07 with an object to increase the line capacity. The project was proposed for completion by March 2009. The detailed estimate for this work was sanctioned at a cost of ₹ 369.90 crore in July-2006. The abstract cost of ₹ 301 crore has escalated to ₹ 1565 crore as per revised detailed estimate (proposed in August 2014) including MMs of ₹ 734.18 crore in the original work of Doubling increased the cost of project. The project which was sanctioned seven years ago was having a meagre 27.5 km out of 148 km physical progress and no target was set for completion of the project.

12. Lumding-Silchar (GC) (North East Frontier Railway)

The National project “Lumding-Silchar (LMG-SCL) Gauge Conversion Project” which was originally sanctioned for ₹ 648 crore was revised to ₹5185.44 crore in 2014 with the objective to cater the traffic demand in the states of Assam, Manipur, Mizoram and Tripura (On socio-economic ground). The increase in project cost inter-alia included the revision in the scope of works, escalation and inclusion of five branch lines as a Material Modification with sanctioned cost of ₹ 480.12 crore to the project since 2000. Lumding- Silchar section was, however, flagged off by the Minister for Railways from New Delhi on 27 March 2015. The section was not allowed (30 March 2015) to open to passenger traffic by the Commissioner of Railway Safety (CRS) due to non-compliance rules for Railways for Public Carriage of Passenger and BG SOD, 2004 and the same was, however, condoned by the Railway Board. No inspection was done by CRS for 100 Km (out of 215Km).

13. Thanjavur-Ponmalai Doubling project with bye-pass line before Ponmalai (Goldenrock) - (Southern Railway)

This project was sanctioned during 2011-12 at an estimated cost of ₹ 434.62 crore to improve the line capacity of the section and also to meet the future requirements. Locos and brake vans of freight trains going from Thanjavur to Chord line and vice versa, had to be reversed at Ponmalai resulting in detention of minimum 90 minutes per train at Ponmalai due to turnaround of Locos and Brake vans. Locos of coaching trains were also detained due to crossings. The bye-pass line before Ponmalai was proposed to remove this detention. Operational savings to the extent of ₹ 5.39 crore *per annum* were expected to materialize due to avoidance of crossings to trains, both coaching and goods, along with elimination of engine reversal to freight trains at Ponmalai.

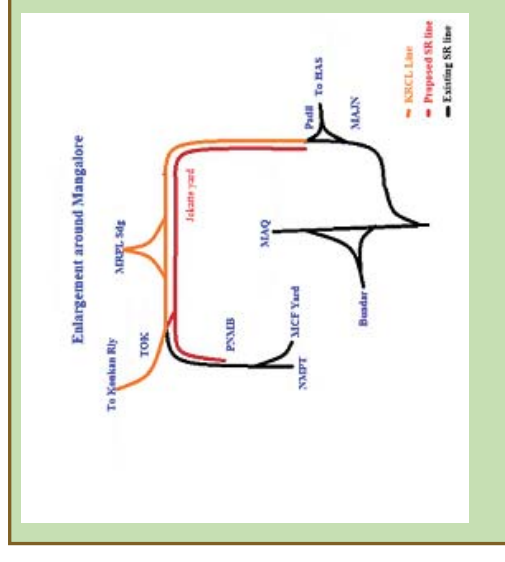


- The Bye-pass line work was commenced in September 2012 and the civil engineering work was completed (March 2014). Electrical and Signal &Telecommunication work was handed over to RVNL (Rail Vikas Nigam Limited). These works were yet (March, 2014) to be completed.

- The doubling work between Thanjavur and Ponmalai was handed over (January 2014) to RVNL for execution. The work is yet (March, 2014) to be taken up. Though, “High Priority” was assigned to this work by RB, no target date was fixed for completion of the work. An expenditure of ₹ 29.92 crore had been incurred (March 2014) and the physical progress achieved (March 2014) was three *per cent* since two years of sanction of the project. Land to the extent of two hectares was yet to be acquired for the project. The throw-forward of the project was ₹ 150.10 crore. The non-completion of Thanjavur-Ponmalai bye pass line delayed the realization of projected operational savings.

14. Kankanadi-Panambur Patch Doubling (Southern Railway)

Kankanadi-Panambur is a single line section (19.34 Km) in the Mangalore-Panambur section. The detailed estimate was sanctioned (February 2009) at an estimated cost of ₹ 149.20 crore with ROR of 29.26 *per cent* to augment the line capacity of Mangalore – Panambur section. An additional line was proposed from Jokatte yard to Panambur as a material modification which was to eliminate operational constraints in obtaining permission from KRCL for passing Tokkur yard. Thus the work was expected to eliminate detention to rolling stock. The work commenced (January 2009) after a delay of around two years from sanction and the physical progress (March 2014) was 13 *per cent* after over five years of its commencement. The throw-forward expenditure of the project was ₹105.51 crore. The work was progressing slowly due to heavy yard work and tunnel works. No target date was set for completion of the project.



15. Kazipet- Vijayawada (3rd line) (South Central Railway)

The project was sanctioned in the year 2012-13 at an anticipated cost of ₹1054.35 crore with an expected Rate of Return (ROR) at 19.97 *per cent*. The line was taken up to improve capacity constraints and to facilitate to connect Chennai-Delhi, SC 3rd line proposed to increase line capacity. The project was identified as High priority project by Railway Board. The work was taken up in phases as detailed below:

(a) **Kondapalli- Vijayawada** (17.49km) Part Detailed estimates for ₹163.50 crore sanctioned by Railway Board in August 2014. Only S&T works are under progress and Civil Engineering works have not been commenced as land acquisition is in progress.

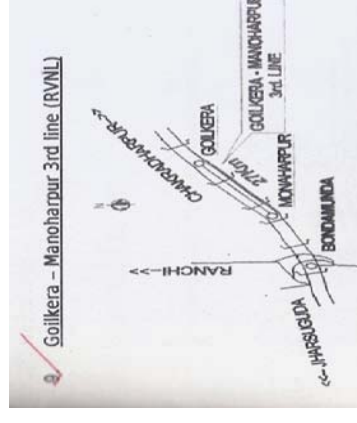
(b) Kazipet- Kondapalli. Final location survey has been completed and Part Detailed estimate submitted to Accounts for vetting.

As against the estimate for ₹1054.35 crore, only ₹0.42 crore was incurred till March, 2014 with 0 per cent physical progress and a balance throw forward cost of ₹1053.93. The project is to be completed by 31-03-2023. Detailed estimate for phase one was only approved so far by Railway Board. Though only a minimum of 3.50 hectares was identified for acquisition, the proposals have not been initiated yet.

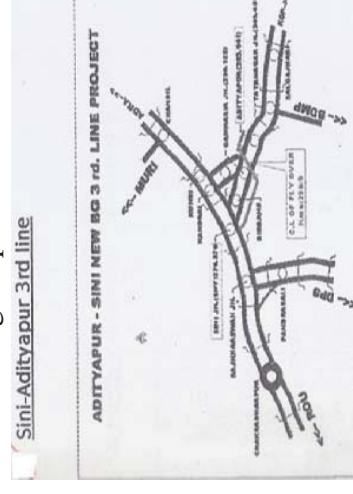
16. **Goelkera-Monaharpur 3rd line (DL) - (South Eastern Railway)**

The project was included in the Pink Book 1997-98 at an approximate cost of ₹ 95.29 crore with the objective to cater anticipated growth of traffic on account of expansion of Steel plant, Cement Plant and additional coaching traffic. The work was frozen in July 2001 and further de-frozen in February 2006. The project was transferred to RVNL in March 2008. The latest anticipated cost of the project has gone up to ₹ 360 crore. The project was initially declared as 'High Priority' project in July 2013. Though the first phase of the project, i.e., Monaharpur-Posotia was completed in March 2013, it could not be opened for traffic till March 2014. The total cost incurred on this project was ₹ 144.97 crore up to March 2014.

Due to inconsistent decisions taken by railway over a period of time i.e. freezing the project for five years after taking it up and then after another seven years categorizing as a 'High priority' project, the project suffered severe delays and cost overrun. After 16 years from taking up of the project, the work is still going on (Physical Progress 80 per cent) and the cost of the project has increased almost three times.



Sini-Adityapur 3rd line



17. **Sini – Adityapur 3rd line (DL) (South Eastern Railway)**

The project was sanctioned by Railway Board in 2010-11 at an estimated cost of

₹ 143.16 crore with the target to complete the work in three years. The work is still to be completed (November 2014) even after a lapse of more than four years.

The main objective of taking up the project was to enhance the throughput of the sections covered under the project (Commercial purpose). The stated objectives of taking up the project were defeated due to delay in completion of the project as the utilisation of line capacity of the existing lines which was 91.8 per cent at the time of the proposal in PWP (2008-09) had increased to 114 per cent in September 2014, thereby increasing the line congestion rather than augmenting it.

18. Birur–Shivani DL (RRB–SHV) and Hosadurga Road–Chickjajur DL (HSD–JRU) (South Western Railway)

Birur–Hosadurga–Chickjajur section is a sub-section of Tumkur-Hubli (TK-UBL) section of Mysore Division. This is a single line non-electrified section. The length of the section is 67.54 km with a ruling gradient of 1 in 100 (compensated) and maximum speed is 100 kmph. Maximum permissible speed of the goods train is 75 kmph. This section was handling, each way, daily 13 Express trains, 4 Passenger trains and 7 goods trains. Due to single line virtually there was no path available between 22:00 hrs to 04:00 hrs. Goods trains were regulated/ stabled at Birur, Ajjampura and Shivani duly shutting down the locomotive. Hence the urgent need to increase the charted capacity to accommodate freight trains. Commissioning of Hassan-Mangalore (HAS–MAQ) BG conversion has also resulted in increase in carriage of freight by 4 million tons (Iron Ore) over this section towards MAQ port. The bottleneck was this section as DL upto Birur was almost complete. DL of the section between RRB–JRU will result in avoiding the crossing of trains thereby resulting in reduction of the overall running time. The section between RRB–JRU was taken up as 3 patch doubling projects as follows:

Sl. No.	Name of the Section	Distance (km)	Ref. to PB	Abstract cost (₹ in crore)
1	RRB–SHV	28.68	24 of 2010-11	121.98
2	HSD–JRU	28.89	25 of 2010-11	116.00
3	SHV–HSD	9.98	28 of 2011-12	33.36
	Total	67.54		271.34

19. RRB–SHV patch doubling

This patch doubling was originally approved in Railway Budget in the year 2010-11 at an anticipated cost of ₹ 121.98 crore. Detailed Estimate was sanctioned for ₹142.64 crore vide No. 2010/W-4/DL/SWR/BS dated 31/05/2011. This project was afforded the status of “High Priority” during the year 2013-14.

20. HSD–JRU Patch doubling

This project was originally approved in Railway Budget 2010-11, at an abstract cost of ₹ 116.00 crore. Detailed Estimate was sanctioned for ₹203.40 crore vide Railway Board letter No. 2012/W1/DL/SWR/HRC dated 04/07/2013. This project was included as “High Priority” project during 2013-14. The projects were sanctioned for a total stretch of 67.54 km (Birur–Chikjajur Section) at an overall cost of ₹475.85 crore with a view to increase the chartered line capacity, reduce the running time of trains, provide additional paths for Goods trains and increase average speed of Goods trains.

These projects were justified on the ground that the total utilisation of the section was to the extent of 137 per cent (2008-09 and 2009-10).

Further, Railway Board, vide Pink Book item No.17 of 2007-08 had sanctioned Traffic Facility works of strengthening of nine stations on iron ore moving routes. Out of these nine stations, works of provision of crossing stations at Ajjampur, Hosadurga Road, Ramagiri and Holalkere fell in the same Birur–Chikjajur section. This work was sanctioned as urgent measures were required to increase the line capacity of the section. A third line with CSL of 715 meters was to be provided at these stations which would serve to ease out the congestion in this section. The work was taken up for execution only in 2013 in four stations. Even those four stations fell in other than the Birur–Chikjajur Section. However, works in the four stations Ajjampur, Hosadurga Road, Ramagiri and Holalkere falling in Birur–Chikjajur Section were handed over to the Construction organization even as doubling work in the section was in progress.

Incidentally, Tumkur-Davanagere NL Project was sanctioned during 2011-12 (during the same period the patch doubling projects were sanctioned) as a cost sharing project with GoK in the ratio of 50:50 with land to be provided free of cost by the State Government. This project was sanctioned with a view to divert passenger traffic on Bangalore–Hubli section and beyond from the existing line via Birur–Chikjajur. Out of 17 passenger services on



the Birur-Chikjajur route, more than 50 per cent were towards Hubli from Bangalore. This NL was also shorter by more than 55 kms to the existing route via Birur-Chikjajur.

The proposal and sanction of the three patch doubling projects were not justified for the following reasons:

Out of the total utilization of 137 per cent of the charted capacity of the section, 75 per cent of the capacity accounted for running of passenger trains. Goods trains occupied to the extent of 20 per cent and the balance five per cent by other trains. Even the NL would serve to ease the capacity utilization of Birur-Chikjajur by more than 50 per cent in addition to the adding up of new lines for a length of 199.70 km with scope for development of the backward areas along the new line.

Thus, failure of Railway Administration in completing the traffic facility works sanctioned in 2007-08 had resulted in increased capacity utilization of the line to 137 per cent during 2008-09 and 2009-10. It is pertinent to note that due to imposition of ban on Iron-Ore by Honorable Supreme Court during June 2010, the capacity utilization eased out and came down drastically to 78 per cent in 2013-14. Railway Administration being aware of reduction in Iron-Ore traffic could have continued operation in the section with single line duly increasing line capacity by completing the traffic facility work in all the nine stations.

Thus the objective of easing/ increasing the line capacity of Birur-Chikjajur section could have been achieved by completing the sanctioned traffic facility works and execution of the Tumkur-Davanagere NL project. Proposing and sanctioning of the patch doubling works in Birur-Chikjajur at a huge cost of ₹395.80 crore, on the eve of Tumkur-Davanagere NL was totally unjustified. The expenditure of ₹177 crore already incurred on the doubling project upto 31/03/2014 would remain unproductive.

21. Viramgam-Surendranagar (DL) (Western Railway)

The work was scheduled to be completed by March 2014. Out of total length of 65.26 km as on 05/08/2015, 53.01 km is pending.

22. Udhna-Jalgaon with electrification (DL) (Western Railway)

The work was scheduled to be completed by March 2014 as per original DOC. Till March 2015, 229 Kms was completed, out of which 85 Kms was commissioned. The revised target date for completion of balance 65 kms was scheduled for completion by March 2016 and balance 13 kms scheduled for completion by March 2017. Increase in time lag for completion resulted in increase in project cost per km from the original ₹ 2.32 crore to ₹7.06 crore.

23. Bhopal-Bina project 3rd line– RVNL-(DL) (West Central Railway)

The construction of Bhopal- Bina 3rd line (143 Kms) was taken up primarily for enhancing the throughput of the sections. The project was sanctioned in the year 2008-09 and taken up in October 2009 with the original target of completion in August 2011. The target date of completion was revised to December 2015. 86 *per cent* of the work was completed as of March 2014. Out of a total length of 143 kms., only 19 kms. of section length was commissioned. Thus, due to delay in completion of the whole project, the objective of increasing the throughput was delayed to that extent.

24. Bina-Kota – RVNL (DL) (West Central Railway)

The objective of the project was to increase rake capacity due to upcoming Thermal Power stations i.e. Motipura chowki and Salpura. The Detailed Estimate was sanctioned in September 2012 and work was commenced in October 2012 with target date May 2017. It was seen that only 3.35 *per cent* of work has been completed as of March 2014.

APPENDIX – IX (REF. TO PARA -1.6.9) STATEMENT SHOWING ALLOTMENT OF FUNDS VIS-À-VIS PHYSICAL PROGRESS (LESS THAN 50 PER CENT) (₹ IN CRORE)							
S. No.	Name of project	Railway	BG / Year	AE during the same year	Percentage of AE to BG	Physical progress in per cent	
	New Line						
1.	Belapur-Seawood-Uran Electrified Double line	CR	92.5 (2010-11)	5.13	13.12	12	
			55 (2011-12)	11.07	20.12	12	
2.	Khurda Road-Bolangir New Line (289 Kms)	ECoR	28.1 (2009-10)	13.92	49.54	10	
			120 (2010-11)	54.49	45.41	11	
3.	Talcher - Bimlagarh		50 (2010-11)	20.17	40.34	5	
			30 (2012-13)	14.63	48.77	6	
4.	Giridih- Koderma (Phase-I) 150 Km	ECR	60 (2010-11)	16.67	27.78	Not made available	
5.	Koderma - Tilaiya(68 Km)		20 (2010-11)	5.80	29.00		
			30 (2011-12)	9.92	33.07		
6.	Agra-Etawah	NCR	50 (2011-12)	0.94	1.88	84	
7.	Jind- Sonapat (88.90 Km)	NR	33.30 (2011-12)	2.56	7.69	27	
8.	Chandigarh- Baddi (33.23 Km)		1.91 (2009-10)	0.00	0	0	
9.	Deoband- Roorkee (27.45 Km)		20 (2012-13)	4.69	23.45	5	
10.	Cuddapah-Bangalore	SCR	29 (2009-10)	0.78	2.69	3	
			40 (2010-11)	7.59	18.98	3.93	
			50 (2011-12)	0	0	5	
11.	Dallirajahara-Jagdulpur (235 km)	SECR	115 (2010-11)	0	0	0	
12.	Wadsa-Gachiroli (49.5 km)		2.00 (2013-14)	0.23	11.5	Not available	
13.	Bowaichandi-Arambagh (31 km)	SER	20 (2010-11)	0.55	2.75	1	
			122 (2011-12)	16.13	13.22	5	
14.	Bagalkot-kudachi (142Kms)	SWR	30 (2012-13)	1.94	6.47	0	
15.	Bangalore- Sathyamangalam (260 Kms)		2 (2012-13)	0.06	3	0	

16.	Hubli-Ankola (167 kms)			5 (2009-10)	0.47	9.4	15
17.	Mumirabad-Raichur (165 kms)			20 (2009-10)	2.65	13.25	5
GC							
1.	Bardhaman-Katwa [51.52 km] with New Material Modification for Katwa-Bazarsau [30.59 km]- Doubling. Katwa[Dainhat]-Mateswar [34.4 km]	ER		40 (2009-10)	0.01	0.025	0
2.	Ratlam-Mhow-Khandwa-Akola (472.64 kms)	WR		25 (2009-10)	1.07	4.28	0
	DL						
1.	Pirpainti-Bhagalpur (59.06 km)	ER		20 (2011-12)	0	0	0
2.	Tinpahar-Sahibganj [37.81 km] as Ph-1 of doubling of Tinpahar-Bhagalpur			13 (2009-10)	0	0	0
3.	Sahibganj-Pirpaniti (10.45 km)			4 (2010-11)	0.54	13.5	0
4.	Nabadwipdham-Pamuli			20 (2011-12)	1.43	7.15	0
5.	Salka Road-KGS-Patch Doubling (26 Km)	SECR		60 (2011-12)	3	0.05	39.3
6.	Khodri-Anuppur with flyover at BSP (61.6 Km)			60 (2011-12)	5.55	9.25	46.98
7.	CPH-JSG 3 rd line			10 (2009-10)	2.33	23.3	0
				25 (2010-11)	3.01	12.04	10
				50 (2011-12)	9.4	18.8	10
8.	Goelkera - Monoharpur 3rd Line	SER		39.45 (2009-10)	0.01	0.03	0
9.	Sini - Adityapur - 3rd line			4 (2010-11)	0.04	1	1
10.	Viramgam-Surendranagar (65.26 kms)	WR		5 (2010-11)	0.04	0.8	0
				59 (2011-12)	5.35	9.07	0
	Total = 29 (NL-17, GC-2, DL-10)	11 ZRs					

APPENDIX – X (REF. TO PARA-1.6.9)

STATEMENT SHOWING EXCESS EXPENDITURE AGAINST BUDGET ALLOTMENT) (₹ IN CRORE)

S. No.	Name of project	Railway	BG (year)	AE during same year	Percentage of excess expenditure
	NL				
1.	Ahmednagar-Parli Vajinath	CR	55 (2011-12)	77.10	40.18
			25 (2012-13)	78.83	215.32
2.	Belapur-Seawood-Uran Electrified Double line		10 (2013-14)	52.99	429.9
3.	Talcher - Bimlagadh	ECoR	10 (2009-10)	21.42	114.20
			5 (2013-14)	12.3	146
4.	Const. of Rly. Bridge over River Ganga at Munger	ECR	40 (2009-10)	61.58	53.95
			57 (2011-12)	114.29	100.51
5.	Pama Ganga Bridge with linking between Patna & Hajipur. (19 KM)		40 (2009-10)	91.42	128.55
			50 (2011-12)	157.38	214.76
			14 (2012-13)	145.16	936.86
6.	Giridih- Koderma (Phase-I) 150 Km		10 (2009-10)	40.10	301
7.	Koderma - Ranchi (189 Km)		68 (2009-10)	184.53	171.37
8.	Deoghar-Dumka [72.25 km]	ER	16.50 (2009-10)	29.63	79.58
			2.88 (2011-12)	32.11	1014.93
9.	Rampurhat-Mandarhill via Dumka (130 km)		30 (2010-11)	105.64	252.13
10.	Agra-Etawah	NCR	25 (2009-10)	62.18	148.72
			20 (2012-13)	58.77	193.85
11.	Nangaldam-Talwara (83.74 Km)	NR	25 (2009-10)	87.75	251
12.	Rewari-Rohtak (81.26 Km)		35 (2009-10)	59.83	70.94
13.	Jind- Sonapat (88.90 Km)		15 (2009-10)	87.47	483.83
14.	Nandyal-Yerraguntla	SCR	40 (2011-12)	150.25	275.63
15.	Gulbarga-Bidar		15 (2013-14)	112.68	651.2
16.	PDPL-KRMR-NZB		15 (2009-10)	43.25	188.33
17.	Bangalore-Hassan via Shrvanbelagola (166 kms)	SWR	70 (2012-13)	134.22	91.74
18.	Kadur-Chickmagalur-Sakaleshpur (93Kms)		5 (2009-10)	30.50	510
19.	Rayadurga-Tumkur via Kalyandurga (206 kms)		5 (2010-11)	20.79	318
	GC				
1.	JayNagar - Darbhanga- Narkatiaganj (268 KM)	ECR	30 (2010-11)	75.50	151.67

2.	Quilon-Tirunelveli-Tiruchendur; Tenkasi – Virudunagar	SR	0 (2011-12)	79.99	100
	DL				
1.	Utratia-Zafraabad doubling of balance 148 km section with MMs for Raibareli-akbarganj (46.9 km) and Sultanpur-Anmethi (19.22 km) with new MM of Sultanpur-Kadipur(38.7 km)- new lines	NR	8.92 (2009-10)	69.60	680.27
2.	Goelkera - Monoharpur 3rd Line	SER	10 (2011-12)	37.63	276.3
3.	BPL-BINA-3rd LINE	WCR	35 (2009-10)	130.87	273.91
			50 (2010-11)	200.37	300.74
	Total = 24 (NL-19, GC-2, DL-3)				

APPENDIX- XI (REF. TO PARA 1.6.9.3)

BRIEF RESULTS ON COST SHARING PROJECTS

In 10 ZRs ((CR, ER, ECR, NR, NWR, SR, SCR, SER, SECR and SWR), 38 projects covering a length of 3551.67 Km were taken up on cost sharing basis with the State Governments. The original target date of completion was not fixed for 23 projects (NL-22, GC-1). Further, dispute noticed in four cost sharing projects as the State Government refused to bear this additional financial liability due to increase in land cost. 12 cases were delayed from original date of completion. In 24 cases, the target date was not fixed or not available. The brief results of these 38 ongoing cost sharing projects are given below:

1. Ahmednagar-Beed-Parli Vajinath New Line project - (Central Railway):-

The project Ahmednagar-Beed-Parli-Vajinath was sanctioned during the year 1995-96 on socio economic basis with the aim to provide infrastructure for the speedy economic development of the backward area of Maharashtra. The project commenced during the year 1996 with estimated Rate of Return (ROR) being (-) 0.208per cent. The project is still going on for the last 18 years and the physical progress was only five per cent as on 31.03.2014. The original target date was 24 months from the date of sanction of the work; however there was no revision of target date for the completion of the project thereafter.

This project was undertaken on 50:50 cost sharing basis with the Government of Maharashtra. Original cost of the project was ₹ 353 crore which was revised to ₹ 2820 crore in March 2014. The Railways share at the initial stage was ₹ 176.54 crore which was increased to ₹1410 crore as per the latest anticipated cost of the project. The cumulative expenditure on the project as on March 2014 was ₹ 299.28 crore. The balance amount required for completion of the project as per PB of 2014-15 was ₹ 2486.08 crore, of which Railway's share was ₹ 1249.95 crore and Government of Maharashtra's share was ₹1236.13 crore.

The work was to be carried out in five phases. Sanction for 15 kms from ANG-Narayandoh was received in January 1999. Sanction for the balance kms was received in May 2008. Land acquisition for first 15 kms was completed and formation along with the bridge work was completed in March 2006. The work could not be put to use as the P. way and other works were not completed. The unfruitful expenditure of ₹ 15.15 crore, incurred on the first phase was taken up in audit in Draft Paragraph No.11 of 2005-06

Achieving the desired objective seems very remote and the completion of the project also looks equally remote considering the pace of progress and the time over run of the project.

2. Wardha-Nanded (via Yavatmal-Pusad) New Line – (Central Railways):-

The project of Wardha-Nanded (via Yavatmal-Pusad) New Line was sanctioned during the year 2008-09, on socio economic consideration with the aim to provide the infrastructure for the speedy economic development of the backward area of Maharashtra. The project commenced during the year 2010 with estimated Rate of Return (ROR) being -2.684per cent. The project is going on for the last 4 years and the physical progress is only 10per cent as on 31.03.2014. The original cost of the project was ₹ 697 crore which was revised to ₹ 2500 crore in March 2014. The target date for completion of this project has not been fixed.

This project was undertaken on 60:40 cost sharing basis with the Government of Maharashtra (40per cent). Railway's share at the initial stage was Rs 418.20 crore which increased to ₹1500 crore as per the latest anticipated cost of the project. The cumulative expenditure on the project as on March 2014 was ₹ 68.25 crore. The balance amount required for completion of the project as per PB of 2014-15 was ₹ 2432.68 crore, of which Railway's share was ₹ 1473.64 crore and the Government of Maharashtra's share was ₹959.04 crore.

As the target date for completion of the project was not been set, achieving of the objective has become remote and the completion of the project also looks equally remote considering the pace of progress and the time over run of the project. Feasibility study and Engineering cum traffic survey was also not conducted for this project.

3. Belapur-Seawood-Uran Electrified double line – (Central Railway)

The project of Belapur-Seawood-Uran Electrified double line was sanctioned during 1996-97 with an abstract cost of ₹ 401.80 crore for development of Navi Mumbai & facilitate operation of train services connecting Greater Mumbai. This project was undertaken on 33:67 cost sharing basis with CIDCO. The Railway's share of ₹ 132.59 crore at the initial stage increased to ₹ 604.83 crore as per the latest anticipated cost of the project. The cumulative expenditure on the project as on March 2014 was ₹ 372.89 crore. The project cost was revised to ₹ 1814.48 crore in March 2014. The balance amount required for completion of the project as per PB of 2014-15 was ₹ 1543.84 crore, of which Railway's share was ₹ 452.70 crore and CIDCO's share was ₹1091.14 crore.

The route length of the Railway line was 23 Km. The main purpose of this project was to improve the accessibility of the central part of Navi Mumbai from other peripheral area of the region where development was planned/taken place. The project commenced during the year 1996 and

has been going on for the last 18 years and the physical progress is only 15 per cent as on 31.03.2014. The original target date was 4 years from the date of sanction of the work. The work was now to be completed by June 2014, subject to availability of funds and clear site.

Achieving the desired objective seems very remote and the completion of the project also looks equally remote considering the pace of progress and the time over run of the project.

4. Construction of Rail cum Road Bridge across River Ganga at Munger – New Line – (East Central Railways)

The Project “Construction of Bridge over River Ganga at Munger was sanctioned in 1997-98 at an anticipated cost of ₹ 920.77 crore. The Detailed Project Report (DPR) of the work was submitted by RITES in Feb, 2002 & the work was taken up keeping in the mind the socio-economic upliftment of the region since the Rate of Return (ROR) of the project was on lower side (1.545 per cent). The Cabinet committee on Economic Affairs (CCEA) gave the clearance for the Rail Bridge in September, 2002 and Railway decided to execute the work on cost sharing basis with Ministry of Surface and Road Transport (MOSRTH). It was agreed by the parties concerned that the cost of Main Bridge will be shared in 56.64 & 43.36 per cent by the Railway and Sharing Agency & the cost of Guide Bund will be borne equally by the both parties. It was also decided that the cost of Rail link and Road line will be borne by the Railway and the sharing agency respectively. Accordingly, the Project Rail cum Road Bridge across River Ganga was sanctioned by Railway Board on 07.10.02 at a total cost of ₹ 921 crore with Railways share as ₹ 539 crore and Ministry of Surface and Road Transport (MOSRTH) share of Rs 392 crore. The said estimate of the project was sanctioned in four part estimates excluding the road portion at a total cost of ₹ 815.45 crore. The detailed cost of the project was later revised and the Railway Board sanctioned the revised estimate of the project including the cost of road approaches at a total cost of ₹ 2361.87 crore with Railways’ share as ₹ 1246.55 crore and MOSRTH’s share as ₹ 1115.32 crore. A total of ₹ 1341.09 crore was incurred on the project and the physical & financial progress of the work was 72 & 57 per cent respectively as on 31st March, 2014. The work was originally targeted to be completed by 31.12.2007 but the work is still incomplete in spite of lapse of approximately seven years since the original target date of completion. Moreover, the target date of the completion of the project has now been fixed as 30.06.2015.

5. Construction of Rail cum Road Bridge across River Ganga at Patna New Line – (East Central Railways)

The Project “Construction of Bridge over River Ganga at Patna was sanctioned in 1997-98 at an anticipated cost of ₹ 600 crore. The Detailed Project Report (DPR) of the work was submitted by the RITES in June, 2001 the work to be taken up keeping in the mind the socio-economic upliftment of the region since the Rate of Return (ROR) of the project was on lower side (5.6 per cent). The detailed estimate of the project was sanctioned by the Railway Board at a cost of ₹ 624.47 crore in January 2002. Meanwhile Railway Board enhanced the scope of work and

agreed for the construction of Rail cum Road Bridge on cost sharing basis with the Government of State of Bihar at an abstract cost of ₹ 1389 crore. The sharing cost of the project on behalf of the state of Bihar was to be funded out from the Backward Region Development Fund (BRGF). It was decided that the cost of Main bridge will be shared in 57 & 43 per cent by the Railway and Sharing Agency & the cost of Guide Bund will be borne equally by the both parties. It was also decided that the cost of Rail link and Road line will be borne by the Railway and the sharing agency respectively. Accordingly revised estimate excluding the cost of construction of road approaches amounting to ₹ 1366.75 crore was sanctioned by Railway Board in December 2007. The proper Rail cum Road Bridge was to be executed by the Railways while the road approaches were to be constructed by the concerned Road Authorities. The revised detailed estimate of the project was later again revised and the Railway Board sanctioned the 2nd revised estimate of the project including the cost of road approaches at a total cost of ₹ 2921.46 crore with Railways' share as ₹ 1681.36 crore and NHAI share as ₹ 1240.09 crore. A total of ₹ 2071.80 crore was incurred on the project and the physical & financial progress of the work was 67.11 & 70.92 per cent respectively as on 31st March, 2014. The work was originally targeted to be completed by 31.12.2007 but the work is still incomplete in spite of lapse of approximately 7 years since the original target date of completion. Moreover, the target date of the completion of the project has now been fixed as 30.06.2015.

6. Koderma-Girdih New Line Project– (East Central Railways)

The Project of Construction of New line from Koderma to Girdih was sanctioned in 1996-97 at an anticipated cost of ₹ 145 crore to provide a better Rail link to deprived area and to ease infrastructural constraints to boost trade. It was agreed by the MOR and Govt. of Jharkhand (GOJ) that the cost of the construction of this project will be bear in the ratio of 2:1 by the GOJ and MOR respectively. The part detailed estimate for the project was sanctioned at a cost of ₹ 51.82 Crore on 10.10.2000. Subsequently, the detailed estimate of the project was sanctioned at a cost of ₹ 371.86 crore. Later the funding pattern of this project was changed and it was decided that the cost over and above the original estimated cost will be borne equally by the both parties. Total anticipated cost of the project has reached to ₹ 768.87 crore out of which ₹ 442.20 crore would be from the deposits made by GOJ. A total of ₹ 540.94 crore was incurred on the project and the physical & financial progress of the project was 73 & 70 per cent for the project respectively as on 31st March, 2014.

7. Koderma-Ranchi New Line Project– (East Central Railways)

The Project of New line from Koderma to Ranchi was sanctioned in 1998-99 to provide a better Rail link to deprived area and to ease infrastructural constraints to boost trade. Railway Board decided to build the Railway line in three phases- Koderma to Hazaribagh, Hazaribagh to Barkakana & Barkakana to Ranchi. Meanwhile the Memorandum of Understanding was signed in February 2002 between the Ministry of Railways (MOR) and Government of Jharkhand (GOJ) to share the cost of construction of this project. It was agreed that the cost of the

construction will be bear in the ratio of 2:1 by the GOJ and MOR respectively. The detailed estimate for the first phase i.e. Koderma to Hazaribagh and for the second phase i.e. Hazaribagh to Barkakana was sanctioned at a cost of ₹332.06 crore and ₹307.73 crore respectively on 08.02.2002. Railway Board sanctioned the detailed estimate for third phase i.e. Barkakana to Ranchi at a cost of ₹393.25 crore on 14.10.2003. The combined revised estimate of the project at a cost of ₹2957.21 crore was under approval as on 31st March, 2014. Later the funding pattern of this project was changed and it was decided that the cost over and above the original estimated cost will be borne equally by the both parties. A total of ₹1775.34 crore was incurred on the project and the physical & financial progress of the work as a whole was 64 & 60 per cent for the project respectively as on 31st March, 2014.

8. Koderma-Tilaiya New Line Project–(East Central Railways)

The construction of New Line from Koderma to Tilaiya was conceptualized to provide a Rail link from Shivpur coalfields to super thermal Power plant of NTPC at Barh and to open a short route between the capitals of Bihar & Jharkhand. The consolidated detailed estimate of the project was sanctioned at a cost of ₹ 418.17 crore in November 2004. Meanwhile, the Memorandum of Understanding was signed between the Ministry of Railways (MOR) and Government of Jharkhand (GOJ) to share the cost of construction of this project but limited to portion falling in the state of Jharkhand since the project is spread in Bihar and Jharkhand lines projects on 19th February 2002. Out of these six projects, three new line projects is being constructed by East Central Railway. It was agreed by the both parties that the cost of the construction of all these six projects will be bear in the ratio of 2:1 by the GOJ and MOR respectively. Later the funding pattern of the project was changed and it was decided that the cost over and above the original estimated cost will be borne equally by the both parties. A total of ₹219.54 crore was incurred on the project and the physical & financial progress of the project was 46 & 52 per cent for the project respectively as on 31st March 2014.

9. Bardhaman-Katwa [51.52 km] Gauge Conversion with New Material Modification for Katwa-Bazarsau [30.59 km]- Doubling, Katwa [Dainhat]-Manteswar [34.4 km], Negum-Mangalkot [8.60 km] and Manteswar-Memari[35.6km]-New Line project - (Eastern Railway)

The Bardhaman-Katwa Gauge Conversion project was sanctioned in 2007-08 with the anticipated cost of ₹ 245.16 Crore and schedule period of opening in 2011-12 to improvement of passenger services and inclusion of goods traffic. Although being cost sharing project with West Bengal State Government on 50:50 share basis no MOU has been executed so far. The project was taken up as cost sharing on the basis of a letter from the State Government. However, the liability of State Government subsequently have been handed over to NTPC who deposited an amount of ₹ 112.58 crores in March 2014 after the deposit of ₹ 10 Crores by State Government. The project with incurrence of an expenditure of ₹ 225.81 Crores (92per cent financial progress) upto March 2014 could achieve only 50per cent physical progress. The ROR of the project was assessed

at 10per cent by taking into account the element of cost sharing deposit of state government as well as by anticipating goods earnings with the setting up of a coal based thermal plant of NTPC near Katwa in March 2010.

In taking up the project the annual savings due to conversion from NG to BG was anticipated at ₹ 2.58 Crore and net goods earnings was assessed at ₹ 15.42 Crore per year from the opening year 2011-12. But with completion of 50per cent of the project after lapse of 3 years from schedule date of opening , the projected savings lagged behind ₹ 3.87 Cr. (50per cent of ₹ 2.58 x 3 years) and the projected net earning @ ₹ 14.00 Crore per year from 2011-12 could not be achieved which amounted to ₹ 46.26 Crore (₹ 15.42 x 3 years). Thus financial impact of delay in completion of the project was assessed as **₹ 50.13 crore** during the period from 2011-12 to 2013-14.

The project was categorized as High Priority during 2012-13 and again in 2013-14 but with incurrence of ₹ 33 Crore in 2012-13 no further physical progress beyond 50per cent (achieved in 2011) could be achieved, thereby defeating very purpose of categorization as High Priority.

10. Dumka-Rampurhat New Line Project – (Eastern Railway)

This is the Phase-II project of Manderhill-Rampurhat via Dumka Project taken up for Socio-economic development of Santhal Parganas. The project was sanctioned in 2001 with the anticipated cost of ₹ 143.71 Crore. But with only 60per cent of physical progress the project cost has reached to ₹ 418.88 crores upto February 2014. This is a cost sharing project with Jharkand Government. Initially, in the MOU executed in February 2002 the share of Railways and the State Government was fixed on 1/3rd and 2/3rd ratio but when the MOU was renewed in February 2012 a modification in the share has been brought into. The additional expenditure over and above the initial project cost of ₹ 154 Crore (MOU) was decided to be shared on 50:50 basis. The latest anticipated cost of the project is ₹ 512.46 Crore and with the increase of share of 16.67per cent the liability of the Railways increased to ₹ 59.75 Crores.

The substantial excess expenditure of ₹ 271.17 Crores upto February 2014 however included an amount of ₹ 118.77 crores on account of price escalation due to delay in completion of the project. The project cost has also increased due to addition in quantity amounting to ₹ 71.38 Crores. The Revised Estimate was not sent to Railway Board in time and it was sent in July 2012 but not yet sanctioned by Railway Board, who observed that a blatant violation of Engineering Code was done by the Zonal Railways by not sending the revised estimate in time. Government of India, Ministry of Finance, Department of Expenditure O.M. dated 07.05.2003read with Planning Commission,New Delhi's D.O. No. O-14015/2/98-PAMD dated August 19, 1998 prescribed to formulate an accountability mechanism in case of Time and Cost Overrun of the projects funded by Government. The O.M.s prescribed to devise an appropriate mechanism for fixing the responsibility for delay in submission of Revised Cost Estimate. No such mechanism was found to be set up in Eastern Railway.

11. Deoghar-Dumka project New Line Project – (Eastern Railway)

The project was sanctioned in 1998-99 with anticipated cost of ₹180.73 crore. The completion date was not assessed in PET survey. In case of Deoghar-Dumka project it was noticed that expenditure amounting to ₹400 crore had already been incurred as against the agreed cost of ₹200 crore as appeared in MOU thereby enhancing the original cost by ₹200 crore. The ratio of the liability between Railways and State was similar to as discussed in case of Dumka-Rampurhat project i.e. initially 33.33per cent (Railways) and 66.66per cent (State) and finally 50:50. Therefore, Eastern Railway had to incur an amount of ₹100 crore out of the additional cost of ₹200 crore. The additional expenditure, however, was inclusive of price escalation of ₹77.26 crores for which extra liability of the Railway amounted to ₹38.63 crores (50per cent of ₹77.26 crores). The above additional financial liability was due to time and cost overrun.

12. Hansdiha- Godda New Line Project– (Eastern Railway)

This is a cost sharing project with Jharkhand Government on 50:50 share basis sanctioned by Railway Board on 18.05.2011 at an anticipated cost of ₹267.09 Crore. The Project with ROR of (-) 38per cent was considered on socio-economic development basis. Till date the State Government deposited an amount of ₹20 Crore. The work has not been commenced with incurrence of expenditure only ₹87 Crore till March 2014.

The cost of the land however, was assessed at ₹40 lakh per hectare in the Abstract Estimate (in May 2011) on approximation basis. But while preparing part detailed estimate (Feb 2014) the rate of land (₹3.05 crore per hectre) was collected from Jharkhand Government in February 2013 leading to 7.62 times increase of the initial cost amounting to ₹55.90 Crore. This led to extra financial burden of Railway amounting ₹27.95 Crore (50per cent of ₹55.90 Crore, being Cost sharing project with 50:50 share).

13. Nangal Dam – Talwara BG rail link New Line – (Northern Railway)

First phase of the project from Nangal Dam to Amb Andaura (43.914 km) was sanctioned in the year 1982-83 for socio-economic development and work started in 1982 on issue of urgency certificate after an assurance from the Govt. of Himachal Pradesh to share the financial burden for the construction of the Railway line to the following extent ;

- i. Bearing cost of land
- ii. Bearing cost of labour component of earthwork and
- iii. Providing wooden sleepers at cost price.

Detailed estimate for phase-I of the project was sanctioned in 1985 at a cost of ₹37.68 crore (Nangal Dam – Amb Andaura). The construction from Nangaldam to Una-Himachal section was started in 1982 and completed in October 1989 at a total cost of ₹24.13 crore and formally opened to traffic in January 1991 i.e. after nine years of commencement of the work.

The project remained frozen from the year 1991-92 to 1995-96 due to HP Govt.'s refusal to bear cost of land and it was de-frozen in September 1996 when HP Govt. agreed to give land to the Railway free of cost. The construction of 2nd block (Una Himachal to Charuru Takrala) was started in 1998 and completed in June 2004 at a cost of ₹66.97 crores and the section was formally opened for traffic in March 2005.

Construction of 3rd block (Churaru Takrala to Amb Andaura) was completed in January 2011 with a total expenditure of ₹136.17 crore and opened for traffic in July 2011. Detailed estimate for 4th and 5th block (Amb-Andaura to Daulatpur Chowk) and (Daulatpur Chowk to Kartoli Punjab) respectively amounting to ₹ 220.13 crore has been sanctioned by Railway Board in December 2008. The work was held up due to shortage of funds. Later on Revised Estimate for ₹343.43 crore was submitted to Railway Board in April 2010 for sanction. After lapse of four years, Railway Board, in June 2014, returned the same stating that RE being four years old, revision of the estimate (RE) is necessary and directed to send modified Revised Estimate. No modified estimate (RE) was, however, sent by Northern Railway to Railway Board till date (March 2014). An expenditure of ₹178.24 crore has been incurred till March 2014. The DE of 6th block (TLR new BG rail link amounting to ₹354.14 crore) submitted by Zonal Railway in March 2009 was not sanctioned till March 2014 even after lapse of 5 years.

Total expenditure on the project as of March 2014 was ₹383.89 crore with a physical progress of about 55 percent. The main reason for delay in completion of this project was HP Government's backing out of its commitment.

14. Rewari-Rohtak - New line - (Northern Railway)

With the pursuance of State Government and with assurance of sharing 50 per cent of the cost, the work of new line Rewari-Rohtak (75 Km) was sanctioned by Railway Board in 2003-04 considering socio-economic development. The detailed estimate for ₹194.83 crore was sanctioned by Railway Board in May 2006. However, no provision of major bridges having construction cost (₹144.94 crore) almost equivalent to abstract estimate, was made and within a year of starting of work a material modification amounting to ₹145.04 crore for making provision of ROB/RUBs was sent to Railway Board for sanction. Railway Board sanctioned in March 2009 the proposal at a cost of ₹144.94 crore. Later on, revised estimate of ₹330.23 crore was sanctioned in March 2009 by Railway Board. Second revised estimate for ₹ 901.55 crore has been sanctioned by Railway Board in July 2013 which also includes a material modification for shifting of Rohtak - Panipat old line at a cost of ₹ 181 crore.

The project has been completed at a cost of ₹ 543.33 crore and was opened in January 2013 (except MM of shifting of ROK-Gohana existing line). The project was sanctioned with update of data of 1997 ignoring the changes in ground realities which included necessity of 4 major bridges having cost equivalent to abstract estimates. There was a steep increase in the cost of land which increased from ₹ 19 crore to ₹ 156 crore by the time the project was commissioned. Railways should have insisted upon the State Government to bear the extra cost of land as the increase was within a year and after preparation of detailed estimate. Further Material modification for shifting of existing Rohtak - Gohana line is not prudent in view of the huge cost (₹ 181 crore) involved and having no financial benefit to Railway. From the above it is clear that a project started at cost of ₹ 194.83 crore has not been completed even at a cost of ₹901.55 crore.

15. Chandigarh-Baddi New Line project- (Northern Railway)

This project having Rate of Return of (-) 6.6per cent was included in the pink book of 2007-08 at an anticipated cost of ₹ 328 crore considering socio-economic development. The detailed estimate for ₹ 699.06 crore was sent to Railway Board in November 2008 for sanction. The proposal for this project could not materialise due to land acquisition problems. A revised proposal for Baddi- Ghanauli is under examination. The Physical progress on the project as on 31 March 2014 is Nil after a lapse of more than six years.

16. Deoband-Roorkee New Line project - (Northern Railway)

Deoband-Roorkee (NL) project was sanctioned in the Pink Book of 2007-08 at a cost of ₹105.52 crore considering socio-economic development. The main beneficiary of this project was Uttarakhand Government. Hence, State Government agreed (September 2006) to bear 50per cent cost of the project. The Detailed Estimate (DE) proposed was of ₹ 164.80 crore (June 2008), however, Railway Board sanctioned ₹160.01 crore (November 2008). NRCO submitted the revised estimate in November 2010 at a cost of ₹336.91 crore. The huge excess was due to increase in cost of land, ₹ 18.86 crore was sanctioned in DE now the cost of land was ₹ 153.01 crore. five contracts were awarded in the project and none of them, was completed due to non-availability of land. Only 4.82 kms out of the total 28.48 kms of project was available with NRCO. The work on project was stopped in the year 2010 and physical progress at that time was 30 *per cent*. State Government of Utrakhand backed out of its commitment of sharing the 50per cent cost and the project of Deoband-Roorkee new line is lying as it is for the last 2 years though an expenditure of ₹ 159.86 crore has been incurred by both the parties.

17. Bhanupalli –Bilaspur- New Line project - (Northern Railway)

This new line work appeared in Pink Book vide item no. 10-A of 2008-09 with a cost of ₹ 1047 crore considering socio-economic development. ROR of this project was (-) 11.48per cent. In response to Railway Board's instruction of November 2008, part estimate of ₹350.32 crore,

covering about 20 km length appeared in February 2009 and was sanctioned by the Board in February 2009 with the instructions that HP Government may be suitably advised to provide fund for land acquisition or else the project will not take off. Further Railway Board has advised not to take up the work beyond Dharat till the decision on funding is finalized.

18. Jind-Sonepat New Line project - (Northern Railway)

Jind-Sonepat new line work was sanctioned in supplementary demand of 2003-04 at cost amounting to ₹190.81 crore on socio-economic basis. Detailed estimate amounting to ₹ 236.08 crore was sanctioned by the Railway Board in June 2009. ROR of the project is negative i.e. (-) 15.64per cent. Revised Estimate amount to ₹ 740.80 crore duly vetted by associate finance was sent to Railway Board for sanction in February 2014 but the same is yet to be sanctioned. This work is being executed with 50:50 cost sharing with Haryana Government. Upto March 2014 expenditure amounting to ₹ 541.83 has been incurred. Haryana Government had deposited ₹ 310 crore towards its share of cost. Upto March 2014, physical progress of the project is 85per cent.

19. Rohtak-Meham-Hansi New Line project - (Northern Railway)

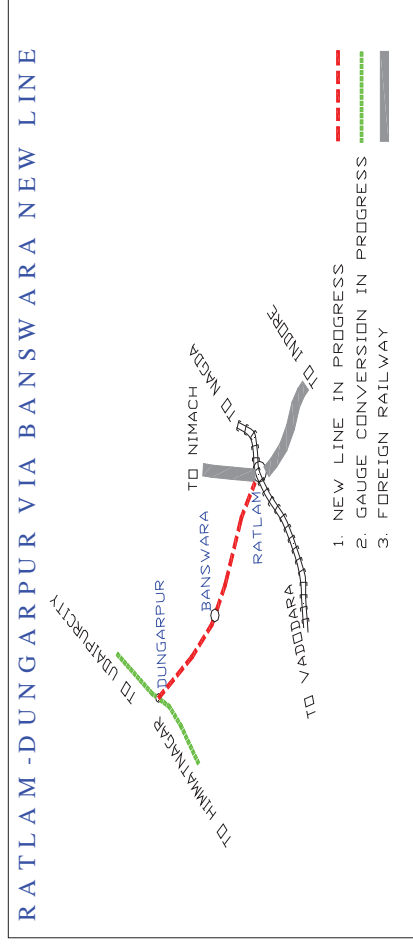
The Reconnaissance Engineering cum Traffic Survey for the project was carried out in October 2009 but at that time it was not considered by the Railway Board. On persistent demands from the people of the region survey was against carried out in the year 2012. As per survey report the cost of the construction was ₹ 406.87 crore with ROR of (-) 6.5per cent. On the assurance of Haryana Govt. that they will provide land free of cost besides 50per cent share of cost in the project, the Railway Administration had agreed to. Consequently, this project appeared in Pink Book of 2012-13 under item no. 14 at an anticipated cost of Rs 287 crore on socio-economic basis. The work has been started and simultaneously a detailed estimate for ₹ 754.88 crore was submitted to Railway Board in September 2013. Railway Board has been raising the various queries on the detailed estimate since then. As per latest information, the Railway has reduced the cost of detailed estimate from 754.88 crore to 576.18 crore and resubmitted the same in November 2014. The detailed estimate has not yet been sanctioned. However the expenditure of ₹ 8.5 crore has since been incurred. The financial progress is 1.2per cent and the physical progress is zero as on 31.3.2014.

20. Ratlam-Dungurpur via Banswara New Line project – (North Western Railway)

The project was sanctioned in 2011-12 on cost sharing basis in the ratio of 50:50 between MOR and GOR (excluding land) for which, the MoU entered into between the Ministry of Railway(MOR) and Government of Rajasthan(GOR) on 31.05.2011

envisaged a completion period of five years from the date of MoU i.e. upto May 2016. However, the physical and financial progress was only 1 per cent as on March 2014 i.e. after passing of nearly three years and as such, target date of completion of May 2016 is unlikely to be achieved. This would result in postponing the anticipated earnings of the project.

As against the Abstract estimated cost of ₹2082.75 crore, the revised cost as per Detailed Estimate Part-II submitted by Railway Administration in December 2013 worked out to ₹ 2920.65 crore. This increased the shared cost of the Railways from ₹ 1025.90 crore to ₹ 1460.33 crore resulting in increased liability of ₹ 434.43 crore for the Railways. Final Location Survey (FLS) was started in Nov 2011. No flow chart for



scheduling of the project was prepared.

RoR of the project was estimated at (+) 3.88 percent which does not qualify the stipulated 14 percent for sanctioning the project. The objective of the project was to serve as an impetus for the development of socially and economically backward areas covering the alignment. It was also observed that revision of RoR has not been done in view of the reduced period of completion of 5 years as given in the MoU in comparison to a period of 10 years adopted in the project report and considering State Govt. share of cost of the project.

Land acquisition for the project being done by GOR was planned to be completed in an unrealistic period of one year i.e. by 2011-12 as per MoU. However, till March 2014, only 118.08 hectares (6.95 per cent) of the 1699.93 hectares is acquired. Due to meagre allotment of funds mainly owing to delayed land acquisition, the final allotment had to be reduced drastically due to which contracts for works could not be awarded. Major deviations from the planned activity indicate that the project would suffer cost and time overrun which will also have to be shared by the Railways.

The construction of the permanent structures at a cost of ₹1.79 crore was not in accordance with the codal provisions. It was observed that the Measurement Book maintained for the work did not contain measurement of each building separately instead it captures SOR items operated for all such works in a contract in a single measurement book. Thus, transparency of execution of items for each sub-work is not maintained.

21. Thaiyat Hamira-Sanu, new line projects – (North Western Railway)

The objectives were to provide, shorter & quick transport infrastructure for the people of North Western part of Rajasthan & also to provide loading facilities of lime stone from Sanu. THM-Sanu project was sanctioned in year 2013-14.

The project was to be taken up by North Western Railway on cost sharing basis (50:50) with the Rajasthan State Mines & Mineral Limited (RSMML). The cost of the project as per abstract estimate was ₹ 236.93 crore. As per provision of the Railway Board's Circular No. 2008/PL/9/16 dated 20-07-2010 every project that shall qualify under the policy of the Railway initiative scheme, shall have undergone a Preliminary Engineering cum Traffic Survey (PETS) which should be not more than six months old.

An MOU shall be signed between the Railway & the applicant laying down the broad terms of agreement. Only after which necessary sanction will be processed by Railways. This will be followed by the FLS which will be under taken by the Railways & the cost of FLS would be shared by the Railway & the party in the proportion of the agreed cost sharing. In contravention to above provisions of the Railway Board's Circular dated 20-07-2010, the MOU has not been signed between the Railway & RSMML till date (Oct. 2014). Whereas FLS was completed in July 2014. The ROR was assessed by the Railway Administration at (+) 15.58 percent in January 2012. This was revised to (+) 21.71 percent in March 2012 on the basis of exclusion of the contribution by RSMML from the projected cash flow for the purpose of determining the ROR. The methodology adopted by the Railway Administration is not consistent with the R3i policy.

Permanent way material worth ₹2.63 crore was issued by Sr. Section Engineer/C/P.way/HMH to Sr. Section Engineer/C/P.way/Jodhpur during the period between November 2012 and January 2013. Out of the above material valuing ₹ 2.63 crore, P.way material worth ₹ 2.19 crore was utilized in yard remodeling work at Jodhpur & the remaining material is lying in the store of SSE/C/P.way/Jodhpur in February 2014. This amount of ₹ 2.63 crore was debited to the year Re-modeling work & debited it to this New Line project of THM-Sanu in which even the Detailed estimate has not been sanctioned so far (October 2014) and there was no allotment of funds (Final Grant) for the project during the year 2013-14. This amount of

₹ 2.63 crore were debited against Deposit of RSMML worth ₹118.46 crore lying with Railway. Thus, the deposits with Railway of THM-Sanu New lines Project were utilized to complete the other works in which funds were not avoidable.

The objectives/significance of the project were defined in the DPR. This was to provide rail connectivity to the backward/tribal areas of Rajasthan and MP in Banswara and Dungarpur districts besides facilitating the development of the area and transportation of inputs such as coal to the proposed thermal power plants and industries coming up in this area. The MoU entered into between the Ministry of Railway (MOR) and Government of Rajasthan(GOR) on 31.05.2011 envisaged a completion period of five years from the date of MoU i.e. upto May 2016. However, the physical and financial progress was only 1per cent as on March 2014 i.e. after passing of nearly three years and as such, target date of completion of May 2016 is unlikely to be achieved.

22. Bidar – Gulbarga New line project – (South Central Railway)

The new line project between Bidar – Gulbarga was taken up on socio economic considerations. The project which was sanctioned in the year 1997-98 could commence only in the year 2003 i.e. after a gap of five years. As of March 2014, a total amount of ₹ 521 crore was spent on the project and the project still has an anticipated balance cost of more than ₹ 324 crore. The project could be completed only upto 65per cent even after 11 years of its commencement.

23. Cuddapah- Bangalore New line project - (South Central Railway)

The project was sanctioned in the year 2008-09 at an anticipated cost of ₹ 1000.23 Crore with an expected Rate of Return (ROR) at 18.78 per cent (revised to 10.68per cent)..The objective of the line is to develop the backward districts of Cuddapah and Kurnool apart from ensuring shortest route to Bangalore and was taken up on 50 per cent cost sharing with the Government of Andhra Pradesh. The work was taken up in three phases as detailed below:

- (a) Cuddapah to Pendlimarri (21 km) Engine rolling done for 18.5 kms and balance 2.5 kms held up due to dispute on land.
- (b) Pendlimarri- Rayachoti(79.2 km)- Part Detailed estimate to be approved by Railway Board
- (c) Rayachoti- Vayalpadu(53.93km)- Part Detailed estimate to be approved by Railway Board

(d) Madanapalle-Mulbagal(61.6 km)- Part Detailed estimate to be approved by Railway Board

As against the revised estimate for ₹ 2050 Crore , ₹ 162.24 Crore was incurred till March, 2014 with a physical progress of only 7per cent and a balance throw forward cost of ₹ 1887.76 crore. The delay in completion of the project is due to tardy acquisition of land and provision of meager funds and non-finalization of detailed estimate. Though the project is to be completed by March, 2014, only seven per cent progress has been achieved till March, 2014. The following audit issues were noticed in the implementation of the project.Detailed estimate for phase one was only approved so far by Railway Board. Avoidable delay of eight months in arranging payments resulting in delay in land acquisition. The estimated cost and ROR were changed several times between September 1998 and December 2007 due to incorrect adoption of procedures while working out the ROR.

24. Dhallirajahara – Jagdalpur New Line project – (South East Central Railway)

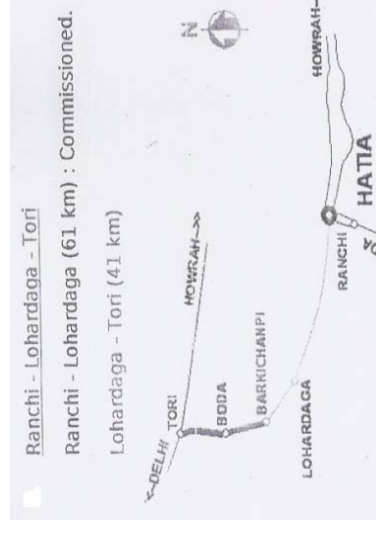
The New Line Project of Dhallirajahara – Jagdalpur (235 Km) was sanctioned long back in 1995-96 being non-target work in the beginning and later the revised target date of completion was 31-10-2016 but the physical progress of the work was very slow (18.06 per cent) as of March 2014.

25. Wadsa – Gadchiroli New Line project - (South East Central Railway)

The physical progress of Project of Wadsa – Gadchiroli (49.5 Km) sanctioned in 2011-12 being the non-target work for which target date of completion was given as 31-12-2020 was zero per cent as of March 2014.

26. Ranchi (RNC) – Lohardaga (LAD) NG to BG conversion (South Eastern Railway)

The project and extension to Tori (44.31 Km) was taken up on cost-sharing basis with the State Government of Jharkhand¹ in 1997-98. The main objective of taking up the project was to provide a basic developmental infrastructure in the area in the backward region of Lohardaga and major expansion of Aluminium plant both at Muri as well as Renukoot apart from promoting trade, industries and mining as well, in line with the planning of Bihar Government. This railway line was expected to boost mining of bauxite ore, kaoline and limestone in the Lohardaga and Ranchi districts and related industries like INDALCO, HINDALCO and Bokaro as well as Durgapur



¹ Pink Book item no. 14 of 1997-98

Steel Plants besides providing a shorter gateway to Northern India via Tori.

The ROR for the project was worked out as (-) 1.24 per cent with Overhead Electrification (OHE) and 0.16 per cent without OHE. Though initially no target date was fixed for completion of the project, the same was fixed as five years from the date of executing the Memorandum of Understanding (MOU) with the State Government of Jharkhand on 19 Feb 2002. The MOU was further extended for six years i.e. up to February 2013, on 14 Feb 2012. Further extension of MOU has not been done till date (March 2014). The MOU dated 19 February 2002, laid down the estimated cost of the project as ₹ 216 crore of which 33 per cent cost was to be borne by Railways and 67 per cent by State Government. Later, after extension up to February 2013, with anticipated cost of ₹ 456 crore, over and above ₹ 216 crore, it was stipulated that Railways and State Government would contribute 50 per cent each. The total cost of the project increased to ₹ 699.01 crore after inclusion of electrification work as MM.

The work of Gauge Conversion of Ranchi (RNC) – Lohardaga (LAD) has been completed and commissioned in March 2008. The work of LAD – Barkichanpi (14.5 kms) towards Tori has also been commissioned and passenger train started running on November 2011. Physical progress of the remaining portion of the project i.e. Barkichanpi – Tori (29.5 kms) was 71 per cent till December 2013 after lapse of almost 6 year from the scheduled time of completion and latest target set for completion is December 2015.

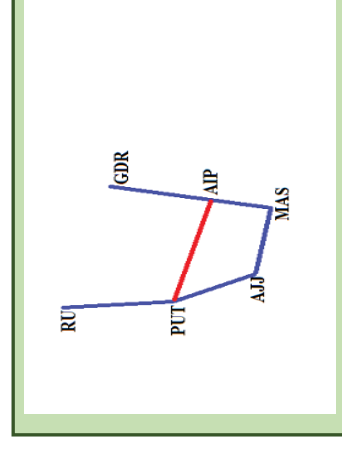
The anticipated cost of the project has increased from ₹ 147 crore to ₹ 699 crore in the last 17 years. Further revision of the estimate was sent to Railway Board in 2013, which is still to be sanctioned due to its non-acceptance by the State Government till date. The initial cost to be shared by railways was ₹ 71.28 crore, which now stands at ₹ 312.79 crore. As such, the financial liability of the railways has increased by more than three times.

There was no provision of OHE in the original estimate. With both ends Ranchi as well as Lohardaga having electrified sections, Ranchi-Lohardaga section would be an isolated diesel section, there would be operational problems and the route cannot be used as a seamless alternative route.

The MOU is yet to be extended beyond Feb 2013. The revised estimate as well as the cost of electrification, which is included as material modification to the sanctioned estimate, is also not yet accepted by the State Government.

27. Attipattu-Puttur New Line project – (Southern Railway)

This new line project was proposed to be on cost sharing basis with M/s. Ennore Port Limited (EPL) which agreed to share 50 per cent of the cost of the project. A preliminary engineering cum traffic survey for a



new line between Attipattu and Puttur was sanctioned in September 2002 and the survey report was submitted (March 2004) to RB and the same was updated (November 2006).

The project was proposed to be on cost sharing basis with M/s. Ennore Port Limited (EPL) considering the increase in port activities and the proposed shifting of entire iron ore and coal traffic to the new port at Ennore. It was also expected to ease the line capacity constraints in the Arakonam-Puttur section.

As M/s.EPL had agreed to share 50 per cent of the cost of the project, the share of M/s.EPL was proposed to be reimbursed interest free through freight rebate at 10 per cent for 10 years or till the amount was recovered whichever was earlier. This project was included in the railway budget for 2008-09 and RB advised (April 2008) SR administration to initiate action for early finalization of Memorandum of Understanding (MoU) with M/s.EPL and to undertake final location survey, preparation of plans and estimate for the project. M/s.EPL expressed their inability (September 2009) to fund the project due to the ban imposed by state government of Karnataka based on the directions of Supreme Court of India on export of iron ore and movement of iron ore traffic from Bellary-Hosepet areas, the traffic from these areas to Ennore Port had dwindled changing the iron ore traffic scenario and

SR administration's decision to extend freight discount only for outward traffic (from Port to Indian Railways section)

The detailed estimate for the project for ₹ 527.37 crore was submitted (February 2011) to RB and the same was approved (September 2011) by RB after a delay of seven months.

SR administration failed to persuade RB to explore the possibility of revising the policy on freight discount. Further instructions were not obtained from RB for pursuing the project. No action was taken by SR to finalize the MOU. Meanwhile, fund (₹ 12 crore) was allotted in the budget for 2012-13 and M/s.EPL were requested (May 2012) to formally communicate their acceptance for equal sharing of the cost of the project and to deposit a sum of ₹12 crore towards their share for the year 2012-13. M/s. EPL reiterated their inability to participate in the project.

RB made budget allotment of ₹75.66 crore during 2009-14 and expenditure of ₹2.96 crore (survey, permanent way materials, establishment and general charges) was incurred (March 2014) towards the project. The physical progress was one per cent. Though the detailed estimate was sanctioned, no further progress was made pending decision from RB.

SR administration pursued the project in spite of M/s.EPL expressing their inability to fund the project. The project was taken up without assessing the changed scenario of iron ore traffic and signing of MoU with M/s.EPL. This resulted in blocking up of expenditure of ₹2.96 crore.

28. Cuddalore-Salem Gauge Conversion with new line between Chinna Salem and Kallakuruchi – (Southern Railway)

This project was sanctioned under unigauge policy and for development of Cuddalore port and industries. This project was taken up on the request of the State Government of Tamil Nadu.

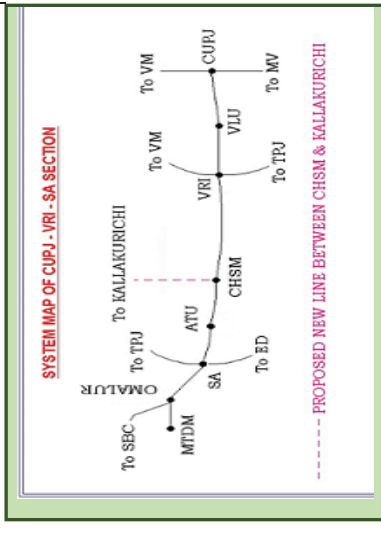
The project was sanctioned in 1999-2000 at an estimated cost of ₹ 300.01 crore (including new line between Chinna Salem and Kallakurichi) on cost sharing by the State Government of Tamil Nadu to the extent of 50 per cent. The State Government deposited ₹ 112 crore during the period from 2003-04 to 2006-07. As the anticipated cost of the project increased to ₹ 372.09 crore, the State Government was advised to deposit an additional amount of ₹ 74.05 crore. The anticipated cost of the project was further increased to ₹ 556.64 crore. The State Government had since deposited ₹ 123.79 crore being its share on the project.

An Expenditure of ₹ 408.05 crore was incurred (March 2014) and the share of the State Government worked out to ₹ 204.03 crore. The **Cuddalore-Salem** via **Vridachalam** gauge conversion was completed and opened for traffic during the period from January 2003 to November 2007. Due to delay in sharing of cost by the State Government and change in alignment issues, work relating to new line **Chinna Salem and Kallakuruchi** did not commence (March 2014).

South Western Railway

SWR had ten ongoing projects on cost sharing terms with Government of Karnataka (GoK) and Andhra Pradesh. For five projects, out of nine executed on cost sharing terms with GoK, land was provided free besides sharing the cost. The cost sharing ratio is 50:50 for all the projects except one in which GoK had agreed to bear 2/3 of the cost. It was observed that no Memorandum of Understanding (MoU) was executed between State Governments and MoR for these projects. Review of these costs sharing projects revealed that:

There was inordinate delay in handing over the land agreed to be provided free by Government of Karnataka which resulted in time and cost overrun. Due to huge cost overrun of cost sharing projects, attributable to delay in completion, Government of Karnataka, vide letter No. CM/246/GOI/14 dated 05/07/2014 had urged MoR to either fully bear the cost of the projects or reduce the share to be borne by Government of Karnataka to 1/3 instead of the agreed 50 per cent.



In the absence of a MoU with Government of Karnataka for timely execution of the project, financial interests of the Railways were not adequately safeguarded. The cost sharing authority's interests were also affected as there was no schedule for execution/ completion of the projects resulting in increased financial liability and non-achieving of intended objectives.

29. Kadur – Chickamagalur - Sakleshpur DL project – (South Western Railway)

This work was included in Supplementary Budget Grant of 1996-97 at a cost of ₹157 crore. The Malnad region of Karnataka State a tourist spot was without rail connectivity. This line in addition to connecting the Malnad region would also provide an alternate shorter route linkage between MAQ port in the West coast and Kakinada, Haldia and Pradeep on the East Coast. Even though the project was not financially viable, the construction was justified as it is shorter BG Route connecting East and West ports. As per Board's instruction the section was divided into two phases. Phase I : DRU – CMGR, Phase II: CMGR – SKLR

Revised Estimate for Phase I at a cost of ₹139.83 crore was approved by Railway board vide letter No. 93/W-1/Survey/SWR/2 dated 27/06/2012 and Phase II Detailed Estimate has been sanctioned at a cost of ₹ 644.73 crore vide letter No. 93/W1/Survey/SWR/3 dated 27/03/2010 bringing the total cost of the project to ₹889.52 crore. Railway Board has frozen the execution of Phase II of the project vide letter dated 19/09/2007. Principal Secretary of GOK vide letter dated 02/02/2013 had requested to defreeze the project and agreed to share 50 per cent of the cost of Phase II.

Revised Estimate of Kadur-Chikmagalur NL project provided for eight manned LCs at a cost of ₹0.74 crore. The work was completed. Based on the policy guidelines of Railway Board (January 2012), the Executing Authority had examined the feasibility of eliminating of the LCs and proposed to open the section duly retaining the LCs. However, GM gave instructions in April 2012 for taking up the work of construction of two RUBs under List of Approved Works (LAW) under the Plan Head 3000, construction of ROBs at four locations and diversions at the remaining two locations charging the expenditure to the project. Construction Organization had obtained Finance concurrence for including the RUBs under LAW during May 2012. However, all the bridge works were awarded by Construction chargeable to the project as under:

Sl.	Contract No.	ROB/ RUB	Awarded Value (₹ in crore)	Executed Value (₹ in crore)
1	73600 dated 19/10/2012	2 RUBs	3.17	3.79
2	73628 dated 18/12/2012	2 ROBs	10.83	12.22
3	73622 dated 18/11/2012	2 ROBs	5.25	7.38
	Total		19.25	23.39

Execution of these bridges was totally unjustified due to the following:

- (i) The original estimate did not even provide for LCs at these eight locations which indicated that the provision was not supported by the requisite Train Vehicle Unit (TVU) factor.
- (ii) The eight locations were neither on State Highways nor on National Highways justifying the requirement of these bridges. Thus erroneous and unjustified decision of provision of ROB and RUBs had resulted in incurring an avoidable expenditure of ₹23.39 crore in addition to infructuous expenditure of ₹ 0.74 crore on construction of these LCs.

30. Rayadurga- Tumkur New Line project - (South Western Railway)

The project was sanctioned on socio-economic considerations. This will also serve in reduction of Rail distance between Bangalore–Rayadurga-Bellary stations by 137 km. This project was initially included in the pink book 2007-08 at an abstract cost of ₹ 887.315 crore. Detailed estimate cost sanctioned during 2009 was ₹ 970.34 crore. Latest anticipated cost of the project is estimated at ₹1743.09 crore. This is cost sharing project with GOK and GOAP in the ratio of 50:50.

31. Bangalore–Hassan via Sharavanabelagola New Line - (South Western Railway)

The Project was initially approved by Railway Board in 1996-97 for an abstract cost of ₹ 295.75 crore. The NL project was taken upon Socio-Economic consideration. The stretch of 44 km between HAS–SBC was completed and commissioned in 2006 in view of tourist potential for the Mahamastakabhisheka at SGBL. The entire project cost was to be borne by Railways. In 2011 after Railways had incurred an expenditure of ₹ 355.50 crore GOK agreed to share the balance cost of the project in the ratio of 50:50 from April 2010 onwards. Total cost of the project as per Revised Estimate vide letter No. 96/W-1/NL/S/27 dated 24/09/2013 is ₹1289.92 crore. Balance cost to be shared 50:50 between GOK & MOR.

Bangalore-Hassan via Shrivaniabelagola NL project was sanctioned in 1996-97 at an Abstract cost of ₹295.75 crore. Subsequently, Detailed Estimate at ₹412.91 crore and Revised Modified Estimate at ₹1289.92 crore were sanctioned. Initially, the cost of the entire project was to be borne by Railways. With effect from April 2010, GoK had agreed to share the cost in the ratio of 50:50. Hassan-Shrivaniabelagola section (41.17 km) had been completed at a cost of ₹140 crore (January 2006) and opened for passenger traffic on 07/02/2006. CRS accorded conditional authorization as under:

Balance works, signaling and inter locking works being completed and commissioned as per sanctions under Joint safety certificate.

Specified number of staff/ gangs, including gateman as per the approved yardstick should be in position within one month from the date of opening.

Due to non-compliance of the above conditions, CRS withdrew sanction and the section remained closed for traffic since September 2006 till 2011-12. The review of records revealed the following:

- ✓ Together with the Opening Documents, no geo technical report was submitted to CRS. This had also been brought out in the note regarding delay in commissioning submitted by CE to CAO. It was observed that no soil investigation was carried out before commencing earthwork which was a primary requirement.
- ✓ However, during December 2005 itself, as problems of water oozing from formation and slips (from Chainage 122/00 to Chainage 162/000) due to unstable and deep cuttings were noticed, a reference was made to RDSO. Without attending to the problems, the section was offered for CRS inspection and authorization was given by CRS for opening of the section for passenger traffic. This was highly irregular as passenger safety was compromised as the problem was persisting in all the cuttings. Also it was not apparent as to how opening of the section was authorized by CRS.
- ✓ RDSO had inspected the line during February and May 2006 and had suggested blanketing of 45 cum thickness in cutting, provision of pucca drains, line catch water drains, easing of the side slopes to 2.5:1 with berms of 4 meters in all the cuttings. Hence, to attend to earthwork, as advised by RDSO, two contracts were awarded during 2009-10 and completed in 2011-12 at a cost of ₹8.68 crore.

Thus the practice of commencing Earthwork without detailed geo-technical survey had resulted in idling of investment of ₹140 crore for five years (2006-11), extra expenditure and recurring expenditure on maintenance of the idling asset.

32. Munirabad–Raichur New Line project - (South Western Railway)

This NL project was originally sanctioned from Mehaboobnagar to Munirabad and was included in the PB of SCR, later as per Railway Board directions the section between Raichur and Munirabad was handed over to SWR on 25/01/2008. The project was taken on Socio-Economic considerations. Detailed Estimate for the line between Ginigera–Raichur was sanctioned vide Board's letter No. 2008/W1/NL/SWR/MR/2 dated 30/11/2013 for ₹1350.91 crore. As on 31/03/2014, 15 per cent of the work was completed. This work also is a cost sharing work with GOK in the ratio of 50:50 with land provided free by GOK.

33. Bagalkot-Kudachi New BG Line project - (South Western Railway)

Originally this work was sanctioned vide PB item 7 of 2010-11 at an anticipated cost of ₹816.14 crore. This is also a cost sharing project with GOK in the ratio of 50:50 with land provided free of cost by GOK. This new line would link the agricultural and backward areas of Dharwad

and Belgaum district covering Ghataprabha and Krishna river valleys. This line also connects two existing main lines Gadag-Hotgi & Londa–Pune. Detailed Estimate of ₹986.30 crore sanctioned vide Railway Board letter dated 04/10/2013.

34. Whitefield-Kolar New Line project - (South Western Railway)

The BG NL work was initially included vide item No. 7a of 2011-12 PB at a cost of `341.05 crore. This line would serve as a direct link between WFD to KQZ with a length of about 32 km (through the existing route via Bangarpet). This line would also help in improvement of Bangalore Rural and Kolar Districts of Karnataka apart from providing a shorter lead for passenger and goods traffic from Chittor and Cuddapah side. Detailed Estimate was sanctioned vide letter No. 2009/W1/SWR/WK dated 08/10/2012. This work is a cost sharing of 50:50 with GOK and land provided being provided free of cost.

SWR had ten ongoing projects on cost sharing terms with GoK and GoAP. For five projects, out of nine executed on cost sharing terms with GoK, land is provided free besides sharing the cost. The cost sharing ratio is 50:50 for all the projects except one in which GoK had agreed to bear 2/3 of the cost. It was observed that no Memorandum of Understanding (MoU) was executed between State Governments and Ministry of Railways for these projects. Review of these costs sharing projects revealed that:

1. There was inordinate delay in handing over the land agreed to be provided free by GoK which resulted in time and cost overrun.
2. Due to huge cost overrun of cost sharing projects, attributable to delay in completion, GoK, vide letter No.CM/246/GOI/14 dated 05/07/2014 had urged Ministry of Railways to either fully bear the cost of the projects or reduce the share to be borne by GoK to 1/3 instead of the agreed 50 per cent.

In the absence of a MoU with GoK for timely execution of the project, financial interests of the Railways were not adequately safeguarded. The cost sharing authority's interests were also affected as there was no schedule for execution/ completion of the projects resulting in increased financial liability and non-achieving of intended objectives.

35. Tumkur-Davangere via Chitradurga New BG line project - (South Western Railway)

This project was sanctioned in the year 2011-12 with anticipated cost of ₹913 crore. This is a cost sharing project with GOK in the ratio of 50:50 with land being made available free of cost by GOK. This project is identified as part of Chennai-Bangalore Industrial corridor which needs to be completed to harness the full potential of the proposed corridor. The existing BG line connecting TK to DVG was via ASK, RRB, JRU with a distance of 255.18 km. The proposed line would serve the TK, CTA & DVG districts and would reduce the distance by 55.48 km between UBL and SBC. Detailed estimate was sanctioned by Railway Board vide letter No. 2009/W-1/NL/SWR/TD dated 29/10/2013 for ₹1801.01 crore. The increase in the cost of the project is mainly attributable to change in the scope of work (68.33 per cent) like increase in the height of formation in embankment to accommodate ROB/ RUBs in lieu of LCs and adoption of new track structure as per Railway Board Guidelines.

36. Shimoga –Harihara New BG Line project - (South Western Railway)

Originally included in 2001-12 at a cost of ₹562.74 crore. Detailed estimate at ₹832.47 crore has been sanctioned vide Railway Boards letter No.2010/W-1/NL/SWR/84 dated 29/11/2013. As on 31/03/2014, the work was yet to commence. This work is a cost sharing work with GOK in the ratio of 50:50 with land being made available by GOK free of cost.

37. Bangalore-Sathyamangalam New BG Line project - (South Western Railway)

Bangalore-Sathyamangalam New BG line was sanctioned by Railway Board in the year 1997-98 at an abstract cost of ₹ 225 crore. The Final Location Survey (FLS) was sanctioned by the GM, vide W.193/CN/BNC/SBC/STMLM/1 dated 16/08/1999, at a cost of ₹0.60 crore. Cabinet Committee on Economic Affairs (CCEA) had cleared the project on 04/12/1999 at a cost of ₹640 crore. The FLS could not be completed as permission for a stretch of 58 km, falling under the Tamil Nadu Forest department, was not granted. FLS was not permitted by the CEC in the forest area. Hence, Railway Board vide letter No.96/W.1/NL/SWR/34 dated 14/06/2011 directed to drop the work in reserve forest area and this will give direct Railway facilities providing link from Bangalore to Chamaraajanagar via Kanakapura, T-Narasipura and also connects Melkote, Halaguru & Malavalli. GoK agreed to share 50 per cent of cost of the project in addition to providing land free of cost. Accordingly, the detailed estimate for ₹1382.78 crore for Hejjala-Chamaraajanagar (152 km) was sanctioned (December 2013). This project was taken on Socio – Economic considerations. The work was yet to commence. An amount of ₹0.68 crore, towards preliminary survey expenses had been booked as at the end of March 2014.

38. Ramanagara–Mysore Doubling –(South Western Railway)

SBC–MYS section (138.25 km) is single line from RMGM. Patch DL of SBC–KGI and KGI–RMGM is already sanctioned and work between SBC–KGI is completed and between KGI–RMGM is in progress. This section has 24 scheduled Express/ Passenger trains running in addition to freight trains. Line capacity utilization is 107.9 per cent with MTCE block. There is a public demand for two more trains during day time as MYS is a tourist place with huge passenger potential. To ease out the congestion, doubling between RMGM–MYS was sanctioned by Railway Board during 2007-08 at a cost of ₹343.20 crore. Revised Estimate at ₹874.54 crore sanctioned by Railway Board includes Electrification.

This project is cost sharing project with GOK in the ratio of 66:33 for the DL cost and 50:50 Electrification cost.

APPENDIX – XII (REF. TO PARA 1.6.10)						
STATEMENT SHOWING TOTAL EXPENDITURE INCURRED IN RESPECT OF SPUR-I & II						
Sl. No.	CA No. & date	Spur No.	Amount (in ₹)			
1.	Con/BB/125 dt.15.03.2007	I	57771211			
2.	Con/BB/DBRT dt.20.03.2008	I	47666833			
3.	Con/BB/113 dt. 29.01.2007	II	50878594			
			156316638			
Statement showing details of expenditure incurred in respect of Spur-I						
Item No.	Description of works	Quantity	Rate (in ₹)	200 per cent above	Amount (in ₹)	
13	Making, supplying, weaving, shaping, wire sausage, ...etc.	1010.2 RM	2950	--	2980090	
15/9(II)	Circular Sausage Crate (1606/a/iv)	3620.45 RM	377	--	4094728	
15/1(b)	Providing, making & bundeling etc. up to 2m to 3m height in water (1602/b)	1909.44 Sqm	122.5	367.50	701719	
15/2	Supplying etc. Empty cement bags (1617/b)	13026 nos	5.35	16.05	209067	
15/3	Construction of permeable screen (1618)	15 nos	1040	3120	46800	
10	Supplying, filling loose boulder... etc	2397.516 cum	1500	--	3596274	
11	Supplying & spreading filter mediacomplete	1289.122 cum	990	--	1276230	
15/1(a)	Providing, making & bundeling etc up to 2m height in water (1602/a)	1073.3 Sqm	92.50	277.50	297840	
15/9(I)	Circular sausage crate (1602/a/iii)	1250.7 RM	765.7	2297.10	2872982	
9	Supplying & pitching of shingle boulder hand packed ...etc	3355.99 cum	1860	--	6242141	
1	Earthwork in filling....shrinkage	78267.50 cum	129	--	10096507	

9(i)	Circular sausage crate (1606/a/iii)	596.2 RM	765.7	2297.10	1369531
9(ii)	Circular sausage crate by boulder (1606/a/iv)	5508.85 RM	377	1131	6230509
				Total:	40014418
		* Add Cost of Rly. Boulder 9729.75 cum @ Rs 1825/-			(+17756793
		Grand Total:			57771211

Note: Rates of Railway Boulder has been taken from RITES Project Report, April/2006

Statement showing details of expenditure incurred in respect of Spur-II

Item No.	Description of works	Quantity	Rate (in ₹)	160 per cent above	Amount (in ₹)
1	Earthwork in filling layers to form embankment...etc	137957.906 cum	88	--	12140295
1602 NFSR	Providing, making & bundelling etc. up to 2m height in water	4434.91 sqm	122.5	318.5	1412518
1618 NFSR	Construction of permeable screen as per drawing ...etc	327.8 nos	1040.25	2704.65	886584
11	Making, supplying, weaving, shaping, wire sausage ...etc.	6940.399 RM	3000	--	20821197
10	Supplying & spreading filter media of approved quality....etc.	657.277 cum	850	--	558685
9	Supplying & pitching of shingle boulder hand packed ...etc	9412.072 cum	1600	--	15059315
				Total=	50878594

Statement showing the expenditure incurred in connection with the protection work of Spur-I

Sl. No.	Particulars	Amount (in ₹)
1	Total cost of execution of the CA	13057489.81
2	* Cost of the boulder for 18964.024 cum @ ₹1825 per cum	34609343.80
	Total	47666833.61

* Note: Rates of Railway Boulder has been taken from RITES Project Report, April/2006

APPENDIX – XIII (REF. TO PARA 1.6.10)						
STATEMENT SHOWING LOSS FOR INJUDICIOUS CONSTRUCTION OF NORTH GUIDE BUND AND RIVER TRAINING PROTECTION WORKS						
Sl. No.	Description of Work	Quantity executed as per CC-III (in cum)	Rate per cum (in ₹)	per cent below original rate	Rate, after consideration of 14 per cent below (in ₹)	Amount (in ₹)
1	Earthwork in filling in layers to form embankment/sub-bank etc.	1418000	156	14 per cent	134.16	19023888
2	Earthwork in filling with contractor's own earth ...	625000	148	14 per cent	127.28	79550000
9(f)	Carrying and filling loose boulders etc.	41000	467	14 per cent	401.62	16466420
9(g)	Making, supplying, weaving, shaping, wire sausage crates, etc.	7000 RM	1561 per RM	14 per cent	1342.46	9397220
					Total	124437528
	Add: Cost of boulder for 41000 cum @ ₹ 1529.24 per cum					62698840
					Sub-Total	187136368
	Less: Cost of railways earth reused from old location to new location for 200000 cum @ ₹ 134.16 (after consideration of 14per cent below) as per CC bill no. XIX dt. 26.11.10					26832000
					Total	160304368
	* Add: Carrying cost of 200000 cum of Railway earth reused at new location through NFSR item by execution of item no. NFSR/201/e & NFSR/202/e @ ₹15.35/- per cum & ₹ 8.30/- per cum respectively i.e. Total rate for per cum is ₹ 23.65/-					4730000
	Grand Total:					165034368
	* Note:- Though it was proposed in the variation statement that 250000 cum of earth was to be reused under the NFSR as Railway earth at the shifted location yet 200000 cum was reused as per CC Bill no.XIX					

APPENDIX - XIV (REF. TO PARA 1.6.10)

CALCULATION SHOWING EXTRA EXPENDITURE DUE TO INCREASE IN THE BRIDGE LENGTH

- A) CA value of sub-structure for 34 numbers of span = ₹ 343.90 crore
Therefore, Cost of 5 numbers of span = 5 x 343.90/34 = ₹50.55 crore
- B) CA value of super-structure for 34 numbers of span = ₹ 987.19 crore
Therefore, Cost of 5 numbers of span = 5x 987.19/34 = ₹ 145.15 crore
- C) Total financial implication for sub-structure and super-structure for additional 5 numbers of span = Rs (50.55 +145.15) crore = ₹195.70 crore

APPENDIX – XV (REF. TO PARA 1.6.11)

STATEMENT SHOWING CASES OF PREMATURE TERMINATION OF CONTRACTS AND IN FRUCTUOUS EXPENDITURE

Chota-Udepur-Dhar (WR) project has been stuck up due to non-acquisition of land passing through a tribal stretch. As such, there has been no physical progress in this work and four contracts were fore closed as work could not progress. This has resulted in ₹12.03 crore expenditure incurred on incomplete works.

Tender No.	Value of Contract (₹ in lakh)	Payment made upto 31/03/2014 (₹ in lakh)
DY.CE/BRC/CTD-DHAR/ 1 CANO.DYCE/BRC/CA/261 Date: 26/12/2008	177.77	147.49
DY.CE/BRC/CTD-DHAR/3 CA. NO.DYCE/BRC/CA/293 Date: 04/12/08	950.87	666.04
DY.CE/BRC/CTD-DHAR/4 CA. NO.DYCE/BRC/CA/294 Date: 04/12/2009	897.89	371.51
DY.CE/BRC/CTD-DHAR/9 CA. NO.DYCE/BRC/CA/317 Date: 18/03/2011	93.66	17.56
Total		1202.26

APPENDIX – XVI (REF. TO PARA 1.6.12.2)

DETAILS OF SANCTION OF LUMDING -SILCHAR GAUGE CONVERSION PROJECT (367.247KM.)

Sl. No.	Details of Sanctions	Sanctioned Cost (₹ in crore)	Reference to sanction
1.	Lumding – Silchar		
	(i) Lumding – Hatikhali (19.994 Km)	72.94	95/W1/LCT/NF/I/Pt.I dt.2.11.99 & 13.11.2000
	(ii) Hatikhali – Langting (19.130 Km)	63.37	95/W1/LCT/NF/I/Pt.III dt.28.3.2000 & 20.11.2000.
	(iii) Langting – Ditokcherra (89.90 Km)	872.54	2001/W1/GC/NF/4 dt. 17.06.2002
	(iv) Ditokcherra – Chandranathpur (20.020 Km)	152.09	2000/W1/LCT/NF/DTC-CNE dt.14.11.2000
	(v) Chandranathpur – Badarpur (20.158 Km)	54.72	95/W1/LCT/NF/I/Pt.II dated 22.10.99 & 20.11.2000
2.	(vi) Badarpur – Silchar (29.84 Km)	32.83	95/W1/LCT/NF/I/Pt.I dt.8.9.97
	Silchar – Jiribam (50.385 Km)	49.41	95/W1/LCT/NF/I/Pt. dt.20.11.2000
3.	Badarpur – Baraigram (42.74 Km)	56.19	2002/W-1/GC/NF/9 (MME) dt.25.9.03
4.	Baraigram – Kumarghat (75.08 Km)	192.68	95/W-1/NF/GC/II (Pt) dt.20.7.2007
	Civil Engg. - Total	1546.77	
	Other Engg. Estimates	129.99	
	Grand. Total	1676.76	

APPENDIX- XVII (REF. TO PARA 1.6.12.2 A)

STATEMENT SHOWING THE ADDITIONAL PROTECTIVE WORKS TAKEN UP CONCURRENTLY DURING EXECUTION OF EARTHWORK CONTRACTS

CAs executed through CE/CON/MLG				CAs executed through Dy. CE/CON-IV/LMG				
Sl. No.	CA No and date	Description of works	CA value (in ₹)	Sl.No	CA No. and date	Description of works	CA value (in ₹)	Amt. passed (₹ in crore)
1	CON/S-L/985 dt.7.8.2006 (M/s.Shivam)	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard, side drains, toe wall and other ancillary works from km. 114/030 to km. 114/920 (new ch.) excluding km. 114/150-510 (for Major Br. No.III/96 and III/97)	1,81,13,750	1	CON/S-L/IV/26 dt.27.3.2008 (M/s.D.N. Singh)	Construction of modified side drain and other protection works in between km. 114/512 to km. 114/715 of proposed BG alignment	98,56,52 SCA =Rs. 2 crore	1.52
				2	CON/S-L/IV/20 dt. 28.2.2008 Shri A.K.Thakur	Construction of modified side drains and other protection works in between 114/715 km. to 114/ 925 km	0.67 crore	0.60
				3	CON/S-L/IV/21 dt. 14.3.2008 [M/s.Shivam]	Earth work in cutting to make profile on diverted alignment as per BG standard and other ancillary works from km. 114/745 to km. 114/850	36,54,000/-	0.40
2	CON/S-L/1023 dt.20.9.2006 (M/s.R &L Construction)	Earth work in filling and in cutting for making BG formation, construction of 6 nos. minor Br., side drains and other protection works in between new ch. 119/800 km to 119/950 km and in between new ch.	4,03,38,245/- - SCA-2 value = ₹7,90,07,59 0.23	1	CON/S-L/IV/14 dt.10.1.2008 [M/s.R.L.Construction]	Construction of 1 no. minor bridge, e/work in filling, modified side drains and other protection works in between 119/800 km. to 119/ 950 and in between 122/585 km. to 123/740 km	95,47,310/-	0.94
				2	W/362/CON/L-S/LMG/MB/16 dt. 11.16.2007	e/work in km 119/800 to km 119/950 and in between 122/585 to km 123/740	0.95	-

		122/585 km. to 123/740 km. between Jatanga Lumpur-new Harangajao – Ditokcherra station as per BG standards on diverted alignment		3	CON/S-L/IV/15 dt.10.1.2008 [M/s. R.L.Construction	Construction of modified side drains and other protection works in between 122/800 km. to 123/ 740 km between New HJO- DTC Station	97,05,950/-	-
3	CON/S-L/773 dt.5.11.2003 (M/s.C.Construction)	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard including construction of 6 nos. of minor Br., side drains, toe wall and other ancillary works from km. 111/020 to km. 112/680 (new ch) Between Jatanga Lumpur to New Harangajao station	11,25,92,89 1.25 SAC-1 vaue = ₹12,57,05,2 64.5	1	CON/S-L/IV/11 dt.28.12.2007 [M/s.C.C.Constr uction]	Construction of modified side drains and other protection works in between 111/025 km. to 111/ 300 km	76,57,400/-	0.45
				2	CON/SL/IV / 32 dt.16.3.2010	Additional earthworks and protection for the chain-age 111/300 to 112/650	1..99	1.46
4	CON/S-L/554 dt.20.12.2001 (M/s.A.Nayak)	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard including construction of 7 nos. of minor Br., side drains, toe wall and other ancillary works from km. 125/820 to km. 127/880 (new ch) Between New Harangajao to Ditokcherra station	5,90,76,917/ -	1	CON/SL/IV/ 31 dt. 9.2.2010	Protection work at Br. No.111/126 to 111/127 and provision of catch water drain from 122/600 to 124/400	0.62	0.61

5	CON/S-L/553 dt.20.12.2001 (M/s.A.C Nayak)	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard including construction of 6 nos. of minor Br., side drains, toe wall and other ancillary works from km. 115/420 to km. 117/000 & km. 117/516 to km.119/420 (new ch) Between Jatinga Lumpur to New Harangajao station	4,35,21,826/-	1	CON/L-S/IV/24 dt.20.3.2008 [M/s.Nayak Infrastructure]	Earth work in formation including extension of the minor br. (Br. No. III/102)from ch. 115/850 to ch. 116/602 ,side drains and other protection works	0.97	0.85
			-	2	CON/S-L/IV/19 dt.28.2.2008 [Shri A.K.Thakur]	Construction of 2 nos. of minor bridge (Br. No.III/105 and III/111) at ch. 117/598 and 120/575 and e/work in filling, side drain and other protection works	1.32	1.32
6	CON/S-L/566 dt.11.02.2002 (M/s.Nayak Engineer ing works)	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard including construction of 1 no. minor Br., side drains, toe wall and other ancillary works from km. 121/300 to km. 121/800 (new ch)	1,52,37,864/-	1	CON/S-L/IV/36 Dt. 20-12-2010 [M/s. A.C. Nayak]	Construction of modified side drains and other protection works in between 121/300 km. to 121/ 600 km	0.86	0.51
			SCA-2 dt.3.1.2006= 3,07,82,997.04	3	CON/SL/IV/ 37 dt.28.3.2011	Modified side drain at km 118/790 to 118/860	1.48	0.99
7	CON/S-L/558 dt.3.01.2002 (M/s.Nayak)	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard	3,62,08,108.50/-	1	CON/S-L/IV/22 dt.20.3.2008 [M/s. Nayak Infrastructure]	Construction of modified side drains and other protection works in between 123/960 km. to 124/ 150 km	87,47,920/-	0.87
			SCA-2 dt.30.12.2005 = 4,50,19,019.					

	including construction of 3 nos. minor Br., side drains, toe wall and other ancillary works from km. 123/940 to km. 125/760 (new ch)	30	2	CON/S-L/IV/35 dt.20.12.2010 [M/s. Nayak Infrastructure]	Construction of modified side drains and other protection works in between 124/620 km. to 124/700 km	36,88,500/-	0.48
			4	CON/S-L/IV/23 dt.20.3.2008 [M/s. Nayak Infrastructure]	Construction of modified side drains and other protection works in between 124/150 km. to 124/325km	82,10,600/-	0.71
8	CON/S-L/752 dt.1.08.2003 (M/s. Hari Construction)	42775505	1	CON/S-L/IV/25 dt.20.3.2008 [M/s. A.C. Nayak]	Construction of modified side drains and other protection works in between 120/270 km. to 121/300 km	9451425/-	0.25
	Earth work in formation for making new bank and e/work in cutting to make profile on diverted alignment as per BG standard including construction of 4 nos. minor Br., side drains, toe wall and other ancillary works from km. 120/040 to km. 121/300 (new ch)		2	CON/S-L/IV/13 dt.10.1.2008 [M/s. R.L.Construction]	Construction of 1 no. of minor bridge (Br. No.III/110) at ch. 120/193 and e/work in filling, side drain and other protection works	7874750/-	0.98
			3	CON/S-L/IV/27 dt.19.7.2008 [M/s. R.L.Construction]	Additional e/work for flatterring of slope to make BG profile extension of 1 no. minor Bridge and other protection work etc. from km. 120/100 to km. 121/300	19772200/-	1.82
**							19.22

APPENDIX-XVIII (REF. TO PARA 1.6.12.2)

LOSS OF ₹ 5.90 CRORE (₹ 21.71 LAKHS FROM A AND ₹ 5.69 CRORE FROM B BELOW) ON ACCOUNT OF DISMANTLING OF DEFORMED TUNNEL OF 28 M OF TUNNEL NO. 8 AND SUBSEQUENT RECONSTRUCTION

A. Operation of NS item in the CA schedule for dismantling of deformed 28 m Tunnel in Tunnel No. 8 (Statement-I)

Item No.	Description of item	Quantity	Rate (in ₹)	Total amount (in ₹)
NS-01	Breaking and removing of concrete lining	210 cum	7853 per cum	1649130
NS-02	Cutting, dismantling and removing of permanent steel supports	40 MT	13053 per MT	522120
			Total	₹ 2 1.71 lakh

B. Reconstruction of deformed 28 m Tunnel in tunnel No. 8 (STATEMENT-I)

Schedule of Item No.	Description of item	Quantity	Rate (in ₹)	Total amount (in ₹)
6	Concrete lining including backfill concrete	5500 cum	5760 per cum	31680000
5(a)	Supply of permanent steel supports	530 MT	38700 per MT	20511000
5 (b)	Manufacturing ,leading and erecting permanent steel supports	530 MT	9000 per MT	4770000
			Total	₹ 5.69 crore

APPENDIX – XIX (REF. TO PARA 1.6.12.2)

LOSE DUE TO FAILURE OF TUNNEL NO. 12 (STATEMENT –II)

After construction of 28m tunnel in Face-2 side , the entire portion of tunnel was collapsed due to excessive pressure of earth resulting in deformation of tunnel on account of squeezing, distortion and twisting of supports and during which an amount of ₹13.10 crore was already paid to the agency. The contract was, thereafter, terminated at the Risk and Cost of the agency. Thus, the entire expenditure paid to contractor was an in fructuous expenditure and had been taken into account as loss to the railway.

The new agency took two years to complete the rectification works of collapsed tunnel by dismantling the old concrete steel supports and reconstruct of the same which included an expenditure of ₹ 0.12 crore towards dismantlement of damaged structures as detailed below:

Item No.	Description of item	Quantity	Rate (in ₹)	Total amount (in ₹)
NS-01	Breaking and removing of concrete lining	110 cum	7800 per cum	858000
NS-02	Cutting, dismantling and removing of permanent steel supports	27MT	13050 per MT	352350
			Total	12.10 lakh

APPENDIX – XX (REF. TO PARA 1.6.12.2)

STATEMENT SHOWING THE EXTRA EXPENDITURE DUE TO COLLAPSE OF WELL FOUNDATION

1.	Expenditure incurred as per original CA No. CON/S-L/620 dated 31.5.02 for substructure of Bridge No.572	₹11.17 crore
2.	The contract value of the subsequent contract for construction of sub structure of bridge was	₹19.03 crore
3.	Expenditure incurred for construction of Bridge against the contract at Sl. No. 2	₹16.99 crore.
4.	Total expenditure (Sl. No. 1 and 3)	₹28.16 crore
5.	Original Contract value	₹13.56 crore
6.	Additional Expenditure (Sl.No. 4 - Sl.No. 5)	₹14.60 crore

APPENDIX I (PARA REFERENCE 2.1)				
BASIS OF SAMPLE SELECTION				
Sl. No.	Area	Monetary Limits	Criteria for selection	Period Covered
1	Contracts finalised during the year	Upto ₹1 crore	6 contracts on two divisions for each year	2011-12 to 2013-14
		₹1 crore to ₹5 crore	8 contracts on two divisions and 2 contracts on construction for each year	
		Above ₹5 crore for division and ₹5 crore to ₹10 crore	2 contracts on two divisions and 4 contracts on construction for each year	
		Above ₹10 crore	4 contracts on construction for each year	
2	Contracts in progress	15 <i>percent</i> each for Open Line and Construction		As on 31-3-2014
3	Completed contracts	25 <i>percent</i> each for Open Line and Construction		2013-14
4	Discharged tenders	100 <i>percent</i> for tenders valuing above ₹ 1 crore		2011-12 to 2013-14
5	Tenders valuing above ₹8 crore/ ₹10 crore	100 <i>per cent</i>		2011-12 to 2013-14
6	Contracts short-closed/foreclosed	100 <i>per cent</i> for tenders valuing above ₹1 crore		2011-12 to 2013-14
7	Contracts terminated	100 <i>per cent</i> for tenders valuing above ₹1 crore		2011-12 to 2013-14
8	Arbitration awards settled	10 cases in Construction and in Open Line separately		2011-12 to 2013-14

APPENDIX II (PARA REFERENCE 2.1)		
SAMPLE CHECKED IN AUDIT		
Sl. No.	Description	Sample checked
1.	Tenders executed	1215
2.	Contracts in Progress as on 31.03.14	927
3.	Contracts completed during 2013-14	313
4.	Discharged tenders	647
5.	Tenders valuing above ₹8 crore/ ₹10 crore	321
6.	Contracts short-closed/fore-closed	173
7.	Contracts terminated on account of Contractor failure	265
8.	Arbitration awards settled	214

APPENDIX I (PARA REFERENCE- 4.1)

STATEMENT SHOWING THE WORKS TAKEN UP FOR MODERNIZATION OF SIGNALING AND TELECOMMUNICATION WHICH WERE FUNDED BY FOREIGN LOAN

- I. Replacement of signaling gears by solid state interlocking (5 stations) on Ghaziabad-Kanpur
- II. Replacement of Signal equipment by electronic interlocking (7 stations) on Ghaziabad-Tundla section
- III. Replacement of signaling gears by route relay interlocking at Tundla
- IV. Automatic block signaling on Aligarh – Ghaziabad section
- V. Modernization of signals on Ghaziabad-Kanpur route
- VI. Replacement of Cable by optic fibre cable Delhi – Ghaziabad-Panki section
- VII. Replacement of gears by electronic interlocking (19 stations) on Ghaziabad-Kanpur section
- VIII. Replacement of signaling gears by electronic interlocking (15 stations) in Ghaziabad-Kanpur section
- IX. Track circuiting with automatic block signaling in golden quadrilateral/Rajdhani and Shatabdi route- Aligarh-Kanpur route
- X. Indoor equipment, recording systems & control equipment in connection with control centre at Aligarh.
- XI. Indoor equipment recording system & control equipment in connection with control equipment in connection with control centre at ETW

APPENDIX II (PARA REFERENCE - 4.2)

DESIGNATIONS OF OFFICERS ASSOCIATED WITH THE FUNCTIONING OF DEDICATED INDIAN RAILWAY PROJECT MANAGEMENT UNIT (IRPMU)

MoR is responsible for functional planning, tendering, contracting and overall supervision of the execution of the S&T contracts on turn-key basis. The matters related to IRPMU are dealt at MoR by S&T Directorate headed by Member (Electrical). He is assisted by Advisors (Signal) and Executive Directors (Signal Project). Member Electrical works as the project co-ordinator and is responsible for taking major policy decisions, authorisation of major project revisions, monitoring the overall project progress, approval for tender evaluation, decision on procurement, co-ordination with other projects in IR.

General Manager (NCR) is responsible to support the Member Electrical on project related issues, approval of project expenses in co-ordination with the consultant up to an amount fixed by IR, revision and approval of the project schedule, the disbursement of money, all procurement, documentation for the project works and quarterly progress reports to Member Electrical and KfW.

The head of IRPMU is Chief Administrative Officer (CAO) The CAO/IRPMU is assisted by several officers while performing various duties assigned to IRPMU. These officers are Chief Signal & Telecommunication Engineer (CSTE), CSTE/Planning, Chief Project Manager (CPM), CPM/ Train Protection and Warning System (TPWS), Chief Personnel Officer (CPO), Chief Traffic Manager (CTM) and Financial Advisor & Chief Accounts Officer (FA&CAO) besides Engineers of various levels posted at Aligarh, Allahabad and Kanpur.

APPENDIX III (PARA REFERENCE - 4.4.1)

**THE REASONS FOR CONSIDERING THE OFFER OF M/S. ASC AS
"UNSUITABLE"**

The Financial bids of only the technically acceptable offers were to be opened for further evaluation, and ranking. The consultant was to evaluate the offers of tenderers considering maximum weightage of 70 points for technical bid and 30 points for financial bid. The Consultant found that offers of only two bidders (M/s Alcatel Consortium –L1 and M/s Siemens-L2) were technically suitable. Out of these, the L 2 tenderer turned out to be the preferred bidder due to highest scoring. The Consultant found technically unsuitable the offers of remaining two tenderers [M/s IGE Consortium (M/s IGEC) and M/s Ansaldo consortium (M/s ASC)] and recommended their exclusion in further evaluation process. However, Consultant was instructed by the Tender Committee to consider the financial offer of M/s ASC also. Since the objective of first packet was to scrutinize the capability of the bidder, the opening of the second packet of unsuitable bidder was against the principle of pre-qualification criteria. The Consultant did not accept the financial bid of M/s ASC also on the plea that the bidder did not provide the relevant schedules, left out supplies and services outlined in the technical offer besides non-supply of the “grand total” of all the schedules. Tender Committee (TC) observed that although the Consultant had taken the bid price of M/s ASC as basis for awarding scores to other bidders in their financial bids, they had not considered the financial bid of M/s ASC.

APPENDIX IV (PARA REFERENCE - 4.4.1)
DEFICIENCIES IN FINALISATION OF GLOBAL TENDER AND AWARD OF CONTRACT TO M/S ASC FOR EXECUTION OF KFW FUNDED WORKS

Name of the Contractor	Scores on Credential bid (Out of 100)	Scores on Credential bid (Out of 70)	Scores on Financial bid (Out of 30)	Total Scores (Col. 3 & 4)
1	2	3	4	5
M/s Siemens AG	81.45	57.01	21.38	78.39
M/s Alcatel SEL AG	75.00	52.50	18.26	70.76
M/s ASC	67.50	47.25	Nil (being technically unsuitable)	Nil (technically unsuitable)

The TC made M/s ASC offer comparable through adjustment in the financial offer by increasing the offered amount by Euro 24,337,604. The score awarded by TC were as under:

Name of the firm	Scores on Credential bid (Out of 100)	Scores on Credential bid (Out of 70)	Scores on Financial bid (Out of 30)	Total Scores (Col. 3 & 4)
1	2	3	4	5
M/s Siemens AG	84.57	59.41	16.26	75.67
M/s Alcatel SEL AG	83.56	58.49	12.98	71.47
M/s Ansaldo Signal Consortium	83.53	58.47	30.00	88.47

Railway Board recommended that the contract may be awarded to M/s ASC after taking an undertaking that In the event of Microlok II system was not found as per CENELEC Safety Integrity Level 4 (SIL4) requirements for heavy mixed traffic, the contractor was to supply another approved SSI system acceptable to IR at no extra cost. As a result, Letter of Acceptance (LOA) to the contractor was issued with proviso. The contract agreement was to be signed only after successful review of assessment of Microlok II interlocking system as per CENELEC standards by TUV inter traffic.

Further, although KfW had informed IR (September 2005) that Microlok II interlocking system would not be a real reference for comparing the routes on IR with routes on Bangladesh/ Malaysia. Even, IR decided to undertake as a first step to assess the Microlok II interlocking system as per CENELAC, European Committee for Electro-technical Standardization. They entered into the contract (February 2006) while the final assessment report was received in August 2006. This was in contradiction of proviso in the LOA and against the spirit of decision taken by Railway at a later stage to undertake as a first step the assessment of specific interlocking work.

APPENDIX V (PARA REFERENCE 4.4.2.2)

REASONS FOR DELAY IN EXECUTION OF S&T WORKS AND THE NECESSITY FOR EXTENSION IN COMPLETION PERIOD

Railway Board had decided in November 2006 to use dual detection i.e. using AFTC and Axle counters working in parallel at 12 stations and associated block sections and only DC track circuits at stations. This had negative impact on SIP, Selection Table, interface circuits, application logic preparation etc, and necessitated the preparation of cable core allocation charts and field designs. The power supply was required at LSC and stations besides procurement of material and assessment of hazards of such system. By that time, three sections had been commissioned without using dual detection. Railway experienced a lot of problem on account of failures of AFTC, mainly due to theft and vandalism, resulting in failures of Auto signals and detention of trains. As a result, dual detection was considered a necessity of the route (January 2007). However, decision in this regard could be communicated by MoR in April 2009 only. As such, the design and field work for providing dual detection at all stations and block sections was started after this decision. Besides dual detection, there had been changes in the facility at almost all stations like additional shunt signals and provision of Stand Humps/dead ends etc. At stations where auto signalling work had not been taken by that time, yard remodelling had already been planned (HRS, TDL, ETW and FZD stations) impacting on the completion time of the contract. Further, Railways had been considering the execution of work of 3rd line in Aligarh Jn-Ghaziabad section and KfW project works in integrated manner and a decision on that was awaited. The decision to provide and install 13 Child Exchanges at various locations was communicated to contractor in February 2008. The contractor requested to take a decision for remaining Exchanges also. The desired decision was communicated in June 2009 only.