

Annexure 1.1 Annual Operating Performance of National Railroad Corporation, US (Amtrak)- Operating results (Reference Paragraph 1.1.1)							
(\$ in Millions)	Prior year to Data September Financial Year 2020 (in \$)	Actual year to Data September Financial Year 2021 (in \$)	Year to year Growth		September Forecast year to Data September Financial Year 2021 (in \$)	Actual year to Data September Financial Year 2021 (in \$)	Favourable /Unfavourable vs September Forecast
			\$	Per cent			\$
1	2	3	4 (Col. 2- Col. 3)	5	6	7	8 (Col. 7- Col. 6)
Ticket Revenue (Adjusted)	1,238.30	888.00	350.30	28	875.00	888.00	13
Food & Beverage	30.8	23.0	7.9	26	21.6	23.0	1.3
State Supported Train Revenue	342.1	352.8	10.7	3	355.2	352.8	(2.4)
Sub total Passenger Related Revenue	1,611.2	1,263.8	347.5	22	1,251.8	1,263.8	12
							1

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			\$	Per cent		\$	Per cent
1	2	3	4 (Col. 2-Col. 3)	5	7	8 (Col. 7-Col. 6)	9
Other Core Revenue	303.2	307.6	4.4	1	307.6	5.4	2
Ancillary Revenue	350.1	361.7	11.6	3	361.7	2.3	2
Total Revenue	2,264.5	1,933.1	331.4	15	1,933.1	19.7	2
Salaries	302.8	341.0	38.2	13	341.0	0.3	0
Wages & Overtime	1,052.8	997.1	55.7	5	997.1	2.6	0
Employee Benefits	581.2	542.2	39.0	7	542.2	0.5	0
Employee Related	21.9	21.8	0.2	1	21.8	0.5	2
Salaries, Wages & Benefits	1,958.7	1,902.1	56.6	3	1,902.1	1.4	0
Train Operations	275.6	215.9	59.8	22	215.9	0.4	0
Fuel, Power & Utilities	215.5	188.4	27.1	13	188.4	2.8	1

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			\$	Per cent			\$	Per cent
1	2	3	4 (Col. 2-Col. 3)	5	6	7	8 (Col. 7-Col. 6)	9
Materials	150.1	128.3	21.8	15	120.1	128.3	8.2	7
Facility, Communication & Office	164.2	173.3	9.1	6	171.0	173.3	2.3	1
Advertising and Sales	56.6	56.2	0.4	1	53.2	56.2	3.0	6
Casualty and Other Claims	58.6	90.1	31.4	54	69.5	90.1	20.5	30
Professional Fees & Data Processing	218.0	194.4	23.6	11	194.8	194.4	0.3	0
All Other Expense	128.3	191.6	63.3	49	191.7	191.6	0.1	0
Transfer to Capital & Ancillary	172.0	177.2	5.1	3	173.7	177.2	3.4	2
Total Expense	3,053.6	2,963.1	90.5	3	2,928.3	2,963.1	34.8	1

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			\$	Per cent		\$	Per cent
1	2	3	4 (Col. 2- Col. 3)	5	6	7 (Col. 7- Col. 6)	9
Adjusted Operating Earnings	789.10	1,030.00	240.90	31	1,014.90	15.1	1
OPEB's and Pension	31.4	34.5	3.1	10	34.6	0.1	0
Project Related Revenue & Expense	151.2	147.2	4.0	3	149.7	2.5	2
Depreciation	926.3	905.0	21.3	2	912.9	7.9	1
Office of Inspector General	22.4	24.1	1.8	8	23.7	0.5	2
State Capital Payment Amortization	133.4	139.7	6.3	5	138.4	1.3	1
Non-Operating Inc/(Exp)	45.2	23.1	68.3	151	23.5	0.4	2
Net Income/ (Loss)	1,679.00	1,955.20	276.20	16	1,951.70	3.6	0

Annexure 1.2 Sample size selection (Reference Paragraph 1.1.5)			
Sl. No.	Name of activity	Selection criteria/ sample size	Units selected
1	2	3	4
1.	Divisions	Two division with highest Sundry/NFR earnings from each ZR	32 Divisions, BLW, CLW and Metro Railway
2.	Unsolicited proposal- long term and short term	Maximum 5 proposals from each category	Long Term-24 cases Short Term-7 cases
3.	Stations	Maximum 05 stations with highest earning	83 stations of ZRs and 5 stations of Metro Railway
4.	Trains	Maximum 5 stations with highest earning	80 Trains of 16 ZRs and MR
5.	Way Leave Facility	Finalized during the review period 2017-21 - 10 cases each from selected Division	10 contracts from selected two Divisions of each ZR
8.	Earning from Parking	(a) Earnings from parking at railway land other than at stations – 100 per cent (b) Earnings from parking at railway land at stations- 10 contracts each from selected Division	10 contracts each from selected two Divisions of each ZR
9.	Pay & Use Toilets	Contracts finalized during the review period - 10 each from selected Division	10 contracts each from selected two Divisions
10.	Earnings from catering contracts by Railways	Contracts finalized during the review period. 10 contracts each from selected Division	10 contracts each from selected two Divisions of each ZR

Annexure 1.3 Results of inspection of 45 selected stations of nine ZRs ¹⁵⁰ (Reference Paragraph 1.1.6.8)					
Description of item	Available		Not available		
	No. of ZRs	No. of stations	No. of ZRs	No. of stations	
1	2	3	4	5	
RDN screen display attached with PRS	5	9	9	36	
RDN screen display contained information related with arrivals, departure & running status of trains.	6	26	8	19	
Facility of RDN screen display containing information pertaining to passenger comforts, Amenities & passenger Safety messages	4	7	9	38	
RDN contained information on disaster relief updates in case of emergencies	3	3	9	42	

¹⁵⁰ CR, ECoR, ECR, NCR, NEFR, SR, SCR, SER, SWR

Annexure 1.4 Earnings received through catering contracts by Railways (Reference Paragraph 1.1.6.14)								
Year	Railway/ Metro Railway/ Railway Production Unit	Division	No. of licenses awarded	No. of cases test checked in audit	Estimated License Fee as per tender (₹ in lakh)	License fee fixed as per contract (₹ in lakh)	License fee actually received (₹ in lakh)	Short receipt/ Outstanding licence fee, if any (₹ in lakh)
1	2	3	4	5	6	7	8	9 (Col. 7 - Col. 8)
2017-18 to 2020-21	CR	MUMBAI	28	28	134.93	198.82	198.82	0.00
2017-18 to 2020-21	CR	PUNE	11	11	63.92	86.04	86.43	-0.39
2017-18 to 2020-21	ER	HWH	27	10	66.91	569.60	196.57	373.03
2017-18 to 2020-21	ER	SDAH	18	10	38.47	109.14	111.01	0.00
2017-18 to 2020-21	ECR	DNR	68	0	447.00	447.00	450.09	-3.09
2017-18 to 2020-21	ECR	DHN	46	0	41.52	92.72	92.72	0.00
2017-18 to 2020-21	ECoR	WAT	123	10		948.62	554.61	394.01
2017-18 to 2020-21	ECoR	KUR	404	10		1269.07	1002.43	266.64
2017-18 to 2020-21	NR	DELHI	41	10	101.04	152.15	152.15	0.00
2017-18 to 2020-21	NR	LKO	82	10	69.94	177.37	176.96	0.41
2017-18 to 2020-22	NCR	PRYJ	81	10	137.17	262.10	156.76	105.34
2017-18 to 2020-22	NCR	JHS	19	10	119.28	178.36	178.36	0.00
2017-18 to 2020-22	NER	BSB	0	0	0.00	0.00	0.00	0.00
2017-18 to 2019-20	NER	LJN	0	0	0.00	0.00	0.00	0.00
2017-18 to 2019-20	NEFR	LMG	4	0	8.58	170.08	122.46	47.62

Annexure 1.4 Earnings received through catering contracts by Railways (Reference Paragraph 1.1.6.14)								
Year	Railway/ Metro Railway/ Railway Production Unit	Division	No. of licenses awarded	No. of cases test checked in audit	Estimated License Fee as per tender (₹ in lakh)	License fee fixed as per contract (₹ in lakh)	License fee actually received (₹ in lakh)	Short receipt/ Outstanding licence fee, if any (₹ in lakh)
1	2	3	4	5	6	7	8	9 (Col. 7 - Col. 8)
2017-18 to 2019-20	NEFR	KIR	0	0	0	0	0	0.00
2017-18 to 2019-20	NWR	JP	20	10	30.06	102.25	27.81	74.44
2017-18 to 2019-20	NWR	AJMER	13	10	52.90	108.11	47.79	60.32
2017-18 to 2019-20	SR	MAS	15	0	99.32	210.38	210.38	0.00
2017-18 to 2019-20	SR	TVC	28	0	173.52	246.89	246.89	0.00
2017-18 to 2019-20	SCR	SC	12	10	54.64	66.34	66.34	0.00
2017-18 to 2019-20	SCR	BZA	16	10	34.48	73.60	73.60	0.00
2017-18 to 2019-20	SER	CKP	52	10	72.97	124.92	124.92	0.00
2017-18 to 2019-20	SER	KPG	19	10	79.77	25.35	22.10	3.25
2017-18 to 2019-20	SECR	BSP	37	10	47.39	144.96	85.05	59.91
2017-18 to 2019-20	SECR	NGP	14	10	7.46	13.47	13.47	0.00
2017-18 to 2019-20	SWR	UBL	73	10	31.66	52.64	52.64	0.00
2017-18 to 2019-20	SWR	SBC	42	7	19.01	36.92	36.92	0.00
2017-18 to 2019-20	WR	MMCT	56	0	84.77	148.10	148.10	0.00
2017-18 to 2019-20	WR	ADI	55	0	34.41	65.18	65.18	0.00
2017-18 to 2019-20	WCR	JBP	95	10	299.19	637.40	637.40	0.00

Annexure 1.4 Earnings received through catering contracts by Railways (Reference Paragraph 1.1.6.14)								
Year	Railway/ Metro Railway/ Railway Production Unit	Division	No. of licenses awarded	No. of cases test checked in audit	Estimated License Fee as per tender (₹ in lakh)	License fee fixed as per contract (₹ in lakh)	License fee actually received (₹ in lakh)	Short receipt/ Outstanding licence fee, if any (₹ in lakh)
1	2	3	4	5	6	7	8	9 (Col. 7 - Col. 8)
2017-18 to 2019-20	WCR	BPL	65	0	216.71	516.49	516.49	0.00
2017-18 to 2019-20	BLW	-	0	0	0	0	0	0.00
2017-18 to 2019-20	CLW	-	0	0	0	0	0	0.00
2017-18 to 2019-20	MR	-	0	0	0	0	0	0.00
Total			1564	226	2566.99	7234.06	5854.45	1381.48
						Say ₹ 72.34 crore	Say ₹ 58.54 crore	Say ₹ 13.81 crore

Annexure 1.5 Statement showing analysis of NFR earnings of Zonal Railways for the year 2020-21 (Reference Paragraph 1.1.6.18)																	(₹ in crore)	
ZR	No. of Division	Budget Estimate	Revised Estimate	Sum of Z 611	Sum of Z 612	Sum of Z 613	Sum of Z 614	Sum of Z 615	Sum of Z 616	Sum of Z 617	Sum of Z 618	Sum of Z 248	Total earnings	Per cent of earning contributed to Total Earnings	Per cent of Share of RE to Total IR RE	Per cent of Shortfall in achievement		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 (Col. 14*100/Total of Col. 14)	16 (Col. 4*100/Total of Col. 4)	17 (100 – Col. 14)		
WR	6	139.30	29.87	0.70	1.39	8.01	1.92	0.02	0.00	1.56	9.30	0.09	22.99	25	20	83		
CR	5	114.80	35.00	3.50	1.72	4.97	1.97	0.06	0.01	1.57	7.02	0.10	20.92	23	23	82		
SR	6	58.80	12.50	0.71	1.22	3.35	1.92	0.00	0.00	1.79	5.06	0.00	14.06	15	8	76		
Metro	1	44.10	18.00	0.80	0.28	1.56	0.18	0.00	0.00	8.73	0.00	0.00	11.55	13	12	74		
NR	5	71.40	13.50	0.63	0.14	0.39	1.38	0.10	0.00	7.22	0.17	0.00	10.03	11	9	86		
ECoR	3	29.40	6.50	0.00	4.50	0.29	0.66	0.00	0.00	0.17	1.24	0.00	6.86	7	4	77		
ER	5	37.80	3.75	0.48	0.63	0.23	2.13	1.18	0.00	0.43	0.06	0.00	5.15	6	3	86		
NWR	4	21.00	4.00	0.51	0.07	0.47	0.63	0.00	0.00	1.38	0.77	0.00	3.83	4	3	82		
SCR	6	28.00	5.25	0.01	0.89	0.19	1.02	0.17	0.00	0.77	0.37	0.00	3.42	4	4	88		
SER	4	21.00	1.75	0.01	0.32	0.36	1.23	0.00	0.00	0.03	1.09	0.00	3.06	3	1	85		

Annexure 1.5 Statement showing analysis of NFR earnings of Zonal Railways for the year 2020-21 (Reference Paragraph 1.1.6.18)																	(₹ in crore)		
ZR	No. of Division	Budget Estimate	Revised Estimate	Sum of Z 611	Sum of Z 612	Sum of Z 613	Sum of Z 614	Sum of Z 615	Sum of Z 616	Sum of Z 617	Sum of Z 618	Sum of Z 248	Total earnings	Per cent earning contributed to Total Earnings	Per cent of Share of RE to Total IR RE	Per cent of Shortfall in achievement			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 (Col. 14*100/Total of Col. 14)	16 (Col. 4*100/Total of Col. 4)	17 (100 – Col. 14)			
ECR	6	18.90	4.50	0.04	0.25	0.54	0.62	0.00	0.00	0.36	1.07	0.07	2.95	3	3	84			
NFR	6	13.65	2.25	0.06	0.04	0.59	0.66	0.02	0.00	0.04	1.09	0.00	2.50	3	2	82			
NER	4	21.00	2.75	0.00	0.02	0.41	0.59	0.00	0.00	0.44	0.26	0.00	1.72	2	2	92			
NCR	3	13.65	1.25	0.08	0.00	0.00	0.27	0.00	0.00	0.18	1.06	0.00	1.60	2	1	88			
SWR	4	28.00	3.25	0.21	0.00	0.02	0.69	0.00	0.00	0.18	0.35	0.00	1.45	2	2	95			
WCR	3	31.50	3.75	0.01	0.00	0.19	0.45	0.21	0.00	0.32	0.19	0.00	1.37	1	3	96			
SECR	3	8.40	2.13	0.47	0.02	0.27	0.00	0.00	0.00	0.14	0.03	0.00	0.93	1	1	89			
Total	75	462.00	150.00	7.10	10.24	13.97	14.71	1.73	0.01	23.99	19.83	0.18	91.76						

Annexure 2.1 Infructuous expenditure on Pre-Construction Survey conducted by M/s RITES Ltd [Reference Paragraph 2.1.2.1 (A) (i)]		
I. Infructuous Expenditure on abandoned Pre-Construction Survey		
1	Total length for which Pre-Construction Survey was carried out by RITES (km)	118.2
2	Total length for which RITES Pre-Construction Survey had to be abandoned due to change in take-off point (Dimapur to Dhansiri) of the new line (km)	19.219
3	Total length for which RITES Pre-Construction Survey had to be abandoned due to change in terminating point of the new line (from Kohima to Zubza) (km)	31.6
4	Total length for which RITES Pre-Construction Survey had to be abandoned due to delayed decision of Railway Administration for rectification in Pre-Construction Survey (km)	50.819
5	Total payment made to RITES for Pre-Construction Survey work (₹)	69980899
6	Proportionate expenditure on RITES Pre-Construction Survey (50.819 km) which had to be abandoned (₹)	30087642.19
7	Infructuous expenditure on abandoned Pre-Construction Survey of DMV-Kohima NL project (₹)	39893257
II. Infructuous Expenditure on abandoned Geo-technical Investigation		
1	Total length for which Geo-technical investigation work was carried out by M/s Associates Construction & Consultancy (km)	120
2	Total length for which Geo-technical investigation work had to be abandoned due to change in take-off point (Dimapur to Dhansiri) of the new line (km)	19.219
3	Total length for which Geo-technical investigation work had to be abandoned due to change in terminating point of the new line (from Kohima to Zubza) (km)	31.6

Annexure 2.1 Infructuous expenditure on Pre-Construction Survey conducted by M/s RITES Ltd [Reference Paragraph 2.1.2.1 (A) (i)]			
4	Total length for which Geo-technical investigation work had to be abandoned due to delayed decision of Railway Administration for rectification in Pre-Construction Survey (km)	50.819	
5	Total payment made to M/s Associates Construction & Consultancy for Geo-technical investigation work (₹)	25205581	
6	Proportionate expenditure on Geo-technical investigation work (50.819 km) which had to be abandoned (₹)	10674353.51	
7	Infructuous expenditure on abandoned Geo-technical investigation work of DMV-KOHIMA NL project (₹)	14531227.49	
Total avoidable Expenditure on Pre-Construction Survey & Geo-technical Investigation			
1	Infructuous expenditure on abandoned Pre-Construction Survey of RITES (₹)	39893257	
2	Infructuous expenditure on abandoned Geo-technical investigation of M/s Associates Construction & Consultancy (₹)	14531227.49	
	Total infructuous on abandoned Pre-Construction Survey and abandoned Geo-technical investigation (₹)	54424484.49	
		Say ₹ 5.44 crore	

Annexure 2.2 Amount paid for hasty land acquisition which was ultimately abandoned [Reference Paragraph 2.1.2.1 (B) (i)]								
S. No.	Chainage (metre)		Chainage proposed by agency	Area of abandoned land (As per Official Record/Land plan) sq m	Area of abandoned land (As per Official Record/Land plan) sqft	Land plan No.	Plot No.	Amount paid for acquisition of land (₹)
	From	To						
1	2	3	4	5	6	7	8	9
1	74388	76686	RITES	236011	2540401.26	CE/CON/Dimapur-Kohima/L/01/2014 (74.388 km - 77.901 km)	93 to 103	92665818.55
2	77068	78361	RITES	133785	1440049.76	CE/CON/Dimapur-Kohima/L/01/2014 (74.388 km - 77.901 km)	87 to 92	48489542.31
						CE/CON/Dimapur-Kohima/L/02/2014 (77.901 km - 80.439 km)	83, 85 & 86	
3	81150	81450	RITES	48072	516842.69	CE/CON/Dimapur-Kohima/L/04/2014 (80.439 km - 84.685 km)	66 to 68 and 71	19102483.20
4	82650	83200	RITES	63078	678965.94	CE/CON/Dimapur-Kohima/L/04/2014 (80.439 km - 84.685 km)	58A and 59 to 62	34559923.50

Annexure 2.2 Amount paid for hasty land acquisition which was ultimately abandoned [Reference Paragraph 2.1.2.1 (B) (i)]							
S. No.	Chainage (metre)		Chainage proposed by agency	Area of abandoned land (As per Official Record/Land plan) sq m	Area of abandoned land (As per Official Record/Land plan) sqft	Land plan No.	Plot No.
	From	To					Amount paid for acquisition of land (₹)
1	2	3	4	5	6	7	8
5	83407	83776	RITES	36170	389330.64	CE/CON/Dimapur-Kohima/L/04/2014 (80.439 km - 84.685 km)	53, 56, 57 and 57A
6	84708	85531	RITES	55322	595481.05	CE/CON/Dimapur-Kohima/L/03/2014 (84.618 km - 89.127 km)	42A, 42, 43, 44, 45, 46, 47 and 47A
Total					6161071.34		233362272.28
Say ₹ 23.34 crore							

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
1	21463 m to 24934 m	3471 m	21463 m - 21700 m	Not Applicable	Not Applicable	Not Applicable	Not Applicable	50710294	Compensation for this part of the tunnel was not paid as per estimate & sanction memorandum of compensation of land over tunnel T-1.
			21700 m - 22900 m	CE/CON/Dimapur - Kohima/L/1/2020 (21.700 km to 22.900 km)	Chumukedima Village, Distt: Dimapur	Deputy Commissioner, Dimapur's Estimate dated 03.03.2020	1 to 6		
			22900 m - 24050 m	CE/CON/Dimapur - Kohima/L/2/2020 (22.900 km to 24.050 km)	Chumukedima Village, Distt: Dimapur		6 to 8		
			24050 m to 24934 m	CE/CON/Dimapur - Kohima/L/3/2020 (24.050 km- 25.050 km)	Chumukedima Village, Distt: Dimapur		8 to 10		

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
2	25338 m to 25543 m	205 m	25338 m to 25543 m	CE/CON/Dimapur-Kohima/L/1/2018 (25.050 km - 27.150 km)	New Chumukedima Village, Distt: Dimapur	Deputy Commissioner, Dimapur's Estimate dated 07.03.2017	11 to 15	16762807.88	
3	25942 m to 26740 m	798 m	25942 m to 26740 m	CE/CON/Dimapur-Kohima/L/1/2018 (25.050 km - 27.150 km)	New Chumukedima Village, Distt: Dimapur	Deputy Commissioner, Dimapur's Estimate dated 07.03.2017	18 to 22	44388921	
4	39939 m to 41190 m	1251 m	39939 m to 40500 m	CE/CON/Dimapur-Kohima/L/2019 (39.85 km - 40.50 km)	Siri Angami Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 07.09.2020	1	79358328.90	
			40500 m to 41190 m	CE/CON/Dimapur-Kohima/L/4/2020 (40.50 km - 41.50 km)	Sirhima Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 01.10.2020	1 to 13		
5	41841 m to 42010 m	169 m	41841 m to 42010 m	CE/CON/Dimapur-Kohima/L/5/2020 (41.50 km - 43.00 km)	Sirhima Village, Distt: Dimapur		20 to 24	4748487.40	

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
6	46100 m to 50700 m	4600 m	46100 m to 46600 m	CE/CON/Dimapur-Kohima/L/5/2018 (45.50 km - 46.60 km)	Pherima Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 06.02.2018 and estimate dated 13.11.2020	61, 62, 63, 66 & 69	105416870.90	
			46600 m to 47600 m	CE/CON/Dimapur-Kohima/L/6/2018 (46.60 km - 47.60 km)	Pherima Village, Distt: Dimapur		69, 70, 71 & 78		
			47600 m to 48900 m	CE/CON/Dimapur-Kohima/L/7/2018 (47.60 km - 48.90 km)	Tsiepama Village, Distt: Dimapur		01, 01 (A)		
			48900 m to 50400 m	CE/CON/Dimapur-Kohima/L/8/2018 (48.90 km - 50.400 km)	Tsiepama Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 06.02.2018	1		
			50400 m to 50700 m	CE/CON/Dimapur-Kohima/L/2/2018 (50.400 km - 51.500 km)	Tsiepama Village, Distt: Dimapur		1		

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
7	51140 m to 57660 m	6520 m	51140 m to 51500 m	CE/CON/Dimapur-Kohima/L/2/2018 (50.400 km - 51.500 km)	Tsiepama Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 06.02.2018	4 & 5	174958656	
			51500 m to 53000 m	CE/CON/Dimapur-Kohima/L/10/2018 (51.500 km - 53.00 km)	Tsiepama Village, Distt: Dimapur		5 to 8		
			53000 m to 54600 m	CE/CON/Dimapur-Kohima/L/11/2018 (53.00 km - 54.600 km)	Tsiepama Village, Distt: Dimapur		9 to 14		
			54600 m to 56100 m	CE/CON/Dimapur-Kohima/L/12/2018 (54.600 km - 56.100 km)	Tsiepama Village, Distt: Dimapur		14 to 19		
			56100 m to 57200 m	CE/CON/Dimapur-Kohima/L/13/2018 (56.100 km - 57.200 km)	Pipphema Village, Distt: Dimapur		1		
			57200 m to 57660 m	CE/CON/Dimapur-Kohima/L/14/2018 (57.200 km - 58.150 km)	Pipphema Village, Distt: Dimapur		1 & 13		

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
8	58000 m to 58120 m	120 m	58000 m to 58120 m	CE/CON/Dimapur-Kohima/L/14/2018 (57.200 km - 58.150 km)	Piphema Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 06.02.2018	1	7352827.30	
9	58260 m to 59080 m	820 m	58260 m to 59080 m	CE/CON/Dimapur-Kohima/L/15/2018 (58.150 km - 59.300 km)	Piphema Village, Distt: Dimapur		01, 14 & 15	24794956.56	

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
10	60800 m to 66240 m	5440 m	60800 m to 60860 m	CE/CON/Dimapur-Kohima/L/16/2018 (59.300 km - 60.860 km)	Piphema Village, Distt: Dimapur	Deputy Commissioner Dimapur's estimate dated 06.02.2018	1	121005999.80	
			60860 m to 65510 m	CE/CON/Dimapur-Kohima/L/___/2018 (60.860 km - 65.510 km)	Kiruphema and Menguzuma Village, Distt: Kohima	Deputy Commissioner Kohima's estimate dated 15.11.2018	1 to 67 and 77		
			65510 m to 66000 m	NA	NA				Document could not be traced by the executive. Reminder issued for early supply.
			66000 m to 66240 m	CE/CON/Dimapur-Kohima/L/___/2018 (66.00 km - 67.200 km)	Kiruphema and Menguzuma Village, Distt: Kohima	Deputy Commissioner Kohima's estimate dated 15.11.2018	68 to 70		

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
11	68730 m to 69580 m	850 m	68730 m to 69580 m	NA	NA	NA		NA	Document could not be traced by the executive. Reminder issued for early supply.
12	69760 m to 69900 m	140 m	69760 m to 69900 m	NA	NA	NA		NA	Document could not be traced by the executive. Reminder issued for early supply.
13	70360 m to 71700 m	1340 m	70360 m to 71600 m	NA	NA	NA		NA	Document could not be traced by the executive. Reminder issued for early supply.
			71600 m to 71700 m						
				CE/CON/Dimapur-Kohima/L/02/2021 (71.600 km- 71.900 km)	Menguzuma Village, Distt: Kohima	NA	4 & 5	NA	Land compensation paid after March/2021. Hence data not included in calculation.

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
14	72040 m to 72660 m	620 m	72040 m to 72350 m	NA	NA	NA		NA	Document could not be traced by the executive. Reminder issued for early supply.
			72350 m to 72660 m						
			CE/CON/Dimapur-Kohima/L/01/2021 (72.35 km - 74.30 km)						
15	73100 m to 73180 m	80 m	73100 m to 73180 m	CE/CON/Dimapur-Kohima/L/01/2021 (72.35 km - 74.30 km)	Kiruphema Village, Distt: Kohima	NA	10	NA	Land compensation paid after March/2021. Hence data not included in calculation.

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
16	74200 m to 75120 m	920 m	74200 m to 74300 m	CE/CON/Dimapur-Kohima/L/01/2021 (72.35 km - 74.30 km)	Kiruphema Village, Distt: Kohima	NA	15	34989014.50	Document could not be traced by the executive. Reminder issued for early supply.
			74300 m to 74388 m	NA	NA				
			74388 m to 75120 m	CE/CON/Dimapur-Kohima/L/01/2014 (74.388 km - 77.901 km)	Lalmati Peducha, Distt: Kohima	Deputy Commissioner Kohima's estimate dated 11.02.2016	98 to 103 and 96		
17	75540 m to 76080 m	540 m	75540 m to 76080 m	CE/CON/Dimapur-Kohima/L/01/2014 (74.388 km - 77.901 km)	Lalmati Peducha, Distt: Kohima		94, 95 & 96	19949663.80	

Annexure 2.3 Irregular payment of compensation for land acquired (including zirat) over tunnels [Reference Paragraph 2.1.2.1 (B) (ii)]									
Tunnel No.	Total Chainage	Tunnel Length	Chainage	Land plan No.	Village	Estimate no. and date	Plot Nos. in the entire plan	Total Amount paid (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
18	77160 m to 77320 m	160 m	77160 m to 77320 m	CE/CON/Dimapur-Kohima/L/01/2014 (74.388 km - 77.901 km)	Lalmati Peducha, Distt: Kohima	Deputy Commissioner Kohima 's estimate dated 11.02.2016	91 and 92	4901887.65	
19	79800 m to 80560 m	760 m	79800 m to 80560 m	Plan shown in file no. W/207/CON/Land Compensation/DMV-I, Land acquisition SM No. 20(Land)/2018 dated june 2018 for acquisition between ch 77.815 k to 81.85 km	Sechu, Zubza, Distt: Kohima	Deputy Commissioner Kohima 's estimate dated 25.04.2018	56 to 92 and 49, 54, 55, 89, 95 & 97	107635262.10	
Total								796973977.80	
Say ₹ 79.70 crore									

Annexure 2.4 Avoidable expenditure on acquisition of excess width of land [Reference Paragraph 2.1.2.1 (B) (iii)]							
Chainage		Chainage Proposed By Agency	Area acquired as per land plan (sqm)	Village	Land plan Nos	Plot no. of land acquired	Amount of irregular compensation paid (₹)
From (m)	To (m)						
1	2	3	4	5	6	7	8
18300	18600	Ayesa	36000	Chumukedima, Dimapur	CE/CON/Dimapur- Kohima/L/07/2016	1 to 9	26693681.00
18650	18800	Ayesa	18000	Chumukedima, Dimapur	CE/CON/Dimapur- Kohima/L/07/2016	11	19008564.50
18800	19100	Ayesa	24000	Chumukedima, Dimapur	CE/CON/Dimapur- Kohima/L/07/2016	12, 13 & 15 to 30	24159385.40
20000	20250	Ayesa	20000	Chumukedima, Dimapur	CE/CON/Dimapur- Kohima/L/08/2016	54, 55 & 56	6406884.84
38350	38650	Ayesa	36000	Sochunoma, Distt: Dimapur	CE/CON/Dimapur- Kohima/L/02/2017	52 to 58	17850362.10
38650	38800	Ayesa	15000	Sochunoma, Distt: Dimapur	CE/CON/Dimapur- Kohima/L/02/2017	45 to 51	4863016.57
38800	39150	Ayesa	28000	Sochunoma, Distt: Dimapur	CE/CON/Dimapur- Kohima/L/02/2017	35 to 45	12805361.50
43050	43300	Ayesa	25000	Pherima, dimapur	CE/CON/Dimapur- Kohima/L/3/2018	1 to 7	3875584.93
72700	72800	Ayesa	22500	Kiruphema, Kohima	CE/CON/Dimapur- Kohima/L/01/2021	5 & 7	4523047.60

Annexure 2.4 Avoidable expenditure on acquisition of excess width of land [Reference Paragraph 2.1.2.1 (B) (iii)]								
Chainage		Chainage Proposed By Agency	Area acquired as per land plan (sqm)	Village	Land plan Nos	Plot no. of land acquired	Amount of irregular compensation paid (₹)	
From (m)	To (m)							
1	2	3	4	5	6	7	8	
81600	81700	RITES		Menguzuma, Kohima	CE/CON/Dimapur- Kohima/L/04/2014	71		
73200	73400	Ayesa	27000	Kiruphema, Kohima	CE/CON/Dimapur- Kohima/L/01/2021	10	6113109.72	
82150	82350	RITES		Menguzuma, Kohima	CE/CON/Dimapur- Kohima/L/04/2014	71 & 72		
73400	73600	Ayesa	17000	Kiruphema, Kohima	CE/CON/Dimapur- Kohima/L/01/2021	NA	2000938.80	
82350	82550	RITES		Menguzuma, Kohima	CE/CON/Dimapur- Kohima/L/04/2014	61, 61A & 72		
73600	73800	Ayesa	20000	Kiruphema, Kohima	CE/CON/Dimapur- Kohima/L/01/2021	11, 12, 13A, 13B & 16	1388878.92	
82550	82750	RITES		Menguzuma, Kohima	CE/CON/Dimapur- Kohima/L/04/2014	59 to 63		
		Total	288500					129688815.88
Say ₹ 12.97 crore								

Annexure 2.5 Irregular payment made on account of resurvey/reclassification of land [Reference Paragraph 2.1.2.1 (B) (iv)]			
S. No.	SM No. and Date	Villages involved in reclassification	Compensation amount paid (₹)
1	2	3	4
1	SM No. 05 land/2019 dated 04.01.2019	Kiruphema and Menguzuma villages, Distt: Kohima	12887972
2	SM No. 89 (Land)/2017 dated 14.11.2017	Chumukedima, New Chumukedima, Molvom, New Sochunoma, Zuikhu, Moava, Khaibung. Distt: Dimapur	30169663
3	SM No. 05(Land)/2017 dated 24.01.2017	Dhansiripar, Pimla, Sukhovi and Chumukedima. Distt: Dimapur	26617138
		Total	69674773
			Say ₹ 6.97 crore

Annexure 2.6 Irregular Payment of Establishment Charges on Land Compensation Cost [Reference Paragraph 2.1.2.1 (B) (v)]	
1. Compensation paid to Nagaland Government for Land Acquisition	
(A) Total Compensation paid (Assam + Nagaland) [as per Statement with proposed 1 st Revised Estimate]	₹ 506,77,68,106
(B) Add: Compensation paid vide SM No: 89 (land)/ 2017 dated 14.11.2017	₹ 20,59,43,948 ¹⁵¹
(C) Less:	
(i) Land compensation paid to Assam Govt	₹ 15,82,68,690 ¹⁵²
(ii) Additional compensation due to enhanced rate.	₹ 24,81,11,455 ¹⁵³
Net Land Compensation paid to Nagaland Government = (A) + (B) – [C (i) – C (ii)]	₹ 486,73,32,009
2. Calculation of Irregular Payment of Establishment Charges (4%)	
(a) Amount of Compensation (inclusive of 4% Establishment Charges)	₹ 486,73,32,009
(b) Amount of compensation (exclusive of 4% Establishment Charges)	₹ 468,01,26,932 ¹⁵⁴
Therefore, amount of Establishment Charges [@ 4%]= (a) – (b)	₹ 18,72,05,077
Irregular Payment of Establishment Charges (as State Revenue)	₹ 18,72,05,077
	Say ₹ 18.72 crore

¹⁵¹ This amount was not included in the Statement of compensation sent with proposed 1st Revised Estimate.

¹⁵² Compensation amount was paid to Assam Govt.

¹⁵³ Additional compensation paid due to enhancement of land rent but Establishment Charges at the rate of 8 per cent was not paid.

¹⁵⁴ Amount of Compensation = ₹ 486,73,32,009 x 100/104 = ₹ 468,01,26,932.

Annexure 2.7 Anticipated liability due to irrational proposal of cross section of tunnels [Reference Paragraph 2.1.2.1 (C) (1)]		
I. Calculation of length of tunnels where new cross section is proposed to be adopted		
Sl. No.	Tunnel No.	Tunnel length (excluding cut and cover) metre
1	2	3
1	6	4600
2	7	6520
3	8	120
4	9	820
5	10	5440
6	11	850
7	12	140
8	13	1340
9	14	620
10	15	80
11	16	920
12	17	540
13	18	160
14	19	760
	Total	22910

Annexure 2.7 Anticipated liability due to irrational proposal of cross section of tunnels [Reference Paragraph 2.1.2.1 (C) (1)]	
II. Calculation for anticipated Liability	
A	Length of tunnels proposed with new cross section = 22910 RM = 22.91 km
B	Estimated cost of tunnels per RM = ₹ 8.39 lakh
C	Total estimated cost of tunnels = A x B = 22910 x 8.39 = ₹ 1922.14 crores
D	Total cost of the Project as per 1st RE under consideration = ₹ 6911.44 crores
E	Net saving per Km during life cycle of 30 years if ROCS is adopted = ₹ 38.37 crores
F	Total overall liability (saving) during life cycle of 30 years = A x E = ₹ 879.05 crores
G	Percentage saving with respect to total project cost = F/D x 100 = 12.71%
H	Estimated construction liability if ROCs is not adopted 12.71 % of total cost) = (C) - (C) x 100/112.71 = ₹ 216.75 crores
Estimated construction liability ₹ 216.75 crore	
Total overall liability (saving) during life cycle of 30 years- ₹ 879.05 crore	

Annexure 2.8 Avoidable Liability/Expenditure due to inconsistent Planning [Reference Paragraph 2.1.2.1 (C) (2)]		
S. No	Particulars	Length/Amount
1	2	3
I.	Calculation of Total Cost of Tunnels No: T-1A, T-2 & T-3	
1	Total length of Tunnels (T-1A, T-1, T-2 & T-3) as per SCA	4526 RM ¹⁵⁵
2	Total SCA Value	₹ 388.0 crore
3	Revised cost of Tunnel Per RM [(2)/(1)]	₹ 8,57,313
4	Length of Tunnels No: T-1A, T-2 & T-3 (As per Tunnel Statement)	1066 RM
5	Total revised cost of Tunnels No: T-1A, T-2 & T-3 [(3) x (4)]	₹ 91,38,95,658
II.	Calculation of avoidable Liability/Expenditure	
6	Revised cost of Tunnels No: T-1A, T-2 & T-3	₹ 91,38,95,658
7	Increase in cost (over CA Cost) due to change/ increase in cross-section of the Tunnels	7.2 % over CA value
8	Original cost of Tunnels No: T-1A, T-2 & T-3 [(1) x 100/107.2]	₹ 85,25,14,606
9	Avoidable Liability/Expenditure [(6) - (8)]	₹ 6,13,81,052
Total avoidable liability/expenditure		Say ₹ 6.14 crore

Annexure 2.9 Blockage of Revenue due to irrational procurement of Signalling Materials [Reference Paragraph 2.1.2.1 (D) (i)]									
Sl. No.	Description of material	Quantity received (Nos./KM)	Date of receipt	Cost of materials (₹)	Rate (₹)	Quantity issued (Nos./KM)	Quantity balance (Nos./KM)	Cost of balance quantity (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
1	20 Pair switch Board cable	3.00	09.10.2017	771840	257280.00	0.10	2.90	746112.00	
2	Drop wire	10.00	09.10.2017	307200	30720.00	0.00	10.00	307200.00	
3	2cx25 sqmm	84.02	27.02.2018	7823678	93116.85	49.00	35.00	3259089.86	Issued to HJI-LMG R/O N/555/7/141/CON/A GTL/51, dtd. 26.03.2019
4	12cx1.5 sqmm	198.44	23.02.2018	32767230	165126.61	167.00	32.00	5284051.66	
5	LED Calling on	27.00	28.04.2018	188799	6992.56	6.00	21.00	146843.67	
6	LED Red	136.00	19.05.2018	1168371	8590.96	34.00	102.00	876278.25	
7	LED Yellow	169.00	19.05.2018	1451874	8590.97	41.00	128.00	1099644.21	
8	LED Green	116.00	19.05.2018	1112424	9589.86	23.00	93.00	891857.17	
9	50 Pair PIJF Cable	8.90	01.06.2018	2461335	276709.95	0.51	8.39	2321319.77	

Annexure 2.9									
Blockage of Revenue due to irrational procurement of Signalling Materials [Reference Paragraph 2.1.2.1 (D) (i)]									
Sl. No.	Description of material	Quantity received (Nos./KM)	Date of receipt	Cost of materials (₹)	Rate (₹)	Quantity issued (Nos./KM)	Quantity balance (Nos./KM)	Cost of balance quantity (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
10	20 Pair PIJF Cable	1.00	01.06.2018	143541	143541.00	0.40	0.60	85981.06	
11	LED Route	202.00	30.06.2018	1210869	5994.40	93.00	109.00	653389.71	
12	6 Quad Cable 1.4 mm	133.72	31.07.2018	60302108	450954.66	35.50	99.00	44644511.27	Issued to SSE/SIG/GHY as per CSTE/C/MLG-II General, dt.08.04.2021
13	Thermoshin king jointing kit	47.00	10.08.2018	144196	3068.00	1.00	46.00	141128.00	
14	OFC Cable	112.34	07.11.2018	10226915	91037.00	50.64	61.70	5616983.17	Issued to HJI-LMG R/O No. N/555/7/141/CON/A GTL/51, dt.26.03.2019
15	IPS	10.00	08.11.2018	10924192	1092419.20	2.00	8.00	8739353.60	
16	LED shunt	242.00	29.04.2019	1448130	5984.01	60.00	182.00	1089089.50	
17	2cx2.5 sqmm	81.37	20.05.2019	8860203	108887.83	17.27	64.10	6980036.78	

Annexure 2.9									
Blockage of Revenue due to irrational procurement of Signalling Materials [Reference Paragraph 2.1.2.1 (D) (i)]									
Sl. No.	Description of material	Quantity received (Nos./KM)	Date of receipt	Cost of materials (₹)	Rate (₹)	Quantity issued (Nos./KM)	Quantity balance (Nos./KM)	Cost of balance quantity (₹)	Remarks
1	2	3	4	5	6	7	8	9	10
18	Point contactor unit	56.00	12.07.2019	991134	17698.82	0.00	56.00	991134.00	
19	12cx1.5 sqmm	150.08	12.09.2020	30562798	203650.16	0.00	150.08	30562798.00	0.400 Kms Quantity adjust at AGTL-Sabroom, hence cost of the material of the aforesaid quantity has not been taken.
Total				172866837				114436801.69	
									Say ₹ 11.44 crore

Annexure 2.10 (a) Irregular expenditure on Blanketing Material (for period prior to July 2019) [Reference Paragraph 2.1.2.2 (A)]		
S. No	Contract Agreement No.	Irregular Payment towards blanketing material (₹)
1	2	3
1	CON/D-K/2170	17081971.00
2	CON/D-K/2181	9639244.80
	Total	26721215.80
		Say ₹ 2.67 crore

Annexure 2.10 (b) Irregular expenditure on Blanketing Material (after July 2019) [Reference Paragraph 2.1.2.2 (A)]		
S. No	Contract Agreement No.	Irregular Payment towards blanketing material (₹)
1	2	3
1	CON/D-K/2170	18579277.96
2	CON/D-K/2181	19813377.60
	Total	38392655.56
		Say ₹ 3.84 crore

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
1	2016-17	CON/D-K/2336, dt. 21.04.2017	15.02.2019	30.09.2022	Due to land along alignment (ch 38500 m to 42300 m) not clear, High tension wires along the alignment affected the work, Drawings of minor Bridges not handed over, Non-availability of Approach Road in Pherima Yard and COVID-19 pandemic	4	33.5	In progress	(i) PVC- I= ₹ 12970752 (dt.19.06.18) (ii) PVC- II = ₹ 12730250 (dt.18.05.19), (iii) PVC- III= ₹ 8774635.32 (dt.27.11.21)
2	2019-20	CON/D-K/2512 dtd. 17.01.19	23.08.2020	31.08.2022	Due to late approval of drawings, Monsoon, Land dispute, COVID-19 lockdown, Major portion of Br. 154 handed over by Jan 2021, Non availability of drawing for pier of Br. 154	2	24	In progress	(i) PVC- I= ₹ 9631774 (dt.10.08.21), (ii) PVC- II= ₹ 26555356.96 (dt.01.12.21)

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
3	2016-17	CON/D-K/2331 dt:16.03.2017	04.03.2018	31.12.2022	Due to incomplete Approach road to the site, Land issue, Local bandh, Late receipt of drawing, Poor geological condition, COVID - 19 pandemic	3	58	In progress	(i) PVC-I= ₹14.50 Cr. (dt.09.07.21), (ii)PVC-II= ₹ 6.28 Cr (08.11.21)
4	2015-16	Con/D-K/2181 dt. 24.02.2016	22.05.2017	31.12.2021	Due to dispute between land owners and state govt for payment of compensation for land, Not handing over of land, Delay in payment of compensation, Increase in scope of work, Local bandh, Strike, Shortage of labour, Monsoon, COVID - 19 pandemic.	7	55	In progress	PVC-I= ₹ 3621643, dt. 27.12.2018
5	2018-19	CON/D-K/2499, dt. 03.12.2018	21.09.2019	15.05.2021	Due to early monsoon, COVID- 19 Pandemic,	3	20	In progress	PVC-I= ₹ 13153295,

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
6	2016-17	CON/DMV-Kohima/2170 Dt.17.02.2016	22.06.2017	31.12.2021	Due to delay in handing over land.Delay in payment of fisheries, Monsoon., Bandh, Local strike, Lock down due to COVID-19 pandemic, Delay in disbursement of compensation.	7	54	In progress	(i) PVC-I= ₹ 2804805, dt.24.12.2018, (ii) PVC-II= ₹ 32088335, dt.09.01.2021
7	2020-21	CON/D-K/2644 dt.25.11.2020	29.10.2021	NA	NA	NA	NA	In progress	(i) PVC-I= ₹ 85129714.77 dt.25.09.2021, (ii) PVC-II= ₹ 8551768.26
8	2015-16	CON/DMV/16	31.12.2019	NA	NA	NA	NA	Completed	NA
9	2016-17	CON/DMV-KOHIMA/2292 dt 20/01/2017	14.10.2019	30.06.2022	Due to strata encountering at site, Local issue, COVID-19 lockdown, Work of Tunnel no. 4 & 5 still not started	2	33.5	IN progress	NA
10	2017-18	CON/D-K/2376 dtd. 21.09.17	08.12.2018	24.12.2021	Due to initial delay in commencement of geological investigation work, 02 new bridges received from NFR (1 bridge-122, ROB-149A)	3	36.5	In progress	

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
11	2020-21	CON/D-K/2630 dtd. 12.10.20	24.11.2020	28.04.2022	Due to local problem, Local festival, Natural calamity Lockdown	3	17	In progress	NA
12	2020-21	CON/D-K/2632 dtd. 15.10.20	03.08.2021	31.08.2022	Due to COVID-19 lockdown. Local bandh, Monsoon, No approved drawing were made before 21.08.2020	1	13	In progress	NA
13	2020-21	CON/D-K/2636 dt.09.11.2020	20.12.2021	NA	NA	NA	NA	NIL	NA
14	2021-22	NFR-CONST- HQ- ENGG. LOA No- CE-CON-D-K-MB- 2020- 04/1016820003083 5 Dated: 13/1/2021	13.07.2022	NA	NA	NA	NA	NA	NA
15	2021-22	LOA : W/362/CON/D-K/MB/S/2019/09(R T-1)(LOA No. 00801110030995) Dt.18.01.21)	17.01.2023	NA	NA	NA	NA	NIL	NA

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
16	2020-21	CON/D-K/2704 dt. 17.12.2021	27.06.2022	NA	NA	NA	NA	NIL	NA
17	2016-17	CON/DMV-Kohima/2219 Dt. 11.05.2016	17.03.2018	31.08.2021	Due to land compensation issue Early monsoon Panchayat election Failure of state govt for road diversion, Non-availability of approach road during monsoon, Due to change of formation level. Land acquisition issues, COVID-19 Pandemic	7	41	In progress	NA
18	2018-19	CON/D-K/2466 Dt. 21.08.2018	27.11.2018	30.09.2021	Due to delay in handing over land, Delay in disbursement of compensation, Delay in payment of fisheries, Monsoon, Bandh, Local strike, Lock down due to COVID- 19 Pandemic	5	34	In progress	NA

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
19	2018-19	CON/D-K/2500, dt. 04.12.2018	23.09.2019	31.12.2021	Due to non-handing over of land, Delay in disbursement of compensation. Land dispute, Zirat Compensation issue, Scope of work increased due to variation, Labour disturbance due to land owner demanding compensation, Local Bandh (due to Church problem), Shortage of labour, Extended monsoon period, Lockdown due to COVID-19 pandemic,	4	27	In progress	NA
20	2018-19	CON/D-K/2519, dt. 12.02.2019	20.12.2019	31.12.2021	Due to early monsoon, Local strike and labour crisis, Lockdown due to COVID-19 pandemic	3	24	In progress	NA
21	2018-19	CON/D-K/2527 Dt. 25.02.2019	13.09.2019	31.12.2021	Due to rainy season, Land issue, Local disturbance, Lok sabha election, COVID-19 pandemic	5	27	In progress	NA

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
22	2020-21	CON/D-K/2629 Dt. 07.10.2020	14.01.2021	31.12.2021	Due to rainy season, Land issue, Local disturbance, Lok sabha election, COVID-19 pandemic	3	11	In progress	NA
23	2020-21	CON/D-K/2638 dt. 11.11.2020	14.12.2020	31.12.2021	Due to labour problem, Early monsoon Increase in scope of work Land compensation issue Local bandh and COVID-19 pandemic	3	12.5	In progress	NA
24	2020-21	CON/D-K/DMV-2/03 DT. 31.12.2020	14.09.2021	31.12.2021	Due to early monsoon Bandh Local strike Delay in disbursement of compensation. Lock down due to COVID-19 pandemic.	1	3.5	In progress	NA

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
25	2018-19	CON/DMV-Kohima/2471 Dt. 07.09.2018	24.11.2019	31.05.2021	Due to not handing over of land, Delay in disbursement of compensation, Increase in scope of work due to variation, Land dispute, Early monsoon period, Labour disturbance due to land owner demanding compensation, Local bandh (Due Church Problem) Shortage of labour, Zirat Compensation issue, Lockdown due to COVID-19 pandemic.	3	18	In progress	NA
26	2018-19	CON/D-K/2480 dt.26.09.2018	29.05.2022	NA	NA	NA	NA	In progress	NA
27	2018-19	CON/D-K/2525 Dt. 25.02.2019	13.11.2020	12.05.2021	Due to non-availability of drawing. COVID-19 pandemic.	1	5	In progress	
28	2021-22	CON/D-K/2681 dt.26.09.2021	11.12.2022	NA	NA	NA	NA	In progress	NA
29	2021-22	CON/D-K/2678 dt.13.07.2021	11.12.2022	NA	NA	NA	NA	In progress	NA

Annexure 2.11 Details of extension granted and payment of Price Variation (PV) due to delay in execution of work [Reference Paragraph 2.1.2.2 (B)]									
Sl. No.	Year	Contract No. & Date [CA value of more than ₹ five crore)	Original date of completion	Latest extension granted up to	Main reasons for grant of extension	No. of Extensions granted [under Clause 17 of GCC]	Period of Extensions [under Clause 17 of GCC]	Whether the work is in progress or completed	Price Variation (PV) paid (₹)
1	2	3	4	5	6	7	8	9	10
30	2021-22	NFR-CONST- HQ- ENGG. LOA No- CE-CON-D-K-MB- 2020- 06/0095471003225 2 Dated: 17/2/2021	17.08.2022	NA	NA	NA	NA	NIL	NA
31	2021-22	CON/D-K/2698, dt.29.11.2021	24.09.2022	NA	NA	NA	NA	NIL	NA
32	2019-20	NFR/CON/HQ/Electrical/EL/CON/05/2 018-19/DMV-KOH/ 10164190006545 dt.25.11.2019	15.03.2020	31.12.2021	Due to non-completion of civil engineering works. COVID-19 pandemic	3	16	In progress	NA
33	2019-20	DyCSTE/CE/AGTL /2019/0701, dt.30.09.2019	30.12.2019	31.03.2022	Due to non-completion of Engineering work	8	27	In progress	NA
Total									423812327
Say ₹ 42.38 crore									

Annexure 2.12 Avoidable expenditure on procurement of ballast due to poor Contract Management [Reference Paragraph 2.1.2.3 (i)]						
S. No.	R.R. No.	From- To	Amount of freight (₹)	Ballast in Cum	Average freight rate per cum (₹)	Remarks
1	2	3	4	5	6	7
I. Calculation of average freight rate of Pakur Ballast						
1	512002055 dt.10.10.2020	Bakudi to DMV	4875261	2000.78	2436.68	
2	512002078 dt.09.11.2020	Bakudi to DMV	5534633	2132.53	2545.33	
3	512002685 dt.20.12.2020	Pakur to Dimapur	5169522	2132.23	2424.46	
4	512002710dt.17 .03.2021	Pakur to Dimapur	5069343	2080.12	2437.04	
5	512000026 dt.12.03.2021	Bakudi Malitok siding to DMV	5030029	2024.85	2484.14	
6	512002707 dt.08.03.2021	Pakur to Dimapur	5169986	2118.43	2440.48	
7	512000022 dt.05.03.2021	Bakudi Malitok siding to DMV	4792933	1962.51	2442.24	

Annexure 2.12 Avoidable expenditure on procurement of ballast due to poor Contract Management [Reference Paragraph 2.1.2.3 (i)]						
S. No.	R.R. No.	From- To	Amount of freight (₹)	Ballast in Cum	Average freight rate per cum (₹)	Remarks
1	2	3	4	5	6	7
I. Calculation of average freight rate of Pakur Ballast						
8	512000019 dt.25.02.2021	Bakudi Malitok siding to DMV	4766338	1959.16	2432.84	
9	512002670 dt.22.02.2021	Pakur Upper quarry old line to DMV	4980571	2041.07	2440.2	
10	512000015 dt.19.02.2021	Bakudi Malitok siding to DMV	5687057	2145.14	2651.13	
11	512000069 dt.28.06.2021	Bakudi Malitok siding to DMV	4826571	2002.26	2410.56	
12	512000088 dt.22.06.2021	Bakudi Jnwn siding to DMV	4904476	1982.69	2473.64	
13	512000066 dt.19.06.2021	BKMT to DMV	5041752	2087.26	2415.50	
14	512002743 dt.18.06.2021	PKRY to DMV	5167522	2117.39	2440.50	
15	512000064 dt.15.06.2021	BKMT to DMV	4917230	2027.16	2425.67	

Annexure 2.12 Avoidable expenditure on procurement of ballast due to poor Contract Management [Reference Paragraph 2.1.2.3 (i)]						
S. No.	R.R. No.	From- To	Amount of freight (₹)	Ballast in Cum	Average freight rate per cum (₹)	Remarks
1	2	3	4	5	6	7
I. Calculation of average freight rate of Pakur Ballast						
16	512000063 dt.13.06.2021	BKMT to DMV	5112284	2085.5	2451.34	
17	512000059 dt.01.06.2021	BKMT to DMV	4726893	1960.95	2410.50	
18	512002735 dt.23.05.2021	PKRY to DMV	4778351	1959.16	2439.00	
19	512000088 dt.25.08.2021	BKMT to DMV	5117957	2093.87	2444.25	
20	512000072 dt.08.07.2021	BKMT to DMV	5114375	2114.31	2418.93	
21	512002748 dt.07.07.2021	PKRY to DMV	5065948	2082.7	2432.40	
22	512000070 dt.03.07.2021	BKMT to DMV	4869418	1999.77	2435.00	
23	512000032 dt.09.07.2021	Tajhni Pubhi siding to DMV	5076522	2094.69	2423.50	

Annexure 2.12						
Avoidable expenditure on procurement of ballast due to poor Contract Management [Reference Paragraph 2.1.2.3 (i)]						
S. No.	R.R. No.	From- To	Amount of freight (₹)	Ballast in Cum	Average freight rate per cum (₹)	Remarks
1	2	3	4	5	6	7
I. Calculation of average freight rate of Pakur Ballast						
24	512002746 dt.30.06.2021	PKRY to DMV	5069186	2089.36	2426.20	
			120864158	49293.89	2451.91	
II. Calculation of avoidable expenditure						
Average freight rate per cum of Pakur Ballast (₹)	CA rate for Pakur Ballast per cum (77.10 per cent above estimated rate of ₹ 711.86)	Total rate of Pakur Ballast per cum (Freight + manufacturing and supply) (₹)	Rate of local ballast CA No. CON/D-K/2466 per cum (7 per cent below estimated rate of ₹ 2315)	Rate difference per cum between Pakur ballast and Local Ballast (₹)	Pakur Ballast Procured in Cum	Avoidable expenditure (₹)
1	2	3	4	5	6	7
2451.91	1260.70	3712.61	2152.95	(Col. 3 - Col. 4) 1559.66	49275	(Col. 5 * Col. 6) 76852246.50
						Say ₹ 7.68 crore

Annexure 2.13 IRCON PB Tollway Project (IPBTL)- Working of NPV, IRR, Equity IRR [Reference Paragraph 2.2.3.1 (ii)]																										
Particulars	31/03/ 2016	31/03/ 2017	31/03/ 2018	31/03/ 2019	31/03/ 2020	31/03/ 2021	31/03/ 2022	31/03/ 2023	31/03/ 2024	31/03/ 2025	31/03/ 2026	31/03/ 2027	31/03/ 2028	31/03/ 2029	31/03/ 2030	31/03/ 2031	31/03/ 2032	31/03/ 2033	31/03/ 2034	31/03/ 2035	31/03/ 2036	31/03/ 2037	31/03/ 2038	31/03/ 2039	31/03/ 2040	31/03/ 2041
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Equity	-174.25	0	0																							
Outflow	-244.06	-476.93	-189.01																							
Equity Support	31.23	213.37	84.56																							
PAT	0	0	15.86	24.34	15.24	(5.07)	4.57	52.10	22.00	30.18	38.13	47.76	71.49	13.15	102.18	119.31	135.09	152.71	172.42	96.24	219.48	246.20	277.56	311.39	348.51	258.38
Interest	0	0	22.87	44.31	40.5	36.69	32.88	29.06	25.25	21.44	17.63	13.82	10.01	6.19	2.38	0	0	0	0	0	0	0	0	0	0	0
Dep	0	0	12.36	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72
Loan Repayment	0	0	0	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88											
IDC	11.07	21.63	8.57																							
Project IRR	-201.76	-241.93	76.51	44.69	49.98	56.34	62.17	1.68	71.97	76.34	80.48	86.30	106.22	44.06	129.28	144.03	159.81	177.43	197.14	120.96	244.20	270.92	302.28	336.11	373.23	283.10
Equity IRR	-174.25	0	3.50	33.50	24.40	14.23	4.59	61.26	12.84	21.02	28.97	38.60	62.33	3.99	93.02	144.03	159.81	177.43	197.14	120.96	244.20	270.92	302.28	336.11	373.23	283.10
Project IRR %	13.38%																									
Equity IRR %	13.75%																									
NPV	70.97																									

Annexure 2.14																															
IRCON PB Tollway- Working of project IRR and Equity IRR assuming expenditure on toll collection and equity support																															
[Reference Paragraph 2.2.3.1 (ii)]																															
Particulars	31/03/2016	31/03/2017	31/03/2018	31/03/2019	31/03/2020	31/03/2021	31/03/2022	31/03/2023	31/03/2024	31/03/2025	31/03/2026	31/03/2027	31/03/2028	31/03/2029	31/03/2030	31/03/2031	31/03/2032	31/03/2033	31/03/2034	31/03/2035	31/03/2036	31/03/2037	31/03/2038	31/03/2039	31/03/2040	31/03/2041					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27					
Equity Outflow	-174.25	0																													
Equity Support	-244.06	-476.93	-189.01																												
PAT	0	0	(15.86)	34.88	26.76	17.18	8.13	65.44	7.99	15.47	22.69	31.54	54.46	4.73	83.40	99.60	114.39	130.98	149.60	72.28	194.33	219.79	249.82	282.27	317.93	226.27					
Interest	0	0	22.87	44.31	40.5	36.69	32.88	29.06	25.25	21.44	17.63	13.82	10.01	6.19	2.38	0	0	0	0	0	0	0	0	0	0	0					
Dep	0	0	12.36	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72	24.72					
Loan Repayment	0	0	0	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88	33.88																
IDC	11.07	21.63	8.57																												
Project IRR	-201.76	-241.93	78.67	34.15	38.46	44.23	49.47	11.66	57.96	61.63	65.04	70.08	89.19	26.18	110.50	124.32	139.11	155.70	174.32	97.00	219.05	244.51	274.54	306.99	342.65	250.99					
Equity IRR	-174.25	0	3.50	44.04	35.92	26.34	17.29	74.60	1.17	6.31	13.53	22.38	45.30	13.89	74.24	124.32	139.11	155.70	174.32	97.00	219.05	244.51	274.54	306.99	342.65	250.99					
Project IRR %	11.67%																														
Equity IRR %	11.47%																														
NPV - Project	-16.60																														

		Annexure 2.15																			
		IRCON Shivpuri Guna Tollway Limited -Working of NPV, IRR, Equity IRR by the Company																			
		[Reference Paragraph 2.2.3.1 (iii)]																			
Particulars	31/03/ 2016	31/03/ 2017	31/03/ 2018	31/03/ 2019	31/03/ 2020	31/03/ 2021	31/03/ 2022	31/03/ 2023	31/03/ 2024	31/03/ 2025	31/03/ 2026	31/03/ 2027	31/03/ 2028	31/03/ 2029	31/03/ 2030	31/03/ 2031	31/03/ 2032	31/03/ 2033	31/03/ 2034	31/03/ 2035	31/03/ 2036
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Equity	-86.83	-173.65	0				-38.03														
Outflow	-86.83	-376.24	-405.19				-126.78														
Equity Support	0	0	0																		
PAT	0	0	-	(49.15)	(39.94)	(27.25)	(12.85)	8.26	(69.79)	52.98	87.57	108.26	115.58	164.24	94.15	243.17	281.17	324.83	354.70	429.40	42.74
Interest	0	0	0	63.82	63.75	62.71	60.34	65.78	58.73	59.88	49.43	38.98	28.53	18.08	7.64	0	0	0	0	0	0
Dep	0	0	0	49.8	49.8	49.8	49.8	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	30.15
Loan Repayment	0	0	0	0.65	9.86	22.55	36.95	67.16	-10.89	99.5	99.5	99.5	99.5	99.5	72.72						
IDC	0	0	0																		
Project IRR	-86.83	-376.24	(405.19)	64.47	73.61	85.26	(29.49)	132.94	47.84	171.76	195.90	206.14	203.01	241.22	160.69	302.07	340.07	383.73	413.60	488.30	72.89
Equity IRR	-86.83	-173.65	0	(0.00)	-	-	(38.03)	-	-	12.38	46.97	67.66	74.98	123.64	80.33	302.07	340.07	383.73	413.60	488.30	72.89
Project IRR %	12.96%																				
Equity IRR %	15.07%																				
	314.23																				

Annexure 2.16																						
Working of NPV, Project IRR, Equity IRR for ISGPTL after audit observations [Reference Paragraph 2.2.3.1 (iii)]																						
Particulars	31/03/ 2016	31/03/ 2017	31/03/ 2018	31/03/ 2019	31/03/ 2020	31/03/ 2021	31/03/ 2022	31/03/ 2023	31/03/ 2024	31/03/ 2025	31/03/ 2026	31/03/ 2027	31/03/ 2028	31/03/ 2029	31/03/ 2030	31/03/ 2031	31/03/ 2032	31/03/ 2033	31/03/ 2034	31/03/ 2035	31/03/ 2036	
1																						
Equity	-86.83	-173.65	0	0	0	0	-38.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Outflow	-86.83	-376.24	-405.19				-126.78															
Equity																						
Support	0	0	0																			
PAT	0	0	0	-	49.15	39.94	(27.25)	(12.85)	8.26	(69.79)	52.98	87.57	108.26	115.58	164.24	94.15	243.17	281.17	324.83	354.70	429.40	
Interest	0	0	0	0	63.82	63.75	62.71	60.34	65.78	58.73	59.88	49.43	38.98	28.53	18.08	7.64	0	0	0	0	0	
Dep	0	0	0	0	49.8	49.8	49.8	49.8	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	58.9	
Loan																						
Repayment	0	0	0	0	50.65	50.65	50.65	50.65	61.74	61.74	61.74	61.74	61.74	61.74	61.74	61.74						
IDC	0	0	0	0																		
	0	0	0	2.839677	3.281115	5.178934	7.003206	10.80451	13.68946	17.20905	22.65371	27.3182	34.22128	41.25632	50.45066	62.51351	74.0748	88.59825	106.5889	127.031	65.5517	
Project IRR	-86.83	-376.24	405.19	61.63	70.33	80.08	-36.49	122.14	34.15	154.55	173.25	178.82	168.79	199.96	110.24	239.56	266.00	295.13	307.01	361.27	7.34	
Equity IRR	-86.83	-173.65	0	52.83968	-44.07112	-33.27893	-58.73321	5.384515	86.31946	32.93095	62.07629	78.1018	78.51872	120.1437	40.85934	239.5565	265.9952	295.1317	307.0111	361.269	7.338293	
Project IRR																						
%	10.85%																					
Equity IRR %	10.28%																					
NPV	-65.91																					
at discount rate of 12 %																						

Annexure 3.1

Action taken by Ministry of Railways on audit's observations under Para 2.8 of the Report No. 31 of 2014 - Technological up-gradation in wagons (Reference Paragraph 3.1.2)

- 1. Para 2.8.1: Design and Development of BOXNR Wagons-** Up-gradation and rehabilitation of BOXN wagons into BOXNR was not for universal application. The objective with which this up-gradation was sanctioned to address issues of corrosion have been achieved. There has been no delay in BOXN rehabilitation work on account of the RDSO study report.
- 2. Para 2.8.2: Design and Development of 28 tonne Axle Wagons-** Railway Board have accorded sanction for provisional running of 28 Tonne Axle special wagon.
- 3. Para 2.8.3: Up-gradation of wagon into 25 tonne axle load-** Indian Railways have been constantly upgrading the axle load. Introduction of 25T axle load wagons has to be commensurate with the availability of pathway for running of these higher axle load wagons. Existing wagons have been upgraded to 25T axle loads (BOXNEL, BOYEL and BOBSN) and in use of the upgraded sections for 25T axle load operation.
- 4. Para 2.8.4: Design of BCNHL Wagons-** Since the BCNHL wagons were designed with width higher than the BCNA wagons, new design of swing and slide hinge type doors was made. Since damages were reported, RDSO designed the retrofittable sliding door. Retrofitment of sliding doors is being carried out in the wagons in which the doors are already damaged and require replacement. New wagons are being provided with sliding doors for their full utilization and to avoid cases of hinged door opening on run and hitting fixed structures.

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)							
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	Wagon Depot	POH Workshops
1	2	3	4	5	6	7	8
1	CR	Mumbai	1) JSW Dolvi siding Pen	1) Bulk Cement siding- Kalamboli (BCKK)	1) Kalyan Yard	Ajni Wagon depot	Kurduwadi workshop
			2) TVSG Siding Pen	2) Kalamboli Goods shed	2) Jasai Yard		
		Nagpur	1) Ghugus goods 2) Umred siding	1) New Thermal Power Siding, Chandrapur (NTPG) 2) Madhya Pradesh Power Generation Co. Ltd. (MPBG)			
2	ER	Asansol	1) Pure Sitalpur Siding (SCU)	1) Durgapur Steel Exchange Yard (DSEY)	1) Andal	Andal	Jamalpur Workshop
			2) Purushottampur Siding (POCP)	2) Mejia Thermal Power Station (MTPS)	2) Malda Town		
		Malda	1) Bakudi (BKLE) 2) Barharwa (BHW)	1) Farakka Super Thermal Power (FSTP) 2) NTKS, Kahalgaon			

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)							
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	Wagon Depot	POH Workshops
1	2	3	4	5	6	7	8
3.	ECR	Sonpur	1) IOC Barauni	1) NarainpurAnant	1) Narainpur Anant	Barwadih	Samastipur Workshop
		Dhanbad	2) Semapur	2) Karpoorigram	2) Patratu		
			1) Ray (Coal)	1) Daltonganj			
4.	ECoR	Khurda Raod (KUR)	1) GCB siding	1) PPAP siding Paradeep (PPAP)	1) Paradeep Terminal	Central Sick Line(CSL) /WAT	No wagon workshop
			2) JNC Sidings, Talcher (SBCT)	2) Tata BSL Siding, Meramandali (MBMB)			
		Waltair (WAT)	1) Gangavaram Port (MGPV)	1) Visakhapatnam Steel plant (VSPS)			
5.	NR	Delhi	2) Visakhapatnam Port (VZP)	2) Visakhapatnam Port (VZP)		WCC/TKD, (Tuglakabad)	Jagadhari Workshop (JUDW)
			1) ICB (Oil Refinery Siding, Bhauli)	1) GZB (Ghaziabad Station)	1) SSB (Shakurbasti)		
		Ambala	2) BPAG (Bharat Petroleum Ltd., Asoti)	2) MTSS (M/S Talwandi Sabo Power Ltd. SaddaSinghwala)	2) UMB (Ambala)		
			1) GACL (Ambuja Cement Siding, Rupnagar dealing with Cement & Clinker)	1) NPSB (M/S Nabha Power Ltd. Siding, SaraiBanjara/SBJ-dealing with coal)			
			2) KART (Kartarpur Sahib Station- dealing with Cement)	2) PMRG (Rajiv Gandhi Thermal Power Plant, Khedar Siding Barwala- dealing with coal)			

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)							
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	Wagon Depot	POH Workshops
1	2	3	4	5	6	7	8
6.	NCR	Prayagraj (PRYJ)	1) M/s Kanpur Fertilizers and Cement Limited Panki(MKFP)	1) Prayagraj Power Generation Co. Ltd.(PPGS)	1) Kanpur Goods Marshalling Yard (GMC)	Wagon Depot Jhansi	Wagon Workshop Jhansi
			2) M/s Jaiprakash Associates Chunar (MJAC)	2) NTPC Siding Dadri (NTCD)			
		Jhansi (JHS)	1) Diamond Cement Siding Parichha (DCPG)	1) Uttar Pradesh Power Generation Parichha (PTPP)	2) Terminal Yard including Sick Line Jhansi		
			2) Hindustan Petroleum Gogumau Rasoolpur(HPTR)	2) Lalitpur Power Generation Company Ltd (LPGU)			
7	NER	Lucknow (LJN)	1) Subhagpur (SUBR)	1) Subhagpur (SUBR)	1) Rudrapur City (RUPC)	Gonda Depot	Izathagar Workshop
			2) Sitapur City Thomsonganj (TSG)	2) Nakaha Jungle (JEA)			
		Izathagar	1) Baheri (BHI)	1) Lalkuan (LKU)	2) Subhagpur (SUBR)		
			2) Rudrapur City (RUPC)	2) Rudrapur City (RUPC)			

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)							
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	Wagon Depot	POH Workshops
1	2	3	4	5	6	7	8
8.	NEFR	Kathihar (KIR)	1) Numaligarh Refinery Oil Siding (NRSR) (Siding)	1) KIR Division- New Jalpaiguri (NJP) (Goods Shed)	1) New Jalpaiguri (NJP)	New Guwahati (NGC)	New Bongaigaon (NBQ) Workshop
		Lumding (LMG)	1) LMG Division- Ditokchera (DTC) (Goods Shed)	1) LMG Division- New Guwahati (NGC) (Goods Shed)	2) New Guwahati (NGC)		
9.	NWR	Ajmer	1) Lakshmi Cement Siding (LCTS)	1) Shree Mega Power siding served by RasBabra (SMPB)	NIL	Phulera	Diesel Loco & Wagon Workshop, Ajmer
			2) Binapani Cement Siding (BGKG)	2) Shree Cement siding Bangargram (BNGS)			
		Jodhpur	1) Jaisalmer Goods shed	1) BhagatkiKothi Goods shed			
			2) Nava City Goods shed	2) Jalore Goods shed			

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)							
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	Wagon Depot	POH Workshops
1	2	3	4	5	6	7	8
10	SR	Chennai Division (MAS)	1) Thermal Power Plant Siding Attipattu (AIPS)	1) Korukkupet Goods (KOKG)	1) Melpakkam Yard (MLPM)	Tondiarpet Marshalling Yard (TNPM)	1) Perambur (PER)
			2) Walajabad (WJ)	2) Ultra tech Cement Ltd Siding, Arakkonam (MLLT)			
		Tiruchchirapalli Division (TPJ)	1) Karaikal Port Pvt Ltd Siding (KIKP)	1) TAQA Neyveli Power Company Pvt Ltd Siding Uttangalmangalam (UME)	2) Tiruchchirappalli Goods Yard (TPGY)		2) Central Workshop, Golden Rock (GOC) (As manufacturing is carried out at GOC, this workshop has also been selected. Further, no repairs/maintenan ce of wagons is carried out at GOC.)
			2) TAQA Neyveli Power Company Pvt Ltd Siding S/By Vadalur (VLX)	2) IL&FS Tamilnadu Power Company Ltd Siding, Puduchatram (PUCS)			

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)						
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	POH Workshops
1	2	3	4	5	6	8
11	SCR	Secunderabad (SC)	1) Rudrampur Incline No.5 colliery (RUSG)	1) Kothagudem Thermal Power Station siding for APGENCO(KTPG)	1) New Goods Complex Sanatnagar (SNAG)	Guntupalli (WWS/RYPs)
			2) Godavari Khani no. 6 colliery (GXSG)	2) National Thermal Power Corporation Limited(NTPC)		
		Vijayawada (BZA)	1) M/s Adani Krishnapatnam Port Ltd. Siding, Krishnapatnam (Old code-PKPK, new code-AKPK)	1) M/s Adani Krishnapatnam Port Ltd. Siding, Krishnapatnam (Old code-PKPK, new code-AKPK)	2) Kakinada port (COA)	
			2) Kakinada Sea ports Ltd (KSLK)	2) Thermal Power Station siding for APGENCO(KI)		
12	SER	Chakradharpur	1) Pvt. Siding- Tisco Works Site Siding (TWS)	1) Pvt. Siding- Tisco Works Site Siding (TWS)	1) Tatanagar 2) Nimpura	Nimpura Wagon Depot Kharagpur Workshop
			2) Goods Shed- Tatanagar Goods Shed (TATA).	2) Goods Shed- Tatanagar Goods Shed (TATA).		
		Kharagpur	1) Pvt. Siding- Ambuja Cement Eastern Ltd Siding, Abada (ACSY)	1)Pvt. Siding- Ambuja Cement Eastern Ltd Siding, Abada (ACSY)		
			2) Goods Shed- Sankrail Goods Terminal Yard (SGTY), Sankrail.	2) Goods Shed- Sankrail Goods Terminal Yard (SGTY), Sankrail.		

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)							
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	Wagon Depot	POH Workshops
1	2	3	4	5	6	7	8
13	SECR	Bilaspur	1) New Kushmunda Colliery	1) Jindal Steel & Power, Kirodimal Nagar (KDTR),	1) BCN Yard, Bilaspur	ROH, Depot, PP Yard, Bhilai	Wagon Repair Shop, Raipur
		Raipur	1) M/s Ultratech Cement, MGCH	1) Bhilai Steel Plant; Construction Area Siding, Bhilai	Bhilai Exchange Yard		
14	SWR	Hubballi (UBL)	1) Ranjithpura (RNJP)	1) Ballari Thermal Power Plant siding served by Kudatini (BTPK)	1) Navalur Yard (NVU Yard)	Hosapete (HPT) of Hubballi Division	No Wagon Workshop.
			2) Swamihalli (SMLI)	2) Kudgi Thermal Power Plant (KSNK)	2) Satellite Goods Terminal Yard at Whitefield (SGT Yard)		
		Bengaluru (SBC)	1) Hosur (HSRA) 2) Setthihalli (SET)	1) Devangonthi (DKN) 2) Satellite Goods Terminal Whitefield (SGWF)			
15	WR	Ahmedabad	1) Mundra Cargo Complex (MDCC) 2) Kandla Port dock Railway Terminal (KPRK)	1) Mundra Cargo Complex (MDCC) 2) Gujarat Electricity Board at Pethapur, Gandhinagar (GETS)	1) Gandhidham (GIM) 2) Shambhupura (SMP) Terminal Yard	Gandhidham (GIM)	Dahod (DHD)
		Ratlam	1) Aditya Cement Siding (ACS)	1) Hindustan Zinc Limited (HZL)			
			2) Vikram Cement Siding (VCSN)	2) Grasim Industries Ltd. Siding, Nagda (GISN)			

Annexure 3.2 Details of sample selection by Zones (Reference Paragraph 3.1.7)						
Sl. No.	Zone	Divisions	Loading points (Sidings/Goods shed)	Unloading Points (Sidings/Goods shed)	Terminal Yard including sick line	POH Workshops
1	2	3	4	5	6	8
16	WCR	JBP	1) UCLM/MYR	1) PLBG/BHTN	1. NKJ Sick Yard 2. KOTA Sick Yard	NKJ for BOX 'N' Wagon Work Shop KOTA
		KOTA	2) RCPB/BUU	2) LPBG/BHTN		
			1) CFCS/BON	1) GTPS/SKT		
			2) LKES/LKE	2) KOTA (Goods)		

Annexure 3.3 Wagon production by Railway Workshops, PSUs and Private sectors during 2017-18 to 2020-21 (Reference Paragraph 3.1.8.4)						
Sl. No.	Production Plan	Industry		Railway Workshop	Total	Reasons for shortfall
		Public Sector	Private Sector			
1	2	3	4	5	6	7
I	Production plan for 2017-18	-	-	5920	1200	7120
(a)	Target up to March 2018	-	-	5916	1200	7116
(b)	Cumulative production up to March 2018	1349	4290	5639	651	6290
(c)	Cumulative excess/ shortfall up to March 2018	-	-	- 277	-549	-826
II	Production Plan for 2018-19	-	-	9800	1200	11000
(a)	Target up to March 2019	-	-	9800	1200	11000
(b)	Cumulative Production up to March 2019	874	8140	9014	521	9535
(c)	Cumulative excess/shortfall up to March 2019	-	-	- 786	-679	-1465
III	Production Plan for 2019-20 (up to February 2020)	-	-	10800	1200	12000
(a)	Target up to February 2020	-	-	9900	1100	11000
(b)	Cumulative production up to February 2020	911	8759	9670	934	10604
(c)	Cumulative excess/ shortfall up to February 2020	-	-	-230	-166	-396
IV	Production Plan for 2020-21	-	-	9000	1000	10000
(a)	Target up to March 2021	-	-	9000	1000	10000
(b)	Cumulative production up to March 2021	962	7944	8906	1156	10062
(c)	Cumulative excess/ shortfall up to March 2021	-	-	-94	156	62
Note: Due to nationwide lockdown no Monthly Production Statement of March 2020 was prepared and uploaded in the website by RB.						

Note: Due to nationwide lockdown no Monthly Production Statement of March 2020 was prepared and uploaded in the website by RB.

Annexure 3.4				
Details of wagon manufacturers (Reference Paragraph 3.1.8.6)				
Sl. No.	Details		Sl. No.	Details
	PSUs under Ministry of Railways			
1	2		3	4
1	M/s Burn Standard Co. Ltd. at Burnpur, West Bengal		1	M/s. Texmaco Limited, Kolkata
2	M/s Burn Standard Co. Ltd. At Howrah, West Bengal		2	M/s. Hindustan Engineering and Industries Ltd. Kolkata
3	M/s Braithwaite & Co. Ltd., Kolkata		3	M/s. Modern Industries, Ghaziabad, UP
4	M/s. Bharat Wagon & Engineering Co. Ltd., Mokamah, Bihar		4	M/s. Titagarh Wagon Ltd., Kolkata
			5	M/s. Besco Ltd., Kolkata
			6	M/s. Cimmco Ltd.
			7	M/s. Jupiter Wagons Ltd.
			8	M/s. Jindal Rail Infrastructure Ltd.
			9	M/s. Sail Rites Bengal Wagon Industries Pvt. Ltd.
			10	M/s CEBBCO Ltd.
			11	M/s. Amtek Rail Car Industries Pvt. Ltd.
			12	M/s. Oriental Foundry Pvt. Ltd.
			13	Besco Foundry Division

Annexure 3.5 Firm-wise position of supply of wagons [Reference Paragraph 3.1.8.6 (a)]																	
Sl. No.	Name of Firms	2017-18				2018-19				2019-20				2020-21			
		O/s order as on 1 April 2017	Fresh order	Total order	Production	O/s order as on 1 April 2018	Fresh order	Total order	Production	O/s order as on 1 April 2019	Fresh order	Total order	Production	O/s order as on 1 April 2020	Fresh order	Total order	Production
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1.	M/s. Besco Ltd.	1275	2010	3285	579	2706	0	2706	412	2294	395	750**	163	587	0	587	175
2.	M/s. Cimcco	472	1191	1663	472	1191	0	1191	603	588	357@	945	525	420	1652	2072	72
3.	M/s. HEI	707	1242	1949	415	1534	0	0	837	697	373@	1070	694	376	600	976	504
4.	M/s. Titagarh Wagons	218	1147	1365	197	1168	5058	6226	1395	4831	0	4831	2449	2382	1562 @	3944	2453
5.	M/s. Texmaco	399	1764	2163	399	1764	1621	3385	1047	2338	529@	2867	1460	1407	457 @	1864	863
6.	Modern Industries	688	323	1011	249	762	2643	3405	627	2278	0	2778	1069	1709	0	1709	1055
7.	M/s. Amtek	681	0	581*	80	501	100	601	125	476	0	476	60	416	0	416	10
8.	M/s Jupiter													1232	2228@	3460	1637
9.	Sail Rites Bengal Wagon Industries Ltd.													438	1200	1638	438

* 100 wagons were cancelled **1939 wagons were cancelled @ including by 30% option clause

Annexure 3.6 Details of induction of rakes through private investments (Reference Paragraph 3.1.8.7)													
Year	Zone	Number of rakes for which proposal approved by RB						Number of rakes inducted in the IR system					
		LWIS	SFTO	AFTO	WLS	GPWIS	LWIS	SFTO	AFTO	WLS	GPWIS		
1	2	3	4	5	6	7	8	9	10	11	12		
2017-18	CR	8	0	0	0	0	0	0	0	0	0		
2017-18	ER	0	0	0	0	0	0	0	0	0	0		
2017-18	ECR	0	0	0	0	0	0	0	0	0	0		
2017-18	ECoR	2	4	0	0	0	3	1	0	0	0		
2017-18	NR	0	0	3	2	0	0	0	3	2	0		
2017-18	NCR	0	0	0	0	0	0	0	0	0	0		
2017-18	NER	0	0	0	0	0	0	0	0	0	0		
2017-18	NEFR	0	0	0	0	0	0	0	0	0	0		
2017-18	NWR	0	0	0	0	0	0	0	0	0	0		
2017-18	SR	0	0	25	0	0	0	0	11	0	0		
2017-18	SCR	2	0	0	0	0	0	0	0	0	0		
2017-18	SER	5	0	0	0	0	NAV	NAV	NAV	NAV	NAV		
2017-18	SECR	0	0	0	0	0	0	0	0	0	0		
2017-18	SWR	2	0	0	0	0	2	0	0	0	0		
2017-18	WR	2	0	6	0	0	2	0	0	0	0		
2017-18	WCR	0	0	0	0	0	0	0	0	0	0		
Total for 2017-18		21	4	34	2	0	7	1	14	2	0		

Annexure 3.6 Details of induction of rakes through private investments (Reference Paragraph 3.1.8.7)													
Year	Zone	Number of rakes for which proposal approved by RB						Number of rakes inducted in the IR system					
		LWIS	SFTO	AFTO	WLS	GPWIS	LWIS	SFTO	AFTO	WLS	GPWIS		
1	2	3	4	5	6	7	8	9	10	11	12		
2018-19	CR	0	0	0	0	0	0	0	0	0	0		
2018-19	ER	0	0	0	0	0	0	0	0	0	0		
2018-19	ECR	0	0	0	0	0	0	0	0	0	0		
2018-19	ECoR	2	6	0	0	48	5	4	0	0	2		
2018-19	NR	0	0	0	5	0	0	0	0	5	0		
2018-19	NCR	0	0	0	0	0	0	0	0	0	0		
2018-19	NER	0	0	0	0	0	0	0	0	0	0		
2018-19	NEFR	0	0	0	0	0	0	0	0	0	0		
2018-19	NWR	0	0	0	0	0	0	0	0	0	0		
2018-19	SR	0	0	0	0	0	0	0	4	0	0		
2018-19	SCR	0	0	0	0	0	2	0	0	0	0		
2018-19	SER	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV		
2018-19	SECR	0	0	0	0	0	0	0	0	0	0		
2018-19	SWR	0	0	0	0	0	0	0	0	0	0		
2018-19	WR	0	0	0	0	0	0	0	0	0	0		
2018-19	WCR	0	0	0	0	0	0	0	0	0	0		
Total for 2018-19		2	6	0	5	48	7	4	4	5	2		

Annexure 3.6 Details of induction of rakes through private investments (Reference Paragraph 3.1.8.7)													
Year	Zone	Number of rakes for which proposal approved by RB						Number of rakes induced in the IR system					
		LWIS	SFTO	AFTO	WLS	GPWIS	LWIS	SFTO	AFTO	WLS	GPWIS		
1	2	3	4	5	6	7	8	9	10	11	12		
2019-20	CR	3	0	0	0	0	1	0	0	0	0		
2019-20	ER	0	0	0	0	0	0	0	0	0	0		
2019-20	ECR	0	0	0	0	0	0	0	0	0	0		
2019-20	ECoR	0	3	0	0	25	2	2	0	0	21		
2019-20	NR	0	0	9	39	0	0	0	9	39	0		
2019-20	NCR	0	0	0	0	0	0	0	0	0	0		
2019-20	NER	0	0	0	0	0	0	0	0	0	0		
2019-20	NEFR	0	0	0	0	0	0	0	0	0	0		
2019-20	NWR	0	0	0	0	0	0	0	0	0	0		
2019-20	SR	0	0	0	0	0	0	0	3	0	0		
2019-20	SCR	6	0	0	0	0	1	0	0	0	0		
2019-20	SER	0	0	0	0	7	NAV	NAV	NAV	NAV	NAV		
2019-20	SECR	0	0	0	0	0	0	0	0	0	0		
2019-20	SWR	0	0	0	0	0	0	0	0	0	0		
2019-20	VR	0	0	0	0	0	0	0	3	0	0		
2019-20	WCR	0	0	0	0	0	0	0	0	0	0		
Total for 2019-20		9	3	9	39	32	4	2	15	39	21		

Annexure 3.6 Details of induction of rakes through private investments (Reference Paragraph 3.1.8.7)													
Year	Zone	Number of rakes for which proposal approved by RB						Number of rakes inducted in the IR system					
		LWIS	SFTO	AFTO	WLS	GPWIS	LWIS	SFTO	AFTO	WLS	GPWIS		
1	2	3	4	5	6	7	8	9	10	11	12		
2020-21	CR	0	0	0	0	0	0	0	0	0	0		
2020-21	ER	0	0	0	0	0	0	0	0	0	0		
2020-21	ECR	0	0	0	0	0	0	0	0	0	0		
2020-21	ECoR	1	0	0	0	38	0	3	0	0	4		
2020-21	NR	0	4	0	5	0	0	4	1	5	0		
2020-21	NCR	0	0	0	0	0	0	0	0	0	0		
2020-21	NER	0	0	0	0	0	0	0	0	0	0		
2020-21	NEFR	0	0	0	0	0	0	0	0	0	0		
2020-21	NWR	0	0	0	0	0	0	0	0	0	0		
2020-21	SR	0	0	0	0	0	0	0	2	0	0		
2020-21	SCR	0	0	0	0	0	2	0	0	0	0		
2020-21	SER	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV		
2020-21	SECR	0	0	0	0	0	0	0	0	0	0		
2020-21	SWR	0	0	0	0	0	0	0	0	0	0		
2020-21	WR	0	0	0	0	0	0	0	0	0	0		
2020-21	WCR	0	0	0	0	0	0	0	0	0	0		
Total for 2020-21		1	4	0	5	38	2	7	3	5	4		

Source: Railway Board's and PCOM/PCCM Office records of Zonal Railway

Annexure 3.7 Zone-wise position of allotment as per Railway Board records vis-vis-vis Zonal Railway records (Reference Paragraph 3.1.8.8)				
Year	Name of the Zone	Wagons Allotted by RB to zones as per RB record	Wagons Allotted by RB to zones as per zonal record	Difference (Col 4-Col 3)
1	2	3	4	5
2017-18	ECoR	1302	1436	134
	SWR	136	96	-40
	SR	374	371	-3
	WCR	320	564	244
2018-19	ECoR	1447	1739	292
	SECR	1555	1405	-150
	SWR	1049	529	-520
	SCR	620	420	-200
	SR	1023	893	-130
	WR	2194	2234	40
2019-20	CR	2557	2407	-150
	WCR	446	346	-100
	ECoR	229	289	60
	SWR	69	471	402
	SR	158	278	120
2020-21	WCR	126	273	147
	NER	222	145	-77
	SECR	655	580	-75
	WR	1272	1069	-203
	WCR	416	246	-170

Annexure 3.8 Zone-wise Demand Fulfilment [Reference Paragraph 3.1.8.9 (a)]															
ZONE	2016-2017			2017-2018			2018-2019			2019-2020			2020-2021		
	Demand	F	%age	Demand	F	%age1	Demand	F	%age2	Demand	F	%age3	Demand	F	%age4
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
BPT	98	66	67.35	56	40	71.43	2	1	50	7	3	42.86	14	9	64.29
CPT	133	133	100	207	205	99.03	534	485	90.82	277	267	96.39	163	160	98.16
CR	23318	22068	94.64	26126	24267	92.88	27018	24086	89.15	26948	24418	90.61	29056	26261	90.38
ECR	41081	31301	76.19	49699	35289	71.01	55363	38177	68.96	57207	38840	67.89	51491	37161	72.17
ECO	59145	50516	85.41	62980	52468	83.31	67234	54909	81.67	67152	55414	82.52	68983	57415	83.23
ER	37143	33631	90.54	39876	32711	82.03	41339	29973	72.51	33393	28382	84.99	32125	26528	82.58
KR	1577	1471	93.28	1527	1399	91.62	960	845	88.02	621	543	87.44	1440	1394	96.81
NCR	6575	6347	96.53	8339	7586	90.97	8479	7969	93.99	8249	8075	97.89	10102	9190	90.97
NER	1097	973	88.7	1264	1075	85.05	1445	1156	80	1504	1375	91.42	2140	1612	75.33
NEFR	7540	4377	58.05	7598	4772	62.81	11663	4760	40.81	8479	3887	45.84	6114	4274	69.91

Annexure 3.8 Zone-wise Demand Fulfilment [Reference Paragraph 3.1.8.9 (a)]																					
ZONE		2016-2017				2017-2018				2018-2019				2019-2020				2020-2021			
		Demand	F	%age		Demand	F	%age		Demand	F	%age		Demand	F	%age		Demand	F	%age	
1		2	3	4		5	6	7		8	9	10		11	12	13		14	15	16	
NR		31586	29386	93.03		32060	30057	93.75		31322	29243	93.36		29837	28868	96.75		32438	31512	97.15	
NWR		8999	8451	93.91		11829	9902	83.71		11698	10612	90.72		9379	9134	97.39		13003	12353	95	
SCR		30960	29634	95.72		32546	31401	96.48		37847	36622	96.76		33706	33030	97.99		32742	32150	98.19	
SE		45095	41664	92.39		48837	42526	87.08		52141	44355	85.07		55422	47349	85.43		53599	48315	90.14	
SEC		55688	48981	87.96		65527	49114	74.95		67348	50035	74.29		61007	44795	73.43		69005	48964	70.96	
SR		14348	14118	98.4		13524	13243	97.92		15546	15270	98.22		14447	14195	98.26		14769	14523	98.33	
SWR		15052	13814	91.78		14860	13306	89.54		13882	12293	88.55		12899	12044	93.37		13307	12637	94.97	
WCR		14176	13522	95.39		16195	14634	90.36		15339	13585	88.57		15250	14336	94.01		17344	16463	94.92	
WR		30219	28847	95.46		33731	30933	91.7		36308	33345	91.84		34899	34149	97.85		40869	39913	97.66	
Total		423830	379300	89.49		466781	394928	84.61		495468	407721	82.29		470683	399104	84.79		488704	420834	86.11	

Annexure 3.9 Time taken in Demand fulfilment [Reference Paragraph 3.1.8.9 (a)]												
Demand fulfilled						Average time for allocation (days)						
Zone	Total Demand	2016-17	2017-18	2018-19	2019-20	2020-21	Average delay Five years	2016-17	2017-18	2018-19	2019-20	2020-21
1	2	3	4	5	6	7	8	9	10	11	12	13
BPT	119	66	40	1	3	9	2.75	2.55	3.26	5.33	0.98	2.30
CPT	1250	133	205	485	267	160	4.21	0.79	5.91	5.10	4.16	2.23
CR	121100	22068	24267	24086	24418	26261	4.85	1.52	9.51	5.91	5.29	1.95
ECR	180768	31301	35289	38177	38840	37161	9.66	7.90	14.65	14.16	7.56	3.98
ECO	270722	50516	52468	54909	55414	57415	6.83	3.66	9.07	12.17	5.91	3.36
ER	151225	33631	32711	29973	28382	26528	6.48	3.14	10.17	9.83	4.50	4.50
KR	5652	1471	1399	845	543	1394	0.59	0.41	0.46	1.30	0.65	0.46
NCR	39167	6347	7586	7969	8075	9190	1.91	1.15	3.11	2.59	1.27	1.41
NER	6191	973	1075	1156	1375	1612	3.61	2.60	3.02	3.59	2.17	5.87
NEFR	22070	4377	4772	4760	3887	4274	9.56	4.57	10.05	16.03	7.16	9.12

Annexure 3.9 Time taken in Demand fulfilment [Reference Paragraph 3.1.8.9 (a)]													
Demand fulfilled							Average time for allocation (days)						
Zone	Total Demand	2016-17	2017-18	2018-19	2019-20	2020-21	Average delay Five years	2016-17	2017-18	2018-19	2019-20	2020-21	
1	2	3	4	5	6	7	8	9	10	11	12	13	
NR	149066	29386	30057	29243	28868	31512	1.02	1.30	1.14	1.41	0.58	0.69	
NWR	50452	8451	9902	10612	9134	12353	2.96	1.98	6.32	3.34	1.66	1.57	
SCR	162837	29634	31401	36622	33030	32150	1.14	0.51	0.94	1.99	0.94	1.14	
SER	224209	41664	42526	44355	47349	48315	6.17	3.77	6.44	9.58	6.75	4.30	
SECR	241889	48981	49114	50035	44795	48964	15.67	10.18	23.84	22.21	16.38	5.62	
SR	71349	14118	13243	15270	14195	14523	1.33	0.65	2.16	1.98	1.15	0.74	
SWR	64094	13814	13306	12293	12044	12637	0.97	0.65	1.01	1.22	0.96	1.05	
WCR	72540	13522	14634	13585	14336	16463	2.67	1.27	4.00	5.06	1.58	1.60	
WR	167187	28847	30933	33345	34149	39913	2.16	1.26	3.49	4.37	0.92	1.00	

Annexure 3.10						
Station-wise time taken in demand fulfilment [Reference Paragraph 3.1.8.9 (a)]						
Code	Station name	Division	Zone	Demand	Total Delay	Average Delay
1	2	3	4	5	6	7
NKCR	New kumunda colliery siding, Korba	BSP	SEC	17082	614346.98	35.96
GPCK	Gevra project (junadih) colliery i- iv	BSP	SEC	18003	421252.67	23.4
OKSR	Old kumunda colly sdg	BSP	SEC	9227	377845.04	40.95
SBCT	South balanda-jagannath colliery sdg	KUR	ECO	23666	356586.65	15.07
CBSP	Gcb siding paradeep port, Paradeep	KUR	ECO	24032	285411.87	11.88
CCSR	Churi sdg at Ray	DHN	EC	7528	265064.17	35.21
BOMB	Belpahar open cast mines no.6	BSP	SEC	12640	260472.42	20.61
DPCB	M/s dhamra port company limited siding	KUR	ECO	19801	228497.33	11.54
BOCM	Belpahar open cast mines i and ii	BSP	SEC	8279	212536.24	25.67
CCSB	M/s churcha colly. Baikunthapur	BSP	SEC	2060	189252.2	91.87

Annexure 3.10						
Station-wise time taken in demand fulfilment [Reference Paragraph 3.1.8.9 (a)]						
Code	Station name	Division	Zone	Demand	Total Delay	Average Delay
1	2	3	4	5	6	7
LOMB	M/s Iajkura open cast mines i and ii, Brajarajnagar	BSP	SEC	6090	179095.95	29.41
UMSG	Umred colliery siding, Buti bori	NGP	CR	10068	164193.92	16.31
SPUS	Spur line no.ii	DHN	EC	3626	162297.59	44.76
NYG	Nayagarh	KUR	ECO	10742	146808.07	13.67
BKLE	Bakudi	MLDT	ER	3776	138172.71	36.59
MGPV	M/s gangavaram port ltd.	WAT	ECO	17497	135967.01	7.77
DSGR	Dipika siding of secl srv Gad	BSP	SEC	6723	121342.39	18.05
BHW	Barharwa jn.	MLDT	ER	2370	108948.02	45.97
BBMT	M/s balaram siding of m/s MCL	KUR	ECO	4478	104594.75	23.36
SCDG	Secl, colliery siding dipika ii, Gevra Road	BSP	SEC	3092	102109.77	33.02
SSMN	Spur siding	DHN	EC	7357	101205.49	13.76
SLJ	Sakrigali jn.	MLDT	ER	2167	95884.66	44.25
PGCG	Prvt sdg of m/s. Gujarat state elect corp.ltd, Gevra Road	BSP	SEC	3665	94498.87	25.78

Annexure 3.10						
Station-wise time taken in demand fulfilment [Reference Paragraph 3.1.8.9 (a)]						
Code	Station name	Division	Zone	Demand	Total Delay	Average Delay
1	2	3	4	5	6	7
VZP	Vishakhapatnam-port	WAT	ECO	14106	90002.34	6.38
BCSR	Bachra sdg at Ray	DHN	EC	9409	88855.93	9.44
BSPX	Banspani	CKP	SE	5303	86747.3	16.36
LOMC	Lajkura open cast mines -ii, Brajrajnagar	BSP	SEC	4048	85276.02	21.07
GSG	Ghugus colliery sdg, Ghugus	NGP	CR	8197	83229.64	10.15
HDCB	Haldia dock complex bulk	KGP	SE	14403	81610.66	5.67
MCK	M/s manikpur colliery siding	BSP	SEC	1953	81103.92	41.53
STPS	Santaldih stn, Santal Dih	ADRA	SE	628	78806.34	125.49
KASN	Khalari sstt. Sdg. No. 1, khalari	DHN	EC	4704	75945.93	16.14
ACTR	Anaanta colliery sdg	KUR	ECO	14136	74508.27	5.27
DCSN	Dudhi chua siding Shakti Nagar	DHN	EC	15660	73154.91	4.67
JRLI	Jaroli	CKP	SE	4618	73076.84	15.82
BCSB	Burhar colliery	BSP	SEC	3417	72583.66	21.24
BBN	Barbil	CKP	SE	4730	71436.7	15.1

Annexure 3.10						
Station-wise time taken in demand fulfilment [Reference Paragraph 3.1.8.9 (a)]						
Code	Station name	Division	Zone	Demand	Total Delay	Average Delay
1	2	3	4	5	6	7
LOCM	Locm - iii sdg, Belpahar	BSP	SEC	5086	70422.63	13.85
BOCB	Belpahar open cast mines iii	BSP	SEC	5529	69731.72	12.61
SBG	Sahibganj	MLDT	ER	1287	67580.04	52.51
KCKT	Katkona colly sdg, Katora	BSP	SEC	1179	67417.6	57.18
PJPD	In plant private siding of m/s. Jindal steel ltd.	CKP	SE	8575	65017.95	7.58
DWWS	Dudhichua whrfwall siding	DHN	EC	6565	64650.49	9.85
IOJB	Baspani iron ore ltd. Jaruli	CKP	SE	6288	63176.71	10.05
SCSK	Surkachar colliery of m/s MCDC, Korba	BSP	SEC	1524	62101.02	40.75
MBCB	Ballarpur colliery sdg, Ballarshah	NGP	CR	3075	60642.49	19.72
BCRB	Bijuri colliery sdg, Bijuri	BSP	SEC	1440	60089.48	41.73

Annexure 3.11 Party-wise demand fulfilment [Reference Paragraph 3.1.8.9 (a)]			
Consignor 1	Total Demand 2	Fulfilled 3	%age 4
MCFL	180706	118930	65.81
CONR	158272	158268	100.00
SECL	114645	70742	61.71
SAIL	91845	88960	96.86
CCL	88409	60003	67.87
RAIL	80967	73990	91.38
TISC	77919	75555	96.97
PUB	70027	53577	76.51
FCI	67676	62416	92.23
NCL	65218	46044	70.60
SCCL	54553	53707	98.45
ECF	52550	43114	82.04
UTCL	49109	47624	96.98
WCF	48796	45340	92.92
BCCL	43754	33585	76.76

Annexure 3.11 Party-wise demand fulfilment [Reference Paragraph 3.1.8.9 (a)]			
Consignor 1	Total Demand 2	Fulfilled 3	%age 4
IOC	37715	35435	93.95
ACC	29916	28453	95.11
JVSL	26930	25098	93.20
NMDC	26273	25900	98.58
BPC	21858	21502	98.37
JSPL	21818	20509	94.00
HPC	20662	17839	86.34
IFFC	19069	18655	97.83
JSWT	17445	17028	97.61
GRPL	16332	16330	99.99
KPCL	15212	14945	98.24
NTPC	13874	13670	98.53
RML	13508	10612	78.56
ADIL	12663	12663	100.00
ACB	12658	12126	95.80

Annexure 3.11 Party-wise demand fulfilment [Reference Paragraph 3.1.8.9 (a)]			
Consignor 1	Total Demand 2	Fulfilled 3	%age 4
HTPL	12155	12155	100.00
GL	11017	10416	94.54
BHUS	10820	10381	95.94
NFL	10770	10313	95.76
RRVU	10265	10235	99.71
SCPL	10112	9536	94.30
NVCL	10079	9735	96.59

Annexure 3.12 Index of Freight operation (Reference Paragraph 3.1.8.10)													
Zone	Description	2017-18			2018-19			2019-20			2020-21		
		Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CR	Wagon Turnround	NAV	2.35	NAV	NAV	2.23	NAV	2.20	2.11	-0.09	NAV	1.83	NAP
CR	Detachments (Number)	114	60	-54	60	69	9	60	59	-1	130	71	-59
CR	Parting (Number)	29	18	-11	15	26	11	15	21	6	15	13	-2
CR	Hot Axle (Number)	48	16	-32	16	34	18	16	35	19	25	28	3
CR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0	1	1
ER	Wagon Turnround	NAV	2.69	NAV	NAV	2.67	NAV	NAV	2.70	NAV	NAV	2.93	NAP
ER	Detachments (Number)	10	26	16	18	6	12	10	3	7	NAV	NAV	NAP
ER	Parting (Number)	6	8	2	12	13	1	5	19	14	NAV	NAV	NAP
ER	Hot Axle (Number)	5	5	0	12	13	1	8	10	2	NAV	NAV	NAP
ER	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	NAV	NAV	NAP
ECR	Wagon Turnround	2.57	2.61	0.04	2.45	2.41	-0.04	2.45	2.32	-0.13	2.45	2.53	0.08
ECR	Detachments (Number)	84	144	60	84	115	31	84	176	92	Under Collection		
ECR	Parting (Number)	40	41	1	34	39	5	34	37	3	NAV	NAV	NAP

Annexure 3.12 Index of Freight operation (Reference Paragraph 3.1.8.10)													
Zone	Description	2017-18			2018-19			2019-20			2020-21		
		Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess
1	2	3	4	5	6	7	8	9	10	11	12	13	14
ECR	Hot Axle (Number)	57	45	-12	38	51	13	38	52	14	NAV	NAV	NAP
ECR	Poor Brake Power (Number)	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAP
ECoR	Wagon Turnround	2.25	2.26	0.01	NAV	2.1	NAV	NAV	2.45	NAV	NAV	2.31	0.00
ECoR	Detachments (Number)	27	30	3	34	35	1	34	32.0	-2	40	14	-26
ECoR	Parting (Number)	43	36	-7	34	53	19	34	45	11	30	27	3
ECoR	Hot Axle (Number)	45	43	-2	34	35	1	34	32	-2	40	51	-11
ECoR	Poor Brake Power (Number)	NAV	0	NAV	NAV	0	NAV	NAV	0	NAV	NAV	0.00	0
NR	Wagon Turnround	1.60	1.60	0.00	1.60	1.57	-0.03	1.57	1.48	-0.09	2.30	2.85	0.55
NR	Detachments (Number)	53	38	15	36	36	0	36	33	3	36	28	-8
NR	Parting (Number)	7	7	0	10	10	0	10	10	0	8	8	0
NR	Hot Axle (Number)	28	21	7	16	16	0	16	14	2	25	24	-1
NR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0	0	0
NCR	Wagon Turnround	2.5	2.13	-0.37	2.5	2.01	-0.49	2.5	1.94	-0.56	2.5	2.15	-0.35
NCR	Detachments (Number)	110	87	-23	71	69	-2	71	83	12	3	89	86

Annexure 3.12 Index of Freight operation (Reference Paragraph 3.1.8.10)													
Zone	Description	2017-18			2018-19			2019-20			2020-21		
		Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess
1	2	3	4	5	6	7	8	9	10	11	12	13	14
NCR	Parting (Number)	20	16	-4	34	23	-11	34	18	-16	10	17	7
NCR	Hot Axle (Number)	62	56	-6	48	59	11	48	64	16	20	69	49
NCR	Poor Brake Power (Number)	NAV	4	NAV	NAV	1	NAV	NAV	1	NAV	0	0	NAP
NER	Wagon Turnround	NAV	1.86	NAV	NAV	2.05	NAV	NAV	1.87	NAV	*	1.59	0
NER	Detachments (Number)	9	4	-5	9	4	-5	9	5	-4	4	2	-2
NER	Parting (Number)	1	0	-1	2	1	-1	2	0	-2	2	2	0
NER	Hot Axle (Number)	9	11	2	8	11	3	8	9	1	3	9	6
NER	Poor Brake Power (Number)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
NEFR	Wagon Turnround	NAV	3.00	NAV	NAV	2.90	NAV	NAV	3.40	NAV	NAV	3.00	NAP
NEFR	Detachments (Number)	32	28	-4	32	24	-8	32	11	-21	12	18	6
NEFR	Parting (Number)	10	11	1	8	1	-7	8	0	-8	8	3	-5
NEFR	Hot Axle (Number)	7	10	3	7	9	2	7	15	8	4	18	14
NEFR	Poor Brake Power (Number)	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAP
NWR	Wagon Turnround	2.20	2.64	0.44	2.00	2.34	0.34	2.00	2.23	0.23	NAV	1.65	NAP

Annexure 3.12 Index of Freight operation (Reference Paragraph 3.1.8.10)													
Zone	Description	2017-18			2018-19			2019-20			2020-21		
		Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess
1	2	3	4	5	6	7	8	9	10	11	12	13	14
NWR	Detachments (Number)	16	19	3	15	20	5	15	23	8	12	15	3
NWR	Parting (Number)	7	10	3	10	8	-2	10	5	-5	5	11	6
NWR	Hot Axle (Number)	38	25	-13	15	31	16	15	26	11	30	40	10
NWR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0	0	0
SR	Wagon Turnround	NAV	2.38	NAV	NAV	2.49	NAV	NAV	3.35	NAV	NAV	3.00	NAP
SR	Detachments (Number)	21	30	9	21	19	2	21	11	-10	15	4	-11
SR	Parting (Number)	10	5	-5	6	1	5	6	6	0	6	10	4
SR	Hot Axle (Number)	15	22	7	14	9	5	14	9	-5	10	8	-2
SR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0	0	0
SCR	Wagon Turnround	2.8	2.8	NAV	NAV	2.5	NAV	NAV	3.1	NAV	NAV	3	NAP
SCR	Detachments (Number)	20	11	-9	40	15	-25	40	17	-23	33	19	-14
SCR	Parting (Number)	6	32	26	28	27	-1	28	23	-5	12	30	18
SCR	Hot Axle (Number)	20	51	31	40	31	-9	40	33	-7	25	41	16
SCR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0.00	0.00	0

Annexure 3.12 Index of Freight operation (Reference Paragraph 3.1.8.10)													
Zone	Description	2017-18			2018-19			2019-20			2020-21		
		Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SER	Wagon Turnround	NAV	1.87	NAV	NAV	1.76	NAV	NAV	1.58	NAV	0.00	1.93	0.00
SER	Detachments (Number)	15	25	10	20	27	7	20	18	-2	30	47	17
SER	Parting (Number)	40	41	1	35	62	27	35	65	30	37	25	-12
SER	Hot Axle (Number)	28	26	-2	22	28	6	22	30	8	40	33	-7
SER	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0.00	0.00	0
SECR	Wagon Turnround	NAV	2.63	NAV	NAV	2.64	NAV	NAV	2.56	NAV	NAV	2.45	NAP
SECR	Detachments (Number)	39	17	-22	12	33	21	12	20	8	20	25	5
SECR	Parting (Number)	23	27	4	22	68	46	22	25	3	21	15	-6
SECR	Hot Axle (Number)	31	28	-3	25	48	23	25	27	2	26	38	12
SECR	Poor Brake Power (Number)	NAV	0	NAV	NAV	0	NAV	NAV	0	NAV	0	NAV	0
SWR	Wagon Turnround	NAV	2.10	NAV	NAV	2.20	NAV	NAV	2.60	NAV	NAV	3.10	NAP
SWR	Detachments (Number)	4	2	-2	4	0	-4	3	0	-3	2	0	NAP
SWR	Parting (Number)	15	12	-3	10	8	-2	8	9	1	5	4	-1
SWR	Hot Axle (Number)	6	13	7	9	4	-5	9	5	-4	5	14	9

Annexure 3.12 Index of Freight operation (Reference Paragraph 3.1.8.10)													
Zone	Description	2017-18			2018-19			2019-20			2020-21		
		Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess	Target	Actual	Shortfall/ Excess
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SWR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	NIL	0.00	NAP
WR	Wagon Turnround	NAV	2.30	NAV	NAV	2.30	NAV	NAV	2.70	NAV	NAV	2.60	NAP
WR	Detachments (Number)	50	36	-14	30	123	93	30	50	20	47	40	-7
WR	Parting (Number)	5	6	1	10	47	37	10	39	29	50	26	-24
WR	Hot Axle (Number)	47	42	-5	40	59	19	35	30	-5	25	45	20
WR	Poor Brake Power (Number)	NAV	0	0	NAV	0	0	NAV	0	0	NAV	NAV	NAP
WCR	Wagon Turnround	1.55	1.66	0.11	1.55	1.63	0.08	1.55	1.74	0.19	1.55	2.04	0.49
WCR	Detachments (Number)	91	107	16	84	131	47	84	102	18	41	129	88
WCR	Parting (Number)	38	24	-14	28	26	-2	28	33	5	30	26	-4
WCR	Hot Axle (Number)	34	48	14	34	54	20	34	47	13	25	64	39
WCR	Poor Brake Power (Number)	0	0	0	0	0	0	0	0	0	0	0	0
NAV: Not available													
NAP: Not applicable													

Annexure 3.13 Zone-wise position of running of Loaded/Empty wagons (Reference Paragraph 3.1.8.12)					
Name of the Zonal Railways	Year	Total wagon km (loaded + empty) (in lakh km.)	Wagon km loaded (in lakh km)	Percentage of loaded km to total km	Percentage of empty km to total km
1	2	3	4	5	6
CR	2017-18	13157.33	8548.39	64.97	35.03
	2018-19	14461.33	9404.55	65.03	34.97
	2019-20	13136.39	8437.65	64.23	35.77
	2020-21	12157.67	7831.28	64.41	35.59
ER	2017-18	4626.94	3111.34	67.24	32.76
	2018-19	4731.22	3203.10	67.70	32.30
	2019-20	5068.55	3372.48	66.54	33.46
	2020-21	5260.43	3321.55	63.14	36.86
ECR	2017-18	12686.71	7486.63	59.01	40.99
	2018-19	14459.74	8526.09	58.96	41.04
	2019-20	14528.17	8335.50	57.37	42.63
	2020-21	NAV	NAV	NAV	NAV

Annexure 3.13 Zone-wise position of running of Loaded/Empty wagons (Reference Paragraph 3.1.8.12)					
Name of the Zonal Railways	Year	Total wagon km (loaded + empty) (in lakh km.)	Wagon km loaded (in lakh km)	Percentage of loaded km to total km	Percentage of empty km to total km
1	2	3	4	5	6
ECOR	2017-18	16399.22	11354.88	69.24	30.76
	2018-19	16843.65	11765.73	69.85	30.15
	2019-20	17623.58	12447.98	70.63	29.37
	2020-21	18418.14	12646.43	68.66	31.34
NR	2017-18	17798.62	10781.46	60.57	39.43
	2018-19	17948.69	10971.24	61.13	38.87
	2019-20	14165.13	7964.81	56.23	43.77
	2020-21	14823.66	8597.10	58.00	42.00
NCR	2017-18	15697.26	10154.56	64.69	35.31
	2018-19	15739.20	10348.52	65.75	34.25
	2019-20	16361.50	8276.91	50.59	49.41
	2020-21	14778.14	8427.64	57.03	42.97

Annexure 3.13 Zone-wise position of running of Loaded/Empty wagons (Reference Paragraph 3.1.8.12)					
Name of the Zonal Railways	Year	Total wagon km (loaded + empty) (in lakh km.)	Wagon km loaded (in lakh km)	Percentage of loaded km to total km	Percentage of empty km to total km
1	2	3	4	5	6
NER	2017-18	4237.61	2177.83	51.39	48.61
	2018-19	4329.49	2229.81	51.50	48.50
	2019-20	4047.24	1978.28	48.88	51.12
	2020-21	4585.09	2165.87	47.24	52.76
NEFR	2017-18	4186.02	2379.69	56.85	43.15
	2018-19	4309.46	2469.07	57.29	42.71
	2019-20	4522.75	2526.26	55.86	44.14
	2020-21	NAV	NAV	NAV	NAV
NWR	2017-18	9367.57	7180.27	76.65	23.35
	2018-19	9191.81	7032.18	76.50	23.50
	2019-20	9299.00	6736.75	72.45	27.55
	2020-21	10823.51	8332.91	76.99	23.01

Annexure 3.13 Zone-wise position of running of Loaded/Empty wagons (Reference Paragraph 3.1.8.12)					
Name of the Zonal Railways	Year	Total wagon km (loaded + empty) (in lakh km.)	Wagon km loaded (in lakh km)	Percentage of loaded km to total km	Percentage of empty km to total km
1	2	3	4	5	6
SR	2017-18	4376.6	2482.79	56.73	43.27
	2018-19	4786.6	2736.42	57.17	42.83
	2019-20	4496.59	2580.32	57.38	42.62
	2020-21	4852.46	2558.77	52.73	47.27
SCR	2017-18	17199.04	10367.00	60.28	39.72
	2018-19	18031.59	11144.15	61.80	38.20
	2019-20	16787.92	9957.07	59.31	40.69
	2020-21	16199.00	9434.00	58.24	41.76
SER	2017-18	14864.45	10183.35	68.51	31.49
	2018-19	15354.36	10847.14	70.65	29.35
	2019-20	16705.01	11637.61	69.67	30.33
	2020-21	18543.34	12306.56	66.37	33.63

Annexure 3.13 Zone-wise position of running of Loaded/Empty wagons (Reference Paragraph 3.1.8.12)					
Name of the Zonal Railways	Year	Total wagon km (loaded + empty) (in lakh km.)	Wagon km loaded (in lakh km)	Percentage of loaded km to total km	Percentage of empty km to total km
1	2	3	4	5	6
SECR	2017-18	17303.13	10376.48	59.97	40.03
	2018-19	18283.31	10780.26	58.96	41.04
	2019-20	17526.03	10546.59	60.18	39.82
	2020-21	17915.70	10586.62	59.09	40.91
SWR	2017-18	3925.52	2409.10	61.37	38.63
	2018-19	3765.89	2252.14	59.80	40.20
	2019-20	3816.81	2218.80	58.13	41.87
	2020-21	4120.60	2430.00	58.97	41.03
WR	2017-18	15193.37	10879.52	71.61	28.39
	2018-19	16430.34	12017.14	73.14	26.86
	2019-20	15497.21	11230.45	72.47	27.53
	2020-21	15009.00	10611.00	70.70	29.30

Annexure 3.13 Zone-wise position of running of Loaded/Empty wagons (Reference Paragraph 3.1.8.12)					
Name of the Zonal Railways	Year	Total wagon km (loaded + empty) (in lakh km.)	Wagon km loaded (in lakh km)	Percentage of loaded km to total km	Percentage of empty km to total km
1	2	3	4	5	6
WCR	2017-18	13550.79	8797.68	64.92	35.08
	2018-19	14973.98	9927.38	66.30	33.70
	2019-20	14875.35	9572.65	64.35	35.65
	2020-21	NAV	NAV	NAV	NAV
Total		724154.81	461395.73	63.72	36.28

Annexure 3.14 Infrastructure-wise deficiencies observed in selected Goods sheds and Sidings (Reference Paragraph 3.1.8.15)		
Infrastructural facilities	Infrastructure-wise deficient Goods sheds and Sidings	
1	2	
Full rake facility	09 loading/unloading points in 9 zones (CR, ER, ECR, NER, NCR, NFR, SR, SCR and WCR)	
Pucca circulating area	25 loading/unloading points in 11 zones (CR, ER, ECR, NCR, NER, NFR, NWR, SCR, SER, SECR and SWR)	
All weather approach Road	24 loading/unloading points in 10 zones (CR, ER, NR, NER, NFR, NWR, SER, SECR, SWR and WR)	
Lighting including lighting facilitating loading/unloading	14 loading/unloading points in 10 zones (CR, ER, ECR, NR, SER, NER, NFR, NWR, SR and SWR)	
Merchant room	39 loading/unloading points in 14 zones (CR, ER, ECR, NR, NCR, NER, NFR, NWR, SR, SCR, SER, SECR, SWR, and WCR)	
TMS/FOIS connection	15 loading/unloading points in 10 zones (CR, ER, ECR, NR, NER, NFR, NWR, SER, WCR and SR)	
DOT phone with STD facility	87 loading/unloading points in all 16 zones. However, CUG phone had been provided to selected siding of SCR.	
Cool drinking water, washroom facility	40 loading/unloading points in 13 zones (CR, ER, ECR, NR, NCR, NER, NFR, NWR, SR, SCR, SER, SWR and WR)	
Rail level/high-level platforms	Not required in five loading/unloading points in three zones (NR, NCR and SECR). KLRE siding (ECR) was closed since January 2019 (ii) HSR siding (NWR) was closed since 07.02.2020 (iii) PMRG siding (NR) being private siding and (iv) unloading operation was being done by Tripler in GETS siding (WR).	

Annexure 3.15 Position of Unconnected wagons and their detention in yards and goods sheds (Reference Paragraph 3.1.8.17)								
Name of the Railway	Year	No. of wagons unconnected during the year	No. of wagons connected within 72 hours	No. of wagons connected beyond 72 hours	Whether the assistance of FOIS application taken for connecting of the unconnected wagons	Time taken (no. of days) in connecting these unconnected wagons beyond 72 hrs	Loss of earning capacity (₹ in crore)	No. of wagons not connected
1	2	3	4	5	6	7	8	9
CR	2017-18	146	4	116	No	NAV	0.00	26
	2018-19	131	2	105	No	NAV	0.00	24
	2019-20	95	0	90	No	NAV	0.00	5
	2020-21	7	5	2	No	NAV	0.00	0
ER	2017-18	96	34	62	Partially	NAV	0.00	0
	2018-19	51	4	47	Partially	NAV	0.00	0
	2019-20	43	1	42	Partially	NAV	0.00	0
	2020-21	66	1	60	Partially	NAV	0.00	5
ECR	2017-18	0	0	0	NAP	NAP	0.00	0
	2018-19	4	4	0	Yes	NAV	0.00	0
	2019-20	9	7	2	Yes	676	0.21	0
	2020-21	3	0	0	Yes	NAV	0.00	3

Annexure 3.15 Position of Unconnected wagons and their detention in yards and goods sheds (Reference Paragraph 3.1.8.17)								
Name of the Railway	Year	No. of wagons unconnected during the year	No. of wagons connected within 72 hours	No. of wagons connected beyond 72 hours	Whether the assistance of FOIS application taken for connecting of the unconnected wagons	Time taken (no. of days) in connecting these unconnected wagons beyond 72 hrs	Loss of earning capacity (₹ in crore)	No. of wagons not connected
1	2	3	4	5	6	7	8	9
ECoR	2017-18	49	6	43	No	NAV	0.00	0
	2018-19	58	17	41	No	NAV	0.00	0
	2019-20	71	32	39	No	NAV	0.00	0
	2020-21	98	51	47	No	NAV	0.00	0
NR	2017-18	94	14	77	No	NAV	0.00	3
	2018-19	138	22	111	No	NAV	0.00	5
	2019-20	135	8	125	No	NAV	0.00	2
	2020-21	155	35	120	Yes	NAV	0.00	0
NCR	2017-18	80	18	62	No	NAV	0.00	0
	2018-19	38	7	31	No	NAV	0.00	0
	2019-20	41	14	27	No	NAV	0.00	0
	2020-21	5	3	2	No	NAV	0.00	0

Annexure 3.15								
Position of Unconnected wagons and their detention in yards and goods sheds (Reference Paragraph 3.1.8.17)								
Name of the Railway	Year	No. of wagons unconnected during the year	No. of wagons connected within 72 hours	No. of wagons connected beyond 72 hours	Whether the assistance of FOIS application taken for connecting of the unconnected wagons	Time taken (no. of days) in connecting these unconnected wagons beyond 72 hrs	Loss of earning capacity (₹ in crore)	No. of wagons not connected
1	2	3	4	5	6	7	8	9
NER*	2017-18	110	1	109	Yes	768	5.71	0
	2018-19	141	12	129	Yes	617	3.43	0
	2019-20	101	10	91	Yes	4	0.25	0
	2020-21	103	2	101	Yes	188	0.27	0
NEFR	2017-18	53	1	51	Partially	NAV	0.00	1
	2018-19	64	2	61	Partially	NAV	0.00	1
	2019-20	58	2	48	Partially	NAV	0.00	8
	2020-21	13	0	7	Partially	NAV	0.00	6
NWR	2017-18	0	0	0	NAP	NAP	0.00	0
	2018-19	0	0	0	NAP	NAP	0.00	0
	2019-20	0	0	0	NAP	NAP	0.00	0
	2020-21	0	0	0	NAP	NAP	0.00	0
SR	2017-18	0	0	0	NAP	NAP	0.00	0
	2018-19	2	1	1	No	17	0.01	0
	2019-20	0	0	0	NAP	NAP	0.00	0
	2020-21	0	0	0	NAP	NAP	0.00	0

Annexure 3.15								
Position of Unconnected wagons and their detention in yards and goods sheds (Reference Paragraph 3.1.8.17)								
Name of the Railway	Year	No. of wagons unconnected during the year	No. of wagons connected within 72 hours	No. of wagons connected beyond 72 hours	Whether the assistance of FOIS application taken for connecting of the unconnected wagons	Time taken (no. of days) in connecting these unconnected wagons beyond 72 hrs	Loss of earning capacity (₹ in crore)	No. of wagons not connected
1	2	3	4	5	6	7	8	9
SCR	2017-18	35	35	0	No	NAP	0.00	0
	2018-19	24	24	0	No	NAP	0.00	0
	2019-20	19	19	0	No	NAP	0.00	0
	2020-21	2	2	0	No	NAP	0.00	0
SER	2017-18	13	3	10	No	4883	2.72	0
	2018-19	14	2	12	No	4737	2.69	0
	2019-20	76	1	71	No	16210	5.06	4
	2020-21	15	4	10	No	68	0.02	1
SECR	2017-18	63	11	43	No	559	0.31	9
	2018-19	92	189	53	No	752	0.43	0
	2019-20	125	44	57	No	246	0.08	24
	2020-21	237	3	5	Yes	85	0.03	229
SWR	2017-18	16	16	0	No	NAP	0.00	0
	2018-19	0	0	0	NAP	NAP	0.00	0
	2019-20	0	0	0	NAP	NAP	0.00	0
	2020-21	5	1	4	No	48	0.01	0

Annexure 3.15 Position of Unconnected wagons and their detention in yards and goods sheds (Reference Paragraph 3.1.8.17)								
Name of the Railway	Year	No. of wagons unconnected during the year	No. of wagons connected within 72 hours	No. of wagons connected beyond 72 hours	Whether the assistance of FOIS application taken for connecting of the unconnected wagons	Time taken (no. of days) in connecting these unconnected wagons beyond 72 hrs	Loss of earning capacity (₹ in crore)	No. of wagons not connected
1	2	3	4	5	6	7	8	9
WR	2017-18	5	0	5	Yes	204	0.11	0
	2018-19	1	0	1	Yes	20	0.01	0
	2019-20	1	1	0	Yes	NAP	0.00	0
	2020-21	5	2	3	Yes	12	0.00	0
	2017-18	53	2	39	No	7224	4.03	12
WCR	2018-19	55	0	8	No	4356	2.47	47
	2019-20	70	1	33	No	5568	1.74	36
	2020-21	58	6	29	No	11187	3.49	23
Total		3242	686	2232		58429	33.08	324
NAP: Not applicable; NAV: Not available.								
* NER - Loss of earning capacity has been calculated based on Special Letter and other observations issued.								
Time taken (no. of days) in connecting these unconnected wagons beyond 72 hrs was not taken into account for calculation of loss of earning capacity as time period was mentioned instead of actual days.								

Annexure 3.16 Infrastructure-wise/ Plant & Machinery-wise deficiencies observed in selected terminal yards (Reference Paragraph 3.1.8.21)		
Infrastructure facilities	Infrastructure-wise deficient Terminal Yards	
1	2	
Adequate centre to centre distance between tracks for nominated lines for conducting intensive examination	At 17 Terminal Yards in 13 zones (CR, ECR, ECoR, ER, NCR, NER, NFR, NR, SCR, SECR, SER, SR and WCR). Partially available at three Terminal Yards in three zones (ECR, SCR and WCR).	
Concrete pathways from one end to another	At 12 Terminal Yards in eight zones (CR, ECR, NCR, NFR, NR, SCR, SECR, and WCR). Partially available at ten Terminal Yards in eight zones (ECR, ECoR, NER, NFR, NR, SCR, SER and SR).	
Welding grid on the entire length of train	At 11 Terminal Yards in eight zones (CR, ECR, NCR, NFR, NR, SCR, SECR and SER). Partially available at eight Terminal Yards in six zones (ECoR, ER, NR, SCR SR and WCR).	
Duty room for Junior Engineer (C&W)	At 17 Terminal Yards in nine zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SR and WCR).	
Staff room	At 19 Terminal Yards in ten zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SECR, SR and WCR).	
Air Compressor/vacuum exhaust room	At 17 Terminal Yards in ten zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SECR, SR and WCR). Partially available at one Terminal Yard out of two in WCR.	
Store Room for stocking material	At 20 Terminal Yards in 11 zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SECR, SR, WCR and WR).	
Tool Room	At 18 Terminal Yards in 12 zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SECR, SER, SR, WCR and WR).	

Annexure 3.16 Infrastructure-wise/ Plant & Machinery-wise deficiencies observed in selected terminal yards (Reference Paragraph 3.1.8.21)		
Infrastructure facilities	Infrastructure-wise deficient Terminal Yards	
1	2	
Oil grease room	At 16 Terminal Yards in 11 zones (ECR, ECoR, ER, NFR, NR, SCR, SECR, SER, SR, WCR and WR). NAP at one Terminal Yard in SECR.	
Welding machine, battery charging room	At 14 Terminal Yards in ten zones (CR, ECR, ECoR, NCR, NR, SCR, SECR, SER, SR and WCR). Partially available at three Terminal Yards in two zones (ECoR and NFR). NAP at one Terminal Yard in SECR.	
Required plant and machinery	Plant and Machinery-wise deficient Terminal Yards	
Diesel screw compressor	At 18 Terminal Yards in ten zones (ECR, ECoR, ER, NCR, NFR, NR, SCR, SECR, SR and WCR).	
Vacuum exhauster	At 12 Terminal Yards in six zones (ECoR, ER, NFR, NR, SR and WR).*	
Welding plant	At 21 Terminal Yards in 11 zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SECR, SER, SR and WCR). Partially available at one Terminal Yard in ECoR.	
Rake test rig	At 19 Terminal Yards in 11 zones (CR, ECR, ECoR, NCR, NFR, NR, SCR, SECR, SER, SR and WCR).	
Hydraulic jacks of various capacities	At 19 Terminal Yards in ten zones (CR, ECR, NCR, NFR, NR, SCR, SECR, SER, SR and WCR). Partially available at one Terminal Yard in ECoR.	
Lister truck for carrying material such as brake blocks etc.	At 16 Terminal Yards in ten zones (ECR, ECoR, ER, NFR, NR, SCR, SECR, SER, SR and WCR). Partially available at one Terminal Yard in ECoR.	

Note: *Vacuum exhauster was not required at five Terminal Yards in four zones (ECoR, SCR, SER and WCR) as Air Brake system was used.

Annexure 3.17 Erroneous despatch of wagons for POH [(Reference Paragraph 3.1.8.23 (a))]				
Zone	Period	No. of wagons not due for POH but erroneously received in workshop	Total No. of days taken for returning the wagons erroneously received for POH	Loss of Earning capacity (₹ in crore)
1	2	3	4	5
CR	2017-18 to 2020-21	86	127	0.05
ER	2017-18 to 2020-21	759	51589	21.21
ECR	2017-18 to 2020-21	0	0	0.00
ECoR	2017-18 to 2020-21	0	0	0.00
NR	2017-18 to 2020-21	885	16650	7.62
NCR	2017-18 to 2020-21	2193	48296	20.02
NER	2017-18 to 2020-21	0	0	0.00
NEFR	2017-18 to 2020-21	0	0	0.00
NWR	2017-18 to 2020-21	384	0	0.00
SR	2017-18 to 2020-21	1087	20677	9.71
SCR	2017-18 to 2020-21	1927	32851	15.03
SER	2017-18 to 2020-21	534	1031	0.36
SECR	2017-18 to 2020-21	381	8011	3.75
SWR	2017-18 to 2020-21	0	0	0.00
WR	2017-18 to 2020-21	187	992	0.32
WCR	2017-18 to 2020-21	1004	13317	4.78
Total		9427	193541	82.85

Annexure 3.18 Details of wagons detained prior to/during/after POH (Reference Paragraph 3.1.8.24)																	
Year	Zonal Railway	Name of Workshop	Total no of wagon	No of wagons detained in yard before sending for POH	Total no. of days Wagons detained in yard before sending for POH	Minimum no. of days Wagons detained in yard before sending for POH	Maximum no. of days Wagons detained in yard before sending for POH	No of wagons POHed beyond 10 days	No. of days actually taken for POH	Minimu m no. of days actually taken for POH	Maximum no. of days actually taken for POH	No of wagons detained in yard after POH	No. of days Wagons detained in yard after POH before putting them in service	Minimum no. of days Wagons detained in yard after POH before putting them in service	Maximum no. of days Wagons detained in yard after POH before putting them in service	Loss of Earning Capacity (₹ in Crore)	Reasons for Detention (w.r.t col.8 and 10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
2017-18	CR	Wagon Work shop Kurdwadi	367	235	4464	2	281	202	5319	11	313	91	733	2	71	4.73	
2017-18	ECR		0													0.00	
2017-18	ECoR		0													0.00	
2017-18	ER	JMP	4469	2048	5125	1	555	1066	30897	11	385	3914	10814	1	40	20.16	
2017-18	NCR	Wagon Repair Workshop/ Jhansi	7789	7550	145827	1	1774	2940	81538	11	283	7592	33195	1	750	128.82	
2017-18	NER	IZN Workshop	96	63	766	1	62	5	58	11	12	6	26	1	10	0.45	
2017-18	NEFR	NBQ	1450	1204	14128	1	140	14	274	11	47	608	1869	1	37	8.99	
2017-18	NR	JUDW	4729	4371	84182	1	205	319	6573	11	62	0	0	0	0	48.80	
2017-18	NWR	Ajmer Diesel Loco Workshop	1101	1073	23566	1	109	449	5703	11	19	1097	9126	1	42	18.89	
2017-18	SCR	WRS/GTPL	5555	5251	48279	1	154	2281	47435	11	93	5439	47923	1	113	67.33	

Annexure 3.18																	
Details of wagons detained prior to/during/after POH (Reference Paragraph 3.1.8.24)																	
Year	Zonal Railway	Name of Workshop	Total no of wagon	No of wagons detained in yard before sending for POH	Total no. of days Wagons detained in yard before sending for POH	Minimum no. of days Wagons detained before sending for POH	Maximum no. of days Wagons detained before sending for POH	No of wagons POHed beyond 10 days	No. of days actually taken for POH	Minimum no. of days actually taken for POH	Maximum no. of days actually taken for POH	No of wagons detained in yard after POH	No. of days Wagons detained in yard after POH before putting them in service	Minimum no. of days Wagons detained in yard after POH before putting them in service	Maximum no. of days Wagons detained in yard after POH before putting them in service	Loss of Earning Capacity (₹ in Crore)	Reasons for Detention (w.r.t col.8 and 10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
2017-18	SECR	WRS/ RAIPUR	2034	2034	56708	1	439	0	0	0	0	0	0	0	0	31.60	
2017-18	SER	POH Workshop/ Kharagpur	4124													0.00	
2017-18	SR	CW/PER	3441	2686	66391	1	653	15	198	11	32	3178	8394	1	147	41.70	
2017-18	SWR		0													0.00	
2017-18	WCR	WRS-KOTA	6000	5994	87405	1	245	1886	41047	11	132	1052	4687	1	42	63.68	
2017-18	WR	DHD	1163	1080	17539	1	82	299	4716	11	35	1107	2888	1	27	12.35	
2017-18	TOTAL		42318	33589	554380	1	1774	9476	223758	11	385	24084	119655	1	750	447.51	
2018-19	CR	Wagon Work shop Kurdwadi	500	308	5174	2	150	258	8356	11	250	263	5333	2	276	9.24	
2018-19	ECR		0													0.00	
2018-19	ECoR		0													0.00	
2018-19	ER	JMP	5197	3936	10553	1	101	1182	27169	11	317	4855	17207	1	38	24.45	
2018-19	NCR	Wagon Repair Workshop/ Jhansi	8157	6880	92240	1	1066	2199	72388	11	372	8141	41653	1	378	104.53	

Annexure 3.18																	
Details of wagons detained prior to/during/after POH (Reference Paragraph 3.1.8.24)																	
Year	Zonal Railway	Name of Workshop	Total no of wagon	No of wagons detained in yard before sending for POH	Total no. of days Wagons detained in yard before sending for POH	Minimum no. of days Wagons detained before sending for POH	Maximum no. of days Wagons detained before sending for POH	No of wagons POHed beyond 10 days	No. of days actually taken for POH	Minimu m no. of days actually taken for POH	Maximum no. of days actually taken for POH	No of wagons detained in yard after POH	No. of days Wagons detained in yard after POH before putting them in service	Minimum no. of days Wagons detained in yard after POH before putting them in service	Maximum no. of days Wagons detained in yard after POH before putting them in service	Loss of Earning Capacity (₹ in Crore)	Reasons for Detention (w.r.t col.8 and 10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
2018-19	NER	IZN Workshop	156	80	427	1	21	0	0	0	8	2	11	1	10	0.25	
2018-19	NEFR	NBQ	1457	859	14666	1	138	36	804	11	75	590	2258	1	122	9.85	
2018-19	NR	JUDW	620	474	10357	1	74	124	2017	11	49	0	0	0	0	6.32	
2018-19	NWR	Ajmer Diesel Loco Workshop	1201	1157	20486	1	179	462	6051	11	19	1201	13749	1	51	20.23	
2018-19	SCR	WRS/GTPL	6017	5723	66844	1	152	1623	42973	11	134	5973	68299	1	106	91.82	
2018-19	SECR	WRS/ RAIPUR	4801	2024	64412	1	831	0	0	0	0	4796	42896	1	158	60.87	
2018-19	SER	POH Workshop/ Kharagpur	5872													0.00	
2018-19	SR	CW/PER	3599	2543	64423	1	306	541	11662	11	89	3337	6918	1	58	44.01	
2018-19	SWR		0													0.00	
2018-19	WCR	WRS-KOTA	6008	5973	90426	1	233	1574	32154	11	181	2	308	2	254	60.77	
2018-19	WR	DHD	1351	1305	19165	1	118	179	2688	11	46	1310	3644	1	35	13.45	
2018-19	TOTAL		44936	31262	459173	1	1066	8178	206262	11	372	30470	202276	1	378	445.78	

Annexure 3.18																	
Details of wagons detained prior to/during/after POH (Reference Paragraph 3.1.8.24)																	
Year	Zonal Railway	Name of Workshop	Total no of wagon	No of wagons detained in yard before sending for POH	Total no. of days Wagons detained in yard before sending for POH	Minimum no. of days Wagons detained in yard before sending for POH	Maximum no. of days Wagons detained in yard before sending for POH	No of wagons POHed beyond 10 days	No. of days actually taken for POH	Minimum no. of days actually taken for POH	Maximum no. of days actually taken for POH	No of wagons detained in yard after POH before putting them in service	No. of days Wagons detained in yard after POH before putting them in service	Minimum no. of days Wagons detained in yard after POH before putting them in service	Maximum no. of days Wagons detained in yard after POH before putting them in service	Loss of Earning Capacity (₹ in Crore)	Reasons for Detention (w.r.t col.8 and 10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
2019-20	CR	Wagon Work shop Kurdwadi	506	465	7335	2	219	336	10353	11	179	334	3449	2	93	5.55	
2019-20	ECR		0													0.00	
2019-20	ECoR		0													0.00	
2019-20	ER	JMP	5415	5374	34598	1	472	1037	48429	11	508	5265	19433	1	82	28.74	
2019-20	NCR	Wagon Repair Workshop/ Jhansi	7746	7493	83531	1	1746	1701	73063	11	1103	6718	39846	1	370	55.99	
2019-20	NER	IZN Workshop	337	191	1147	1	54	0	0	0	9	1	3	3	3	0.36	
2019-20	NEFR	NBQ	1378	721	13317	1	208	18	409	11	58	608	2365	1	115	4.96	
2019-20	NR	JUDW	2336	1687	29278	1	131	376	6496	11	72	0	0	0	0	9.99	
2019-20	NWR	Ajmer Diesel Loco Workshop	1231	1168	16344	1	113	363	4833	11	20	1229	15524	1	58	10.32	
2019-20	SCR	WRS/GTPL	6006	5244	27022	1	164	1749	59903	11	155	5982	79896	1	183	46.60	
2019-20	SECR	WRS/ RAIPUR	4691	3837	36796	1	224	757	21961	11	210	4687	41295	1	124	28.86	

Annexure 3.18																	
Details of wagons detained prior to/during/after POH (Reference Paragraph 3.1.8.24)																	
Year	Zonal Railway	Name of Workshop	Total no of wagon	No of wagons detained in yard before sending for POH	Total no. of days Wagons detained in yard before sending for POH	Minimum no. of days Wagons detained in yard before sending for POH	Maximum no. of days Wagons detained in yard before sending for POH	No of wagons POHed beyond 10 days	No. of days actually taken for POH	Minimum no. of days actually taken for POH	Maximum no. of days actually taken for POH	No of wagons detained in yard after POH	No. of days Wagons detained in yard after POH before putting them in service	Minimum no. of days Wagons detained in yard after POH before putting them in service	Maximum no. of days Wagons detained in yard after POH before putting them in service	Loss of Earning Capacity (₹ in Crore)	Reasons for Detention (w.r.t col.8 and 10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
2019-20	SER	POH Workshop/ Kharagpur	6398													0.00	
2019-20	SR	CW/PER	3879	2755	38037	1	243	721	15304	11	154	3559	10647	1	71	17.72	
2019-20	SWR		0													0.00	
2019-20	WCR	WRS-KOTA	5892	5876	66306	1	302	1820	35859	11	109	3033	25443	1	384	34.14	
2019-20	WR	DHD	1527	1488	17357	1	146	254	3976	11	28	1467	4779	1	54	7.36	
2019-20	TOTAL		47342	36299	371068	1	1746	9132	280586	11	1103	32883	242680	1	384	250.56	
2020-21	CR	Wagon Work shop Kurdwadi	545	478	3956	1	60	287	5435	11	105	143	365	1	22	2.15	
2020-21	ECR															0.00	
2020-21	ECoR															0.00	
2020-21	ER	JMP	5040	4961	85591	1	2581	1197	33758	11	510	0	0	0	0	33.51	
2020-21	NCR	Wagon Repair Workshop/ Jhansi	6959	6932	125805	1	2380	1660	81621	11	1068	6957	43482	1	352	73.11	

Annexure 3.18 Details of wagons detained prior to/during/after POH (Reference Paragraph 3.1.8.24)																	
Year	Zonal Railway	Name of Workshop	Total no of wagon	No of wagons detained in yard before sending for POH	Total no. of days Wagons detained in yard before sending for POH	Minimum no. of days Wagons detained in yard before sending for POH	Maximum no. of days Wagons detained in yard before sending for POH	No of wagons POHed beyond 10 days	No. of days actually taken for POH	Minimu m no. of days actually taken for POH	Maximum no. of days actually taken for POH	No of wagons detained in yard after POH	No. of days Wagons detained in yard after POH before putting them in service	Minimum no. of days Wagons detained in yard after POH before putting them in service	Maximum no. of days Wagons detained in yard after POH before putting them in service	Loss of Earning Capacity (₹ in Crore)	Reasons for Detention (w.r.t col.8 and 10)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
2020-21	NER	IZN Workshop	443	427	3611	1	157	0	0	11	10	435	2254	1	24	1.83	
2020-21	NEFR	NBQ	1191	990	20516	1	330	27	814	11	50	1043	4135	1	42	7.86	
2020-21	NR	JUDW	1887	0	0	0	0	1208	20915	11	197	0	0	0	0	2.76	
2020-21	NWR	Ajmer Diesel Loco Workshop	1208	1189	18173	1	253	405	5035	11	20	1206	11884	1	45	9.69	
2020-21	SCR	WRS/GTPL	5722	5289	33098	1	207	1416	42610	11	213	5653	60235	1	149	38.00	
2020-21	SECR	WRS/ RAIPUR	4683	0	0	0	0	0	0	11	0	4555	38335	1	179	11.96	
2020-21	SER	POH Workshop/ Kharagpur	21991	0	0	0	0	0	0	11	0	0	0	0	0	0.00	
2020-21	SR	CW/PER	2720	2296	84199	1	584	392	5591	11	21	2424	12950	1	96	30.84	
2020-21	SWR															0.00	
2020-21	WCR	WRS-KOTA	5751	5748	80322	1	234	1826	53738	11	153	5065	21712	1	142	42.91	
2020-21	WR	DHD	1461	1454	16388	1	107	290	5662	11	101	1450	7403	1	29	8.29	
2020-21	TOTAL		59601	29764	471659	1	2581	8708	255179	11	1068	28931	202755	1	352	262.89	
Grand Total			194197	130914	1856280	1	2581	35494	965785	11	1103	116368	767366	1	750	1406.75	

Source: Records of workshop

Annexure 3.19 Analysis of detention of a Load where detention time is more than 150 hours (Reference Paragraph 3.1.8.33)				
Starting Railway	No of Loads	Detention time range		Total time range
		(Hrs)	(Hrs)	
1	2	3	4	5
CPT	2	154.70 to 227.07	211.03 to 271.33	73 to 84
CR	20	151.23 to 286.77	189.33 to 392.42	60 to 97
ECR	11	154.73 to 324.57	169.47 to 333.58	77 to 98
ECoR	74	152.57 to 487.43	163.42 to 498.67	52 to 98
ER	28	152.67 to 552.57	166.23 to 576.77	66 to 98
NCR	11	157.07 to 258.83	170.20 to 307.17	65 to 96
NER	4	183.87 to 398.40	202.30 to 434.33	83 to 92
NEFR	17	151.07 to 551.20	161.12 to 554.70	58 to 99
NR	33	150.83 to 410.25	179.17 to 482.00	46 to 100
NWR	11	161.77 to 544.17	213.50 to 617.67	68 to 98
SCR	24	153.25 to 646.20	166.62 to 669.43	58 to 99
SER	27	153.10 to 491.15	174.08 to 556.45	60 to 100
SECR	35	150.17 to 389.37	168.25 to 427.50	65 to 99
SR	16	159.52 to 342.77	170.35 to 351.27	65 to 99
SWR	13	160.83 to 360.87	161.92 to 422.42	59 to 100
WCR	11	153.02 to 398.43	164.97 to 403.33	65 to 99
WR	37	150.87 to 584.55	157.30 to 626.55	58 to 100
Total	374	150.17 to 646.20	157.30 to 669.43	46 to 100

Annexure 3.20 Detention to wagons at en-route stations (Reference Paragraph 3.1.8.33)									
Zone	Loaded Empty	Trains	Stops	Run (in Hr)	Halt (in Hr)	Time (in Hr)	Distance (in Km)	Average Speed (in Kmph)	Average Speed Without halt (in Kmph)
1	2	3	4	5	6	7	8	9	10
BPT	E	13	229	253.45	222.82	476.27	6061.17	12.73	23.91
BR	E	62	563	163.87	247.76	411.63	4496.12	10.92	27.44
CPT	E	29	159	153.76	89.27	243.03	2425	9.98	15.77
CPT	L	26	726	929.97	1225.36	2155.33	15936.78	7.39	17.14
CR	E	2191	52253	20693.41	26884.88	47578.29	698368.35	14.68	33.75
CR	L	2010	88394	35176.74	46471.73	81648.47	1115249.56	13.65	31.69
ECR	E	3525	95498	35486.10	42544.93	78031.03	1075052.24	13.78	30.29
ECR	L	3073	112534	63181.17	76239.59	139420.76	1637207.86	11.74	25.91
ECoR	E	3741	38853	22239.35	30518.05	52757.40	591589.46	11.21	26.60
ECoR	L	4487	151465	96877.74	143733.91	240611.65	2271253.53	9.44	23.44
ER	E	2662	36945	23642.90	23691.16	47334.06	503547.84	10.63	21.29
ER	L	1666	54494	29284.66	48119.41	77404.07	690961.62	8.93	23.59
KR	E	100	1463	897.60	456.75	1354.35	34094.98	25.17	37.98

Annexure 3.20 Detention to wagons at en-route stations (Reference Paragraph 3.1.8.33)									
Zone	Loaded Empty	Trains	Stops	Run	Halt	Time	Distance	Average Speed	Average Speed Without halt
1	2	3	4	(in Hr) 5	(in Hr) 6	(in Hr) 7	(in Km) 8	(in Kmph) 9	(in Kmph) 10
KR	L	49	2742	1460.26	1843.58	3303.84	49086.55	14.86	33.61
NCR	E	1143	40958	21182.58	27215.54	48398.12	643564.86	13.30	30.38
NCR	L	586	23165	12991.05	15207.70	28198.75	381503.89	13.53	29.37
NER	E	569	30359	11195.13	14040.52	25235.65	370299.11	14.67	33.08
NER	L	143	7692	3396.58	4186.14	7582.72	105019.96	13.85	30.92
NEFR	E	1218	49053	20852.82	24881.57	45734.39	649021.39	14.19	31.12
NEFR	L	258	9919	4778.25	6406.86	11185.11	138034.55	12.34	28.89
NR	E	2640	97401	51855.02	43875.97	95730.99	1573911.67	16.44	30.35
NR	L	2045	122928	62357.40	51764.67	114122.07	1967114.19	17.23	31.54
NWR	E	646	31988	15748.30	15990.56	31738.86	515303.13	16.24	32.72
NWR	L	699	41035	15851.11	21470.27	37321.38	487844.96	13.07	30.78
SCR	E	2512	38225	17276.05	22386.54	39662.59	573315.5	14.45	33.19
SCR	L	2580	103181	46356.19	83732.12	130088.31	1375318.9	10.57	29.67
SER	E	4461	43330	29115.77	24266.31	53382.08	872722.48	16.35	29.97
SER	L	3874	120380	73280.34	92000.90	165281.24	1654555.34	10.01	22.58
SECR	E	3734	36568	29309.67	34763.97	64073.64	753219.54	11.75	25.69
SECR	L	3830	120686	95526.20	82970.62	178496.82	2368069.51	13.27	24.79
SR	E	1905	36174	11029.03	17838.26	28867.29	409824.48	14.20	37.16
SR	L	1291	43922	13923.24	18699.21	32622.45	486241.14	14.91	34.92

Annexure 3.20 Detention to wagons at en-route stations (Reference Paragraph 3.1.8.33)									
Zone	Loaded Empty	Trains	Stops	Run	Halt	Time	Distance	Average Speed	Average Speed Without halt
1	2	3	4	(in Hr) 5	(in Hr) 6	(in Hr) 7	(in Km) 8	(in Kmph) 9	(in Kmph) 10
SWR	E	1387	39610	16816.65	19503.11	36319.76	541624.66	14.91	32.21
SWR	L	890	35933	15843.44	18889.97	34733.41	457278.85	13.17	28.86
WCR	E	1880	41227	24513.11	19620.86	44133.97	765043.37	17.33	31.20
WCR	L	1120	45139	26191.88	33254.10	59445.98	720327.8	12.12	27.50
WR	E	2317	46931	15145.12	26401.87	41546.99	534974.4	12.88	35.32
WR	L	2539	213170	67087.11	72724.24	139811.35	2306833.32	16.50	34.38
IR	E	36735	757787	367569.69	415440.70	783010.39	11118459.75	14.20	30.25
IR	L	31166	1297505	664493.33	818940.38	1483433.71	18227838.31	12.29	27.43
IR-TOTAL		67901	2055292	1032063.02	1234381.08	2266444.10	29346298.06	12.95	28.43

Annexure 3.21 En-route detention to wagons in five years (2016-17 to 2020-21) (Reference Paragraph 3.1.8.33)								
Zone	Year	Loads	Distance	Halt	Run	Time	Average Speed	Average Speed Without Halt
1	2	3	4	5	6	7	8	9
BPT	2016-2017	286	176481.54	6245.82	6605.95	12851.77	13.73	26.72
BPT	2017-2018	228	130590.84	3587.62	4883.58	8471.20	15.42	26.74
BPT	2018-2019	184	75377.35	1316.38	2811.20	4127.58	18.26	26.81
BPT	2019-2020	159	51602.48	4005.40	2124.00	6129.40	8.42	24.29
BPT	2020-2021	239	104099.77	4386.18	2286.12	6672.3	15.6	45.54
BR	2016-2017	764	59479.77	9660.13	2467.15	12127.28	4.90	24.11
BR	2017-2018	917	65824.49	10357.00	2946.10	13303.10	4.95	22.34
BR	2018-2019	843	63845.37	9831.75	2884.13	12715.88	5.02	22.14
BR	2019-2020	604	46145.39	4947.93	2030.10	6978.03	6.61	22.73
BR	2020-2021	1171	239927.51	20540.27	4745.2	25285.47	9.49	50.56
CPT	2016-2017	654	191422.28	13105.15	10113.95	23219.10	8.24	18.93
CPT	2017-2018	719	216582.05	15798.97	11955.25	27754.22	7.80	18.12
CPT	2018-2019	979	331072.62	26113.65	18133.35	44247.00	7.48	18.26
CPT	2019-2020	786	217867.29	15893.18	12330.92	28224.10	7.72	17.67
CPT	2020-2021	703	225863.11	14379.83	5333.57	19713.4	11.46	42.35
CR	2016-2017	44541	23141374.44	934098.55	684065.16	1618163.71	14.30	33.83
CR	2017-2018	47378	24117058.35	1093338.80	704814.80	1798153.59	13.41	34.22
CR	2018-2019	48924	24401333.94	1093005.20	730311.08	1823316.27	13.38	33.41

Annexure 3.21 En-route detention to wagons in five years (2016-17 to 2020-21) (Reference Paragraph 3.1.8.33)								
Zone	Year	Loads	Distance	Halt	Run	Time	Average Speed	Average Speed Without Halt
1	2	3	4	5	6	7	8	9
CR	2019-2020	44091	21594026.26	1055394.12	642509.94	1697904.06	12.72	33.61
CR	2020-2021	60675	29676182.61	1336324.32	615123.44	1951447.76	15.21	48.24
ECR	2016-2017	70925	28549813.73	1502115.78	1023550.56	2525666.34	11.30	27.89
ECR	2017-2018	73959	31519133.07	1502437.71	1137442.96	2639880.67	11.94	27.71
ECR	2018-2019	78988	35123032.73	1651592.39	1342213.99	2993806.39	11.73	26.17
ECR	2019-2020	75436	32811639.18	1498825.23	1209945.84	2708771.07	12.11	27.12
ECR	2020-2021	103196	41214848.78	1948044.46	910405.87	2858450.34	14.42	45.27
ECoR	2016-2017	90753	33363025.47	1975383.48	1283353.04	3258736.52	10.24	26.00
ECoR	2017-2018	92584	34748722.81	2059381.43	1348933.65	3408315.08	10.20	25.76
ECoR	2018-2019	95835	34595025.87	1888941.45	1342886.73	3231828.18	10.70	25.76
ECoR	2019-2020	89774	33633074.72	2208237.21	1363291.87	3571529.08	9.42	24.67
ECoR	2020-2021	120159	46958760.73	2707566.36	1153667.29	3861233.65	12.16	40.7
ER	2016-2017	51125	15021855.37	1108840.30	635080.51	1743920.81	8.61	23.65
ER	2017-2018	50694	15231334.60	1074126.31	646524.53	1720650.85	8.85	23.56
ER	2018-2019	50810	15180304.98	1082513.56	649625.63	1732139.20	8.76	23.37
ER	2019-2020	45324	13320283.77	979254.62	573141.78	1552396.40	8.58	23.24
ER	2020-2021	65766	17661872.31	1483477.23	380273.58	1863750.81	9.48	46.45
KR	2016-2017	2898	1317341.32	34583.32	39220.72	73804.03	17.85	33.59
KR	2017-2018	2559	1290790.11	35843.67	32797.00	68640.67	18.81	39.36

Annexure 3.21 En-route detention to wagons in five years (2016-17 to 2020-21) (Reference Paragraph 3.1.8.33)									
Zone	Year	Loads	Distance	Halt	Run	Time	Average Speed	Average Speed Without Halt	
1	2	3	4	5	6	7	8	9	
KR	2018-2019	1825	875683.52	59785.77	23573.17	83358.93	10.50	37.15	
KR	2019-2020	1165	632727.66	25337.32	18001.60	43338.92	14.60	35.15	
KR	2020-2021	2387	1417271.91	60863.48	27795.37	88658.85	15.99	50.99	
NCR	2016-2017	20740	13860184.24	758901.55	450833.66	1209735.21	11.46	30.74	
NCR	2017-2018	22310	14779256.96	713041.75	491094.81	1204136.56	12.27	30.09	
NCR	2018-2019	22758	15133251.62	687861.98	530831.41	1218693.40	12.42	28.51	
NCR	2019-2020	21499	13072604.64	605771.93	426389.83	1032161.76	12.67	30.66	
NCR	2020-2021	26457	15154120.39	887219.6	335865.2	1223084.8	12.39	45.12	
NER	2016-2017	8946	5821573.42	339195.77	193777.17	532972.93	10.92	30.04	
NER	2017-2018	8658	6043147.78	276844.00	193550.88	470394.88	12.85	31.22	
NER	2018-2019	8533	6101066.32	289847.60	200577.62	490425.21	12.44	30.42	
NER	2019-2020	8134	5862967.25	271411.07	187121.05	458532.11	12.79	31.33	
NER	2020-2021	12487	8237604.5	429128.7	174024.43	603153.13	13.66	47.34	
NEFR	2016-2017	17500	10593904.44	485799.18	347923.38	833722.56	12.71	30.45	
NEFR	2017-2018	17702	10893571.49	508138.43	348365.16	856503.59	12.72	31.27	
NEFR	2018-2019	18355	10778290.77	552432.78	344996.94	897429.72	12.01	31.24	
NEFR	2019-2020	17554	11453664.97	622012.10	373945.61	995957.71	11.50	30.63	
NEFR	2020-2021	25260	16614437.61	696409.62	351340.4	1047750.01	15.86	47.29	
NR	2016-2017	57067	51495896.74	1733484.59	1630700.54	3364185.14	15.31	31.58	

Annexure 3.21 En-route detention to wagons in five years (2016-17 to 2020-21) (Reference Paragraph 3.1.8.33)								
Zone	Year	Loads	Distance	Halt	Run	Time	Average Speed	Average Speed Without Halt
1	2	3	4	5	6	7	8	9
NR	2017-2018	58126	51397165.66	1810032.09	1620303.51	3430335.60	14.98	31.72
NR	2018-2019	58740	53457323.00	1749924.96	1736307.44	3486232.40	15.33	30.79
NR	2019-2020	55856	45479607.81	1550355.26	1428526.92	2978882.18	15.27	31.84
NR	2020-2021	70326	56729860.79	2333293.25	1214789.4	3548082.65	15.99	46.7
NWR	2016-2017	16612	12472346.15	612440.26	399023.08	1011463.35	12.33	31.26
NWR	2017-2018	18356	14203433.63	763567.71	456425.11	1219992.83	11.64	31.12
NWR	2018-2019	19775	15850657.86	687266.33	510669.30	1197935.63	13.23	31.04
NWR	2019-2020	16200	12669259.03	559633.93	392384.33	952018.26	13.31	32.29
NWR	2020-2021	22413	15386768.92	851307.78	335206.75	1186514.53	12.97	45.9
PR	2016-2017	55	6853.05	184.98	67.43	252.42	27.15	101.63
PR	2017-2018	80	9983.59	70.37	106.98	177.35	56.29	93.32
PR	2018-2019	47	6074.74	61.72	63.90	125.62	48.36	95.07
PR	2019-2020	25	3102.54	98.40	34.87	133.27	23.28	88.97
SCR	2016-2017	59460	23800802.31	987667.63	780021.97	1767689.60	13.46	30.51
SCR	2017-2018	58636	24639601.60	1070800.90	771086.82	1841887.71	13.38	31.95
SCR	2018-2019	67638	28071703.47	1218239.08	866241.05	2084480.13	13.47	32.41
SCR	2019-2020	58035	24550763.31	1224098.13	747847.03	1971945.17	12.45	32.83
SCR	2020-2021	69858	31023633.18	1637292.65	655722.23	2293014.88	13.53	47.31
SER	2016-2017	87168	25943338.97	1417316.08	1036197.72	2453513.79	10.57	25.04

Annexure 3.21 En-route detention to wagons in five years (2016-17 to 2020-21) (Reference Paragraph 3.1.8.33)								
Zone	Year	Loads	Distance	Halt	Run	Time	Average Speed	Average Speed Without Halt
1	2	3	4	5	6	7	8	9
SER	2017-2018	90183	28022041.59	1505477.43	1068595.25	2574072.68	10.89	26.22
SER	2018-2019	97168	29979352.95	1472241.68	1107246.82	2579488.50	11.62	27.08
SER	2019-2020	91717	29742127.77	1567974.92	1161636.89	2729611.80	10.90	25.60
SER	2020-2021	112570	40423040.24	2143341.07	992456.82	3135797.88	12.89	40.73
SECR	2016-2017	82685	38675039.26	1674837.28	1425756.22	3100593.50	12.47	27.13
SECR	2017-2018	83009	48733368.46	1819570.21	1576200.57	3395770.79	14.35	30.92
SECR	2018-2019	88053	51970130.00	1834037.40	1714944.99	3548982.39	14.64	30.30
SECR	2019-2020	80980	44006703.59	1566734.37	1507367.60	3074101.97	14.32	29.19
SECR	2020-2021	103395	40148473.03	2086634.63	991194.1	3077828.73	13.04	40.51
SR	2016-2017	36635	11759120.72	378655.45	333905.91	712561.36	16.50	35.22
SR	2017-2018	38539	12230581.93	459445.60	339332.58	798778.18	15.31	36.04
SR	2018-2019	40841	13106673.58	531025.02	369251.31	900276.33	14.56	35.50
SR	2019-2020	37355	11188957.91	595556.82	314074.71	909631.53	12.30	35.63
SR	2020-2021	49476	14915096.94	538275.72	310397.51	848673.23	17.57	48.05
SWR	2016-2017	31425	13632927.35	497822.07	459494.33	957316.39	14.24	29.67
SWR	2017-2018	32171	13794806.11	624658.60	437349.75	1062008.34	12.99	31.54
SWR	2018-2019	30847	14786386.88	621715.90	466652.83	1088368.73	13.59	31.69
SWR	2019-2020	27052	12263255.62	599651.08	397444.53	997095.61	12.30	30.86
SWR	2020-2021	37334	16133917.2	1018240.07	337610.33	1355850.4	11.9	47.79

Annexure 3.21 En-route detention to wagons in five years (2016-17 to 2020-21) (Reference Paragraph 3.1.8.33)								
Zone	Year	Loads	Distance	Halt	Run	Time	Average Speed	Average Speed Without Halt
1	2	3	4	5	6	7	8	9
WCR	2016-2017	31326	16569977.84	821223.13	566791.48	1388014.61	11.94	29.23
WCR	2017-2018	32373	15980056.40	728703.30	561842.41	1290545.71	12.38	28.44
WCR	2018-2019	32819	20058938.24	776312.30	674701.53	1451013.83	13.82	29.73
WCR	2019-2020	32315	17254825.20	673374.97	589026.86	1262401.83	13.67	29.29
WCR	2020-2021	40001	22997218.36	1237763.05	477640.48	1715403.53	13.41	48.15
WR	2016-2017	47671	34054622.06	1205635.24	996322.68	2201957.92	15.47	34.18
WR	2017-2018	50910	35260861.21	1422699.98	1035074.43	2457774.40	14.35	34.07
WR	2018-2019	56099	37763113.35	1583920.41	1135658.08	2719578.49	13.89	33.25
WR	2019-2020	53505	35119080.91	1500454.36	1035917.02	2536371.39	13.85	33.90
WR	2020-2021	73772	44686582.76	1850103.7	1000782.24	2850885.94	15.67	44.65
Total	2016-2017	759236	360507380.47	16497195.74	12305272.60	28802468.34	12.52	29.30
Total	2017-2018	780091	383307912.73	17497921.87	12789626.14	30287548.01	12.66	29.97
Total	2018-2019	820061	407708639.16	17817987.31	13770582.51	31588569.81	12.91	29.61
Total	2019-2020	757566	364974287.30	17129022.34	12385093.31	29514115.65	12.37	29.47
Total	2020-2021	997645	459949580.7	23284592	10276660.3	33561252.29	13.7	44.76
Grand Total		4114599	1976447800	92226719	61527235	153753954	12.85	32.12

Annexure 3.22 Comparison of average speed of Goods trains for the period from 2016-17 to 2020-21 (Reference Paragraph 3.1.8.35)		
Zone	Average speed (kmph)	No. of trains
1	2	3
BPT	Between 1 and 20	735(67.06%)
	More than 20 and up to 40	326(29.74%)
	More than 40 and upto 100	35(3.19%)
BR	Between 1 and 20	3859(89.76%)
	More than 20 and up to 40	325(7.56%)
	More than 40 and upto 100	115(2.68%)
CPT	Between 1 and 20	2310(60.13%)
	More than 20 and up to 40	783(20.39%)
	More than 40 and upto 100	748(19.47%)
CR	Between 1 and 20	148284(60.37%)
	More than 20 and up to 40	77567(31.58%)
	More than 40 and upto 100	19758(8.04%)
ECR	Between 1 and 20	250902(62.33%)
	More than 20 and up to 40	73305(18.21%)
	More than 40 and upto 100	78297(19.45%)
ECoR	Between 1 and 20	375981(76.87%)
	More than 20 and up to 40	62569(12.79%)
	More than 40 and upto 100	50555(10.34%)

Annexure 3.22 Comparison of average speed of Goods trains for the period from 2016-17 to 2020-21 (Reference Paragraph 3.1.8.35)		
Zone	Average speed (kmph)	No. of trains
1	2	3
ER	Between 1 and 20	202567(76.82%)
	More than 20 and up to 40	23841(9.04%)
	More than 40 and upto 100	37311(14.15%)
KR	Between 1 and 20	3583(33.07%)
	More than 20 and up to 40	5568(51.39%)
	More than 40 and upto 100	1683(15.53%)
NCR	Between 1 and 20	74558(65.53%)
	More than 20 and up to 40	32023(28.15%)
	More than 40 and upto 100	7183(6.31%)
NER	Between 1 and 20	34075(72.87%)
	More than 20 and up to 40	9352(20%)
	More than 40 and upto 100	3331(7.12%)
NEFR	Between 1 and 20	55642(57.74%)
	More than 20 and up to 40	33701(34.97%)
	More than 40 and upto 100	7028(7.29%)
NR	Between 1 and 20	163570(54.5%)
	More than 20 and up to 40	119418(39.79%)
	More than 40 and upto 100	17127(5.71%)

Annexure 3.22 Comparison of average speed of Goods trains for the period from 2016-17 to 2020-21 (Reference Paragraph 3.1.8.35)		
Zone	Average speed (kmph)	No. of trains
1	2	3
NWR	Between 1 and 20	58072(62.21%)
	More than 20 and up to 40	30121(32.26%)
	More than 40 and upto 100	5163(5.53%)
PR	Between 1 and 20	18(8.69%)
	More than 20 and up to 40	36(17.39%)
	More than 40 and upto 100	153(73.91%)
SCR	Between 1 and 20	190369(60.7%)
	More than 20 and up to 40	75494(24.07%)
	More than 40 and upto 100	47764(15.23%)
SER	Between 1 and 20	332988(69.55%)
	More than 20 and up to 40	101652(21.23%)
	More than 40 and upto 100	44166(9.22%)
SECR	Between 1 and 20	312253(71.28%)
	More than 20 and up to 40	81719(18.65%)
	More than 40 and upto 100	44150(10.08%)
SR	Between 1 and 20	95935(47.3%)
	More than 20 and up to 40	76198(37.56%)
	More than 40 and upto 100	30713(15.14%)

Annexure 3.22 Comparison of average speed of Goods trains for the period from 2016-17 to 2020-21 (Reference Paragraph 3.1.8.35)		
Zone	Average speed (kmph)	No. of trains
1	2	3
SWR	Between 1 and 20	108209(68.13%)
	More than 20 and up to 40	39870(25.1%)
	More than 40 and upto 100	10750(6.77%)
WCR	Between 1 and 20	107686(63.79%)
	More than 20 and up to 40	49012(29.03%)
	More than 40 and upto 100	12136(7.19%)
WR	Between 1 and 20	158385(56.18%)
	More than 20 and up to 40	106492(37.77%)
	More than 40 and upto 100	17080(6.06%)
IR	Between 1 and 20	2679981(65.14%)
	More than 20 and up to 40	999372(24.29%)
	More than 40 and up to 100	435246(10.58%)

Annexure 3.23 Zone-wise number of Loads with different Speed slabs (Reference Paragraph 3.1.8.35)												
Zone	1 <=5		2 <=10		3 <=25		4 <=40		5 >40		Total of Load_ID	
	Count	2	Count	3	Count	4	Count	5	Count	6	Total	Total
1	2	2	3	4	4	5	5	6	7	8	9	10
BPT	2	2	4	6	6	1	1	15.38	30.77	46.15	7.69	0.00
BR	1	23	33	33	33	5	5	1.61	37.10	53.23	8.06	0.00
CPT	5	15	13	13	13	12	10	9.09	27.27	23.64	21.82	18.18
CR	163	717	2504	2504	2504	536	281	3.88	17.07	59.60	12.76	6.69
ECR	666	1292	3219	3219	3219	449	972	10.09	19.58	48.79	6.81	14.73
ECoR	1059	2254	3493	3493	3493	496	926	12.87	27.39	42.45	6.03	11.25
ER	558	1259	1787	1787	1787	173	551	12.89	29.09	41.29	4.00	12.73
KR		4	76	76	76	53	16	0.00	2.68	51.01	35.57	10.74
NCR	136	296	1027	1027	1027	179	91	7.87	17.12	59.40	10.35	5.26
NER	28	105	495	495	495	55	29	3.93	14.75	69.52	7.72	4.07
NEFR	154	135	906	906	906	204	77	10.43	9.15	61.38	13.82	5.22
NR	171	398	2924	2924	2924	948	244	3.65	8.50	62.41	20.23	5.21
NWR	125	176	773	773	773	220	51	9.29	13.09	57.47	16.36	3.79
SCR	303	1042	2466	2466	2466	399	882	5.95	20.46	48.43	7.84	17.32
SER	739	1860	4113	4113	4113	604	1019	8.87	22.32	49.35	7.25	12.23
SECR	657	1559	4166	4166	4166	473	709	8.69	20.61	55.08	6.25	9.37
SR	420	318	1612	1612	1612	464	382	13.14	9.95	50.44	14.52	11.95
SWR	72	220	1726	1726	1726	205	54	3.16	9.66	75.80	9.00	2.37
WCR	108	377	1790	1790	1790	444	281	3.60	12.57	59.67	14.80	9.37
WR	351	403	3150	3150	3150	634	318	7.23	8.30	64.87	13.06	6.55
Total	5718	12457	36279	36279	36279	6554	6893	8.42	18.35	53.43	9.65	10.15
											100.00	100.00

Annexure 3.24 Statement showing instances of locomotives remained idle for want of imported spares for the period from 2016-17 to 2021-2022 [Reference Paragraph 3.2 (3)]							
S. No.	Year	Zonal Railway/PU	Locomotive Type and Number	Specification of imported spare	Whether indent placed through Own/DLW	Period for which locomotive remained idle (in days)	Loss incurred due to idling of locomotive (₹)
1	2	3	4	5	6	7	8
1	2016-17	SWR	WDP4B & 40016	Pad assembly lateral thrust. Part No.40074617.	OWN	5	1512000
2	2016-17	SWR	WDG4 & 12042		OWN	24	7257600
3	2016-17	SWR	WDG4 & 12120		OWN	7	2116800
4	2016-17	SWR	WDP4 & 20022	Pad assembly lateral thrust. Part No.40074617, Drive Assembly. Auxiliary generator to EMD Part No.8460738	OWN	10	3024000
5	2016-17	SWR	WDG4 & 12136	Pad assembly lateral thrust. Part No.40074617.	OWN	8	2419200

Annexure 3.24 Statement showing instances of locomotives remained idle for want of imported spares for the period from 2016-17 to 2021-2022 [Reference Paragraph 3.2 (3)]							
S. No.	Year	Zonal Railway/PU	Locomotive Type and Number	Specification of imported spare	Whether indent placed through Own/DLW	Period for which locomotive remained idle (in days)	Loss incurred due to idling of locomotive (₹)
1	2	3	4	5	6	7	8
6	2016-17	SWR	WDG4 & 12140	Pad assembly lateral thrust. Part No.40074617.	OWN	16	4838400
7	2016-17	SWR	WDG4 & 12042	Drive Assembly. Auxiliary generator to EMD Part No.8460738	OWN	24	7257600
8	2017-18	SWR	WDP4 & 20056	Bearing Connecting Rod Upper Sleeve to EMD Part No. 8354118	Own	27	8689680
9	2017-18	SWR	WDP4B & 40066		Own	1	321840
10	2019-20	SWR	WDG4 & 12647		Own	64	21642240

Annexure 3.24 Statement showing instances of locomotives remained idle for want of imported spares for the period from 2016-17 to 2021-2022 [Reference Paragraph 3.2 (3)]							
S. No.	Year	Zonal Railway/PU	Locomotive Type and Number	Specification of imported spare	Whether indent placed through Own/ DLW	Period for which locomotive remained idle (in days)	Loss incurred due to idling of locomotive (₹)
1	2	3	4	5	6	7	8
11	2019-20	SWR	WDP4D & 40278	Bearing Connecting Rod Upper Sleeve to EMD Part No. 8354118	Own	54	18260640
12	2019-20	SWR	WDP4D & 40356		Own	11	3719760
13	2019-20	SWR	WDP4D & 40362		Own	7	2367120

Annexure 3.24 Statement showing instances of locomotives remained idle for want of imported spares for the period from 2016-17 to 2021-2022 [Reference Paragraph 3.2 (3)]							
S. No.	Year	Zonal Railway/PU	Locomotive Type and Number	Specification of imported spare	Whether indent placed through Own/DLW	Period for which locomotive remained idle (in days)	Loss incurred due to idling of locomotive (₹)
1	2	3	4	5	6	7	8
14	2019-20	SWR	WDP4D & 40465	SCU Module to EMD Part No 40199438	OWN	32	All being Passenger Locos and Passenger train services were suspended during Covid-19 pandemic period there was no demand for Locos. Therefore Loss cannot be quantified.
15	2019-20	SWR	WDP4D & 40466		OWN	511	
16	2020-21	SWR	WDP4D & 40456		OWN	505	
17	2019-20	SWR	WDP4 & 20057	BLW	761		
18	2020-21	SWR	WDP4D & 40534	BLW	730		
19	2020-21	SWR	WDP4D & 40551	MUI- Repair Kit to Interstate Diesel (IDS) Part No. 40086324 for Ecotip super stack Fuel Injector for EMD Locomotives to PL No. 16040247	BLW	669	
20	2020-21	SWR	WDP4D & 40535		BLW	608	
21	2020-21	SWR	WDP4D & 40306		BLW	455	
22	2020-21	SWR	WDP4D & 40385		BLW	455	
23	2020-21	SWR	WDP4D & 40520		BLW	424	
24	2020-21	SWR	WDP4D & 40400		BLW	396	
25	2020-21	SWR	WDP4D & 40435		BLW	396	
26	2021-22	SWR	WDP4D & 40409		BLW	366	
27	2021-22	SWR	WDP4D & 40531		BLW	335	
Total							₹ 83426880