Report of the Comptroller and Auditor General of India

for the year ended March 2012

Laid in Lok Sabha/ Rajya Sabha on _____

Union Government (Railways)

No.25 of 2013

(Compliance Audit Report)

Volume II

TABLE OF CONTENTS

PREFACE

The Compliance Audit Report for the year ended 31 March 2012 has been prepared in two Volumes this year for submission to the President under Article 151 (1) of the Constitution of India. The Compliance Audit Report Volume I has been tabled in both the Houses of Parliament on 13 August 2013.

This is Volume II of the Compliance Audit Report and contains 17 audit observations including four thematic audits arising out of test audit of financial transactions conducted during the year 2011-12. Matters relating to earlier years which could not be included in the previous Reports and matters relating to the period subsequent to 2011-12 have also been included, wherever considered necessary.

The audit of Ministry of Railways and its subordinate offices was conducted under Article 149 and 151 of the Constitution of India read with Section 13 of the C&AG 's (Duties, Powers and Condition of Service) Act, 1971 and in accordance with C&AG's Regulations on Audit and Accounts.

----------x----------

Abbreviations used in the Report

IR	Indian Railways
CR	Central Railway
ER	Eastern Railway
ECR	East Central Railway
ECoR/E. Coast	East Coast Railway
NR	Northern Railway
NCR	North Central Railway
NER	North Eastern Railway
NFR	Northeast Frontier Railway
NWR	North Western Railway
SR	Southern Railway
SCR	South Central Railway
SER	South Eastern Railway
SECR	South East Central Railway
SWR	South Western Railway
WR	Western Railway
WCR	West Central Railway
RPU	Railway Production Units
DLW	Diesel Locomotive Works
CLW	Chittaranjan Locomotive Works
ICF	Integral Coach Factory
RCF	Rail Coach Factory
DMW	Diesel Modernization Works
PAC	Public Accounts Committee
FA&CAO	Financial Advisor and Chief Accounts Officer

Overview

This Report contains the audit findings of significant nature during the compliance audit in Ministry of Railways (Railway Board) of the Union Government and its field offices for the year ended 31 March 2012. The Report contains five chapters. Chapter 1 gives a brief introduction of the audited entities; recoveries made by Ministry/ Department at the instance of Audit; remedial actions taken in response to audit observations made in earlier Reports; summarized position of Action Taken Notes. Chapters 2 to 5 present detailed findings/observations under the relevant department title.

Some of the important findings included in this Report are given below:

Thematic Audit on "Rationalization of routing of freight traffic (goods) carried over longer routes"

As per rules, freight charges are to be recovered by the shortest route even though it is operationally feasible to carry freight only by the longer route. This resulted in not only loss of revenue but also incurring of extra operational cost. To reduce these losses, Railway Board directed (February 1976) Zonal Railways to take action to overcome the existing difficulties in not being able to carry traffic by the shorter route. It has also been directing Zonal Railways from time to time to forward proposals for rationalization of longer routes with proper justification. Audit, however, observed in August 2012 that Zonal Railways had taken limited action to rationalize the longer routes. Further, to remove bottlenecks that deterred the movement of traffic by shorter route, action was frequently delayed or not taken. As a result, Railways are sustaining recurring losses on account of carriage of freight by the longer route and charging of freight by the shorter route. In a test check, Audit has assessed a loss of ₹422.74 crore over the period 2010-12 due to carrying of freight traffic by the longer route.

(Paragraph 2.1)

Revenue loss due to irregular grant of concessional tariff rate for booking of iron ore traffic

This para highlights the revenue losses due to failure of Railway Board in preventing the misuse of the dual pricing system introduced in May/ July 2008 for transportation of iron ore. The freight rate fixed for transporting iron ore for non domestic consumption was more than three times the rate fixed for

domestic consumption. To avail the domestic rate the Railways had prescribed mandatory submission of certain prescribed documents. The internal control system of the Railways failed as it allowed the concerned parties to avail the domestic rate without submitting some of the essential prescribed documents. A test check by Audit during the period May 2008 to March 2012 revealed a revenue loss of ₹2486.68 crore besides a penalty of ₹13869.86 crore which is due for recovery. Recovery of ₹1670.57 crore was also due from Kudremukh Iron Ore Company Limited, Mangalore in case of iron pellets exported. This was in addition to the revenue loss of ₹ 1795.51 crore pointed out by Audit in the C&AG Audit Report No.32 of 2011-12. So far, Railway Administration (South Eastern Railway) have acknowledged a freight evasion of ₹ 1875.63 crore in 15 cases.

(Paragraph 2.2)

Avoidable payment of lease charges due to ambiguity in agreement clause

On South Western Railway, as per the agreement for the leasing of wagons under Own Your Wagon Scheme, Category B, the Company was to provide specified quantum of traffic and lease charges were not payable to them for the number of wagons stabled in their siding. Audit examined in April 2012 that although leased wagons were to be moved between specific points, the Railway Administration merged the procured wagons in general pool of wagons, Consequently, the stabling of unutilized wagons in company's siding could not be established/ linked with payment of lease charges. There was also no provision in the agreement for the verifying the loading at loading points. This resulted in avoidable payment of lease charges to the extent of ₹ 27.04 crore.

(Paragraph 2.3)

Thematic Audit on "Procurement and Utilization of Permanent Way material on Indian Railways"

Permanent way materials (rails, sleepers, ballast, fastenings, etc.) are essentially required for the maintenance/ renewal of existing tracks and expansion of the Railway network. Audit reviewed the procurement process of permanent way materials in 2012-13. It observed that rails were procured from a single source. Despite there being a shortfall of 13 *per cent* during 2011-12, no efforts were made by the Ministry to develop alternate sources of supply. Further, the procurement process of Permanent Way Material was not efficient

as there were long delays at all stages of procurement including finalization of tenders for procurement and delays in supply.

(Paragraph 3.1)

Injudicious decision of purchase of land

East Central Railway purchased (January 2007) about 219 acres of land of erstwhile Rohtas Industries Ltd and its assets (worth ₹140 crore). Audit observed in May 2012 that there was no clear cut decision on its utilization. The major portion of the cost of land (₹112 crore) was financed by raising a loan which led to interest liability of ₹8.8 crore. Subsequently, the funds were apportioned against different projects. After land acquisition, the Railway Board decided to utilize the land for the Eastern Corridor of the Dedicated Freight Corridor and for the Freight Bogies and Coupler Manufacturing Plant. However, no action has been taken by the Railway Administration to utilize the land and dispose of its assets for more than six years resulting in blockage of capital of ₹140 crore. Non-disposal of the erstwhile assets of Rohtas Industries also led to recurring expenditure on its security.

(Paragraph 3.2)

Thematic Audit on "Maintenance of locomotives in Indian Railways"

Loco workshops/sheds provide maintenance to locomotives which ensure their availability and reliability of performance. Audit examination in October 2012 to January 2013 highlights that the quality of maintenance provided to the locomotives was poor. Sixty five *per cent* of the overhauled locomotives registered failure within 180 days of their Periodic Overhaul (POH). Further 17 to 20 *per cent* of them failed within one month of their POH. Further, the performance of locomotives was poor as test check revealed that the average number of unscheduled repairs per locomotives per annum was two and four for diesel and electrical locomotives respectively. This was much higher than the locomotive failure statistics reported by the Indian Railways. In addition, there were delays up to 360 days in sending locomotives to Workshops for their POH. The detention of locomotives during unscheduled repairs, their excess detention for completing maintenance/ overhaul in loco sheds /Workshops, their detention in yards awaiting POH / after POH and the delays in sending dead locomotives to the sheds for repairs together resulted in loss of earning capacity of ₹ 733 crore.

(Paragraph 4.1)

Loss for train parting due to failure of Centre Buffer Coupler (CBC) Components

Centre Buffer Coupler (CBC) is a mechanism for connecting rolling stock in a train. Whenever any portion of a train, while in motion, becomes detached a train, parting occurs and results in loss of section capacity by way of disturbance to train operations, detention and consequential financial loss to the Railway. The issue relating to the quality of CBC components has been a cause of concern to Railway Board. It directed (March 2006) Zonal Railways to comply with directives issued by RDSO for improving the quality of CBC components and address operational problems. Detailed analysis of the failure reports for the period from January 2008 to February 2011 by the Mechanical Department of South Eastern Railway revealed 260 trains parting cases due to manufacturing defects of CBC components only. The manufacturers of the components could be identified in only 145 (55.77 *per cent*) of the cases. In fact, two firms viz., M/s Raneka Industries and M/s Orient Steel Industries Ltd. together contributed 96 cases (66.21 *per cent*) of total identified cases.

According to an assessment by SER there was an average loss of 6.8 goods train per incident and opportunity cost of approx. ₹9 lakh for each train lost. It is seen that a total of 232 train partings occurred during the period 2007-08 to September 2012 and resulted in an estimated loss of ₹125.27 crore in four Zonal Railways due to defective CBC components provided by the above two firms.

(Paragraph 4.2)

Infructuous expenditure on procurement of material for hybrid coaches

Railway Board decided (2007) to manufacture new type of coaches (SGSS Hybrid coaches) having Stainless Steel shells of LHB design of ICF bogies. IFC planned to manufacture 303 coaches in 2009-10. Audit, in February 2012, observed that due to lapses in planning only 29 shells could be manufactured up to March 2012 and material worth ₹44.04 crore procured for specific work remained unutilized. Railway Board has stopped the production of such coaches (August 2011).

(Paragraph 4.3)

Thematic Audit on "Procurement of items under Proprietary Articles Certificate (PAC) over Indian Railways"

Stores procured for Railway's operation include the items purchased under Proprietary Article Certificate (PAC). These items are required to be purchased from a specified firm on single tender basis and include safety and vital items and also emergency purchases. Audit observed in August/ September 2012 that basic documentation for certifying items as PAC items were not maintained, and no effort was made by the certifying authority to examine the existence of acceptable substitutes. Audit observed a large number of variations in prices across zones leading to extra expenditure in procurement. Requisite steps were not taken to develop additional vendors for procurement of PAC items thus, depriving the Railways of the possibility of obtaining lower rates.

(Paragraph 5.1)

Chapter 1: Introduction

1.1 Compliance Audit - Report Outline

Compliance audit refers to scrutiny of transactions relating to expenditure, receipts, assets and liabilities of the audited entities to obtain an assurance that the provisions of the Constitution of India, the applicable laws, the subordinate legislations and other rules and regulations are being duly complied with. This also includes an examination of the adequacy, legality, transparency, etc. of the relevant rules to ascertain whether these ensure effective control over public expenditure and safeguard against misuse, waste and loss.

The matters arising out of compliance audit of the transactions incurred out of Railway Budget by the Ministry of Railways and its field formations pertaining to the year 2011-12 are highlighted in Compliance Audit Reports Vol. - I and Vol. – II. Volume I of the Compliance Audit Report has been laid on the Table of both the Houses of Parliament on 13 August 2013.

These Reports present only such audit findings of significant materiality with regard to the totality of nature, volume and size of public spending in keeping with the generally accepted auditing standards and is intended to aid the Executive in instituting corrective actions/mechanisms to bring about improved governance and better financial management. In particular, the Reports explore the performance/implementation of issues of seven selected themes and a Performance Audit. The detailed audit findings of three Thematic Audits and one Performance Audit are presented department-wise in Volume I of the Report. The detailed audit findings of four Thematic Audits and 13 individual paras are presented department-wise from Chapters 2 to 5 of this Report (Compliance Audit Report Vol. II). This would enable better clarity in terms of accountability of the audited entity, both at the policy-arm at the Board level and the implementing agency at the field level.

Para 1.2 to 1.5 of this chapter outlines the broad profile of the Ministry of Railways and its subordinate field offices, basis of selection of units and issues for audit investigation and the reporting procedure for inclusion of audit observations in the Audit Report. Para 1.6 to 1.10 provide a summary of the year-wise pendency of audit observations vis-à-vis response received from the Railway authorities and present impact of audit in terms of recoveries effected and important remedial actions taken.

1.2 Audited Entity

Indian Railways is a multi-gauge, multi-traction system with a total route length of 64,600 kms (as on 31 March 2012). Presently, the Indian Railways, a premier transport organization of the country is the largest rail network in Asia and the second largest in the world under one management.

Table 1.1

	Broad Gauge (1676 mm)	Meter Gauge (1000 mm)	Narrow Gauge (762/610 mm)	Total
Route Kilometers	55,956	6,347	2,297	64,600
Running Track Kilometers	80,779	6,725	2,297	89,801
Total track kms.	104,693	7,801	2,568	115,062
Electrified route Kms				20,275
Electrified running track kms.				38,669

Indian Railways runs around 11,000 trains everyday of which 7,000 are passenger trains. They carry approximately one million passengers and one million tonne of freight traffic daily. As on 31 March 2012, the Indian Railways owned and maintained infrastructural assets and rolling stock as in the Table below:

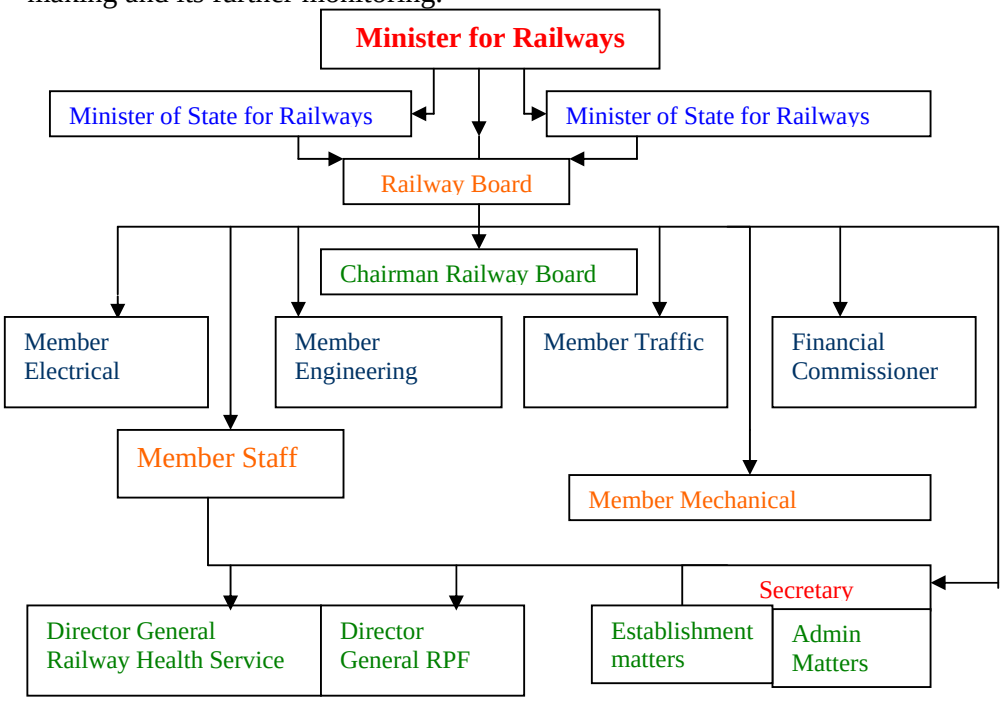
Table 1.2

Locomotives	9,549	Yards	300
Coaching Vehicles	61899	Goods Sheds	2,300
Freight wagons	2,39,321	Repair Shops	700
Stations	7,146	Work Force	1.54 million

Organization Structure

The Railway Board comprising six Members (Electrical, Mechanical, Traffic, Staff, Engineering and Financial Commissioner) headed by the Chairman reporting to the Minister of Railways, is responsible for laying down policies on all matters of operations, maintenance, finance and acquisition of assets and monitoring their implementation across zones. The Railway Board is responsible for regulating pricing of both passenger fares and freight tariffs.

The Functional Directorates under each Member assist and aid in decision-making and its further monitoring.



At the field level, there are 17 Railway Zones, one research wing namely, Research, Designs and Standards Organization (RDSO) Lucknow; a Central Organization for Modernization of Workshops (COFMOW) for procurement of specialized machinery; two locomotive manufacturing units (DLW and CLW) at Varanasi and Chittaranjan; three coach factories at Kapurthala, Raebareli and Perambur; one wheel and axle plant at Yelahanka; and a diesel modernization works at Patiala. The names of Railway Zones with their headquarters and total route kilometers are given below:

Table 1.3

Railways	Headquarters	Route kms.
Central	Mumbai	3,905
Eastern	Kolkata	2,447
East Central	Hajipur	3,656
East Coast	Bhubaneshwar	2,676
Northern	New Delhi	6,990
North Central	Allahabad	3,151
North Eastern	Gorakhpur	3,767
Northeast Frontier	Maligaon (Guwahati)	3,965
North Western	Jaipur	5,502
Southern	Chennai	4,994
South Central	Secunderabad	5,810
South Eastern	Kolkata	2,661
South East Central	Bilaspur	2,455
South Western	Hubli	3,191
Western	Mumbai	6,440
West Central	Jabalpur	2,965
Metro Railway	Kolkata	25
Total		**64,600**

Each Zone is headed by a General Manager who is assisted by Principal Heads of Departments, such as Operating, Commercial, Engineering, Electrical, Mechanical, Stores, Accounts, Signal & Telecommunication, Personnel, Safety, Medical etc.

Besides above, there are 25 Public Sector Undertakings (PSUs) functioning under the administrative control of the Ministry of Railways. The operations of these PSUs cover a wide spectrum i.e. from providing passenger and freight container services to lend-lease financing, tourism and catering.

1.3 Integrated Financial Advice and Control

A fully integrated financial advice and control system exists both at the Railway Board led by the Financial Commissioner and the Financial Advisers and Chief Accounts Officers at the Zonal level. The Financial Heads are

responsible for rendering advice and scrutinizing all proposals involving expenditure from the pubic exchequer.

1.4 Audit Planning

Broadly, the selection of the units for audit of the Railways was planned on the basis of a risk assessment with regard to the level of budgets planned, resources allocated and deployed, extent of compliance with internal controls, scope of delegation of powers, sensitivity and criticality of function/activity, external environment factors, etc. Previous audit findings, PAC's recommendations, media reports, where relevant, were also considered.

Based on such risk assessment, test audit of 4239 audited entities of the Railways out of a total of 13,887 units was carried out during 2011-12.

The audit plan in particular focused on selected themes of significance in terms of policy and its implementation inter-alia covering freight traffic, Railways Earnings, infrastructural development, passenger amenity activities, asset management, material management and safety works. Each study is accompanied by recommendations/suggestions on the basis of audit findings, reported under department specific chapters, so that the authorities concerned may act upon to obtain better results in terms of the policy/scheme objectives.

The findings of the Thematic Audits on 'Commercial Publicity in Indian Railways', 'Implementation of line capacity augmentations works', 'Performance efficiency of Signalling assets ' and Performance Audit on 'Cleanliness and Sanitation in Indian Railways' have been included in Volume I. The audit findings of other Thematic Audits viz., Rationalization of routing of freight (goods) carried over longer route; Procurement and Utilization of Permanent Way Materials on IR; Procurement of PAC items in Indian Railways; and Maintenance of Locomotives in Indian Railways are included in this volume (Volume II). Besides, 13 individual paras are also included in this volume.

1.5 Reporting

The Thematic Audits were conducted across the Zonal Railways using sampling methodology and accessing relevant records and documents of the field units including those of the Railway Board. The audit findings were issued to the respective Zonal Managements for their response. Similarly, Audit Notes/Inspection Reports (IRs)/Special letters arising out of regular audit of vouchers and tenders were issued to the Associated Finance and Head of the unit for obtaining their replies. Audit findings were either settled or further action for compliance was advised depending upon action taken. Important audit observations, not having been complied with, were followed up through Draft Paragraphs addressed to the General Managers of Zonal Railway with copies endorsed to the FA&CAOs and Heads of the Departments for reply within the prescribed period. Selected issues raised in these Draft Paragraphs were taken up as Provisional Paragraphs with the Ministry of Railway (Railway Board) for furnishing their reply within a period

of six weeks (as prescribed by the Public Accounts Committee) before their inclusion in the Audit Report.

1.6 Response of the Ministry/Department to Provisional Paragraphs

A total of 180 Draft Paragraphs including observations on Thematic Audits were issued to the General Managers of the Railway Administration up to November 2012. The response of the Railway Administrations was received only in 38 cases. After considering the replies wherever received, 17 Provisional Paragraphs (including four Thematic Audits) proposed for inclusion in Compliance Audit Report Volume II were forwarded to the Chairman Railway Board, Members concerned and the Financial Commissioner between 21st March 2013 and 10th June 2013. Ministry of Railways had not replied to any of these cases upto 30th June 2013 except in one individual Provisional Para.

1.7 Audit objections issued, settled and outstanding

During the year 2011-12, based on the results of test audit, a total of 16271 Audit objections involving financial irregularities of ₹12467.76 crore were issued through Special letters, Part-I Audit Notes and Inspection Reports. Besides these, there was a carry forward of 30,408 audit objections pertaining to the previous years. A total of 19177 Audit objections were settled during the year after Railway Administrations recovered/ agreed to recover the amounts involved or had initiated corrective/ remedial action. The balance 27502 audit objections outstanding as on 31 March 2012 involved financial irregularities amounting to ₹16133.95 crore.

1.8 Recoveries at the instance of Audit

Audit has pointed out the cases of under charges in realization of freight and other earnings, over payments to staff and other agencies, non-recovery of dues of the Railways etc. amounting to ₹342.24 crore in the various Zonal Railways during the year 2011-12. Out of this, an amount of ₹215.41 crore was accepted for recovery (₹138.51 crore was recovered and ₹76.90 crore was agreed to be recovered). Four Zonal Railways accounted for recoveries exceeding ₹10 crore - East Central (₹49.96 crore), Western (₹38.20 Crore), Northeast Frontier (₹41.31 crore) and Northern (₹33.86 crore). Out of the total amount of ₹215.41 crore recovery accepted, an amount of ₹ 120.09 crore pertained to transactions that were already checked by Accounts and ₹95.21crore were other than those checked by Accounts. As a result of further review carried out by Accounts another ₹0.10 crore were recovered/agreed to be recovered.

1.9 Remedial Actions

In addition, Railway Board initiated remedial action in response to audit observations by appropriate changes in freight tariffs and issue of instructions during 2011-12 for better and improved compliance (Table 1.4 below).

Table 1.4

Para No. of the Report	Audit observations	Action Taken by Ministry
Para 3.2.2 of RAR 9 of 1999	Failure of the Zonal Railway Administration to follow the Rules in regard to rounding off of length of private sidings as per standard form of agreement for maintenance of sidings (Clause 8 (b) (I)) led to short recovery of charges amounting to ₹ 4.26 crore	Railway Board has expressed serious concern over repeated cases of non-recovery of dues from siding owners and instructed all Zonal Railways to put in place a proper monitoring mechanism to ensure signing of agreements and timely billings and recoveries of Railway dues.
Para 4.3.1 of RAR 9 of 2001	Failure of Zonal Railway Administration to execute agreements with Oil companies resulted in non-realization of Rs.26.58 crore on account of maintenance charges in respect of jointly owned LPG tank wagons and interest thereon of ₹12.34 crore	Railway Board has issued instructions to be followed by all Zonal Railways on the issue of maintenance charges of jointly owned tank wagons.
Para no.2.2.2 of CA-6 of 2008	Central Railway could not recover maintenance charges of ₹2.30 crore from M/s Bulk Cement Corporation of India for maintenance of 125 special type of wagons owned by them	Railway Board has advised FA&CAO, Central Railway that the capital cost of the wagons/under frame/barrel of special type of wagons should be revised in every three years.
Para no. 4.1.1 of CA-6 of 2008	Adoption of Price Index of metallic minerals instead of steel ingots of steel for calculating PVC in respect of supply of wheels resulting in extra expenditure and unintended benefit to M/s SAIL	Railway Board has started process of reworking the price variation formula and also assured to keep the audit observation in view.
3.2.11 for the year 2007-08	Delay on the part of Zonal Railway Administration in finalizing site and drawings for Foot Over Bridge led to blocking of fund of ₹0.73 crore including wasteful expenditure of ₹0.19 crore	Suitable instruction has been issued by Railway Board to all concerned to closely monitor the works in progress to avoid such instances in future.
Para 6.4.1 of CA-19/2008-09	Lack of proper organizational set up for commercial publicity at Zonal and divisional levels and lackadaisical implementation of guidelines resulted in a loss of ₹32.34 crore	Railway Board has issued instructions to all zonal railways that all proposals for advertisement should be cleared within a period of 45 days from conceptualization to finalization of tenders. Railway Board has advised all zonal railways to increase the earning through commercial publicity and to send the information in this regard to Railway Board by 10th of every

		month for review.
4.2.3 of CA-19 of 2008-09	Injudicious award of the contract to a firm with poor track record	The firm was re-inspected and downgraded. The system of feedback regarding vendors' performance from the consignees through MIS/e-mail and their examination in the CME (Planning)'s quarterly meeting held at COFMOW was introduced.
4.1.1 of 2009-10	Injudicious procurement of non stock stores items	A Survey Committee has been constituted and disposal of surplus materials is in progress
2.2 of Report No.34 of 2010-11	Tatkal and Advance Reservation System in IR – Audit has pointed out shortcomings in reservations systems especially in tatkal bookings. Irregularities such as booking beyond business hours, unscrupulous activities of railway agents in connivance of booking agents, misuse of duplicate tatkal ticket facility etc. were also observed.	Railway Board directed (October 2011) Zonal Railways to keep a regular watch on booking transactions for unscrupulous activities by agents/ booking clerks, particularly during opening hours of tatkal bookings. Besides, Railway Board reduced the advance reservation period for tatkal booking and withdrew the facility of issuing duplicate tatkal tickets. It also stopped bookings by agents in the openings hours of reservation etc.
2.7of Report No. 34 of 2010-11	Loss due to non-rationalization of longer route.	As a corrective measure, Zonal Railway Administration has rationalized the longer route from April 2011.
4.4 of 2010-11	Railway Administrative failed to levy empty haulage as well as stabling charges of ₹ 0.61 crore on tank wagons received for periodical overhauling without degassing. This also resulted in loss of earning potential of ₹18.71 crore on account of avoidable detention of tank wagons (49791 days).	Instructions were issued by Railway Administration to dispatching Yards/ Divisions not to dispatch gas tank wagons without degassing certificate. Traffic Department was advised to recover empty haulage changes for the wagons improperly degassed by Oil Companies.
PDA/MYS/Spl.-Ltr/659-660 of 25.02.2010	During the leave period, Running Staff are entitled for Absence Mileage Allowance (AMA) at the rate of 30% of basic pay. However it was observed that the AMA was calculated at the rate of 130% of the basic pay resulting in overpayment of ₹18.37 lakh for the September 2008 to September 2010	Necessary changes in the "PRIME" were made

1.10 Paragraphs on which Action Taken Note received/pending

To ensure the accountability of the Executive on all issues dealt with in the Report of the Comptroller and Auditor General of India, the PAC had decided (1982) that the concerned Ministries/ Departments of the Government of India

should furnish corrective/ remedial Action Taken Note (ATNs) on all Paragraphs contained therein and had further desired in their Ninth Report (Eleventh Lok Sabha) presented to Parliament on 22 April 1997 that henceforth corrective/ remedial ATNs, duly vetted by Audit, on all Paragraphs included in the Reports be furnished within four months after the Report was laid on the Table of the Parliament.

The position of ATNs furnished by the Railway Board (June 2013) on the Paragraphs included in the Reports of the Comptroller and Auditor General of India – Union Government (Railways) up to the year ended 31 March 2011 is given below:

Table 1.5

Year	Total para	No. of para on which ATN Finalized	No. of Paragraphs on which ATNs are pending				
			Not received	ATN on which comments sent to Railway Board	ATNs finally vetted	ATN under verification by Audit	Total
1997-98	96	95	0	1	0	0	1
1998-99	106	105	0	0	0	1	1
1999-00	101	100	0	0	1	0	1
2000-01	101	99	0	2	0	0	2
2001-02	101	93	0	5	3	0	8
2002-03	110	107	0	1	1	1	3
2003-04	114	105	0	5	3	1	9
2004-05	105	96	0	4	3	2	9
2005-06	138	124	0	6	2	6	14
2006-07	165	138	0	13	9	5	27
2007-08	172	138	0	13	15	6	34
2008-09	104	80	0	5	12	7	24
2009-10	59	22	0	17	9	11	37
2010-11	34	1	9	8	6	10	33
Total	**1506**	**1303**	**9**	**80**	**64**	**50**	**203**

ATNs in respect of nine Paragraphs relating to the Report for the year 2010-11 were not furnished till June 2013. Besides, 80 ATNs received for vetting by audit were returned with observations for lack of adequate remedial action. 64 ATNs, vetted by audit, are yet to be finalized by Ministry of Railways. In 50 cases, the action stated to have been taken is under verification by Audit.

Chapter 2: Traffic - Commercial and Operations

The Traffic Department comprises two main streams – Commercial and Operations. The Commercial Department is responsible for marketing, sale of transportation provided by a railway, for developing traffic, improving quality of service provided to customers and regulating tariffs of passenger, freight and other coaching traffic and monitoring their collection, accountal and remittance.

The Operating Department is responsible for planning of transportation services – both long-term and short-term, managing day to day running of trains including their time tabling, ensuring availability and proper maintenance of rolling stock to meet the expected demand and conditions for safe running of trains.

At the Railway Board level, the Traffic Department is headed by Member Traffic, who is assisted by Additional Members/ Advisors. At the zonal level, the Operating and Commercial Departments are headed by Chief Operations Manager (COM) and Chief Commercial Manager (CCM). At the divisional level, the Operating and Commercial Departments are headed by Senior Divisional Operations Manager (Sr. DOM) and Senior Divisional Commercial Manager (Sr. DCM).

The total expenditure of the Traffic Department during the year 2011-12 was ₹ 8,876 crore. During the year, apart from regular audit of vouchers and tenders etc., 453 offices of the department including 658 stations were inspected.

This chapter includes a Thematic Audit on "**Rationalization of routing of freight traffic (goods) carried over longer route"** conducted across the Zonal Railways. Audit has commented on the ad-hoc approach of Zonal Railways either to rationalize the longer route or to remove bottlenecks that deterred the movement of traffic by shorter route. Audit has assessed the loss due to carrying of freight by the longer route and charging of freight by the shorter route.

In addition, this chapter incorporates four Audit Paragraphs highlighting individual irregularities pertaining to excess lease payment and freight concession. These include a long Paragraph, covering three Zones (East Coast, South Eastern and South Western Railways), on revenue loss due to irregular grant of concessional tariff rate for booking of iron ore traffic in these Zones. In this Paragraph, Audit highlighted severe lapses in the internal control system of the Railways in booking of iron ore traffic at domestic rate.

2.1 Rationalization of routing of freight traffic (goods) carried over longer route

Executive Summary

As per Para 125(1)(a) and (b) of Indian Railway Conference Association, Goods Tariff No.41, Goods will be dispatched by the operationally feasible route and freight charges recovered by the shortest route. This resulted in loss of revenue and at the same time in the incurring of extra operational cost for hauling the trains via a longer route.

To reduce the loss of revenue due to carriage of freight traffic by the longer route, the Railway Board issued a consolidated Rationalization Scheme in January 1976. Subsequently, Railway Board has been directing the Zonal Railways from time to time to review the Rationalization Schemes critically and suggest additions/ deletions with justification.

Audit observed (August 2012) that the Railway Administrations had taken limited action to forward proposals to Railway Board for rationalization of routes whereby they could charge freight by the actual route of carriage. Further, action to remove bottlenecks that deterred the movement of such traffic by shorter routes was limited and whenever undertaken was frequently delayed.

Test check by Audit of routes where the distance between the charged (shorter route) and the actual carried route was more than 100 kms., revealed that originating traffic of Zonal Railways (except NWR, WCR, ECoR, NFR, RPU & Metro Railway) was being carried via longer routes in 187 cases. The routes on which freight traffic was carried were longer at least to the extent of 107 kms and extended upto even 952 kms. In Eastern Railway (one route) and North Eastern Railway (fifteen routes), the longer route had been in existence for about ten years or more. Freight was being collected via the shorter route as a regular measure and no proposals were made to overcome the bottleneck in most of the routes. No action was taken for rationalization of these routes.

In respect of five selected stations over Zonal Railways (except WCR and RPU & Metro), the Railways incurred a loss of ₹ 422.74 crore over the period 2010-12 due to transportation of freight traffic by the longer route and charging by the shorter route.

In a number of cases over eight Zonal Railways due to technical constraints [non availability of direct approach line requiring engine reversal (13 cases), gap in non-electrification of the shorter route (76 cases)], were forced to carry the traffic via the longer route. This resulted in excess expenditure of ₹ 90.86 crore during the period 2010-12.

2.1.1 Introduction

In terms of Rule 125 (1) (a) and (b) of Indian Railway Conference Association Goods Tariff No.41, unless specified by the sender, goods will be dispatched by the route operationally feasible and freight charges recovered by the shortest route. In the absence of specific instructions in writing from the sender or his

authorized agent, goods will be dispatched by the route by which the freight charges are the lowest. This rule has resulted in routinely carrying freight traffic by the longer route and charging by the shorter route and has been commented upon in previous Audit Reports.

To reduce the loss of revenue due to carriage of freight traffic by the longer route the Railway Board, issued a consolidated Rationalization Scheme[1] in January 1976. Subsequently, Railway Board vide their letter No.76.TT/III/27/1, dated 13 February 1976, advised the Zonal Railways to mention the reasons for carrying the traffic by the longer route along with the proposed action to be taken to overcome such difficulties in the future. Zonal Railways were also directed to review the Rationalization Schemes critically and suggest additions/ deletions with justification.

2.1.2 Previous Audit Reports

Details of the Audit Paras printed in the Railway Audit Report on Rationalization in the succeeding five years i.e. from 2006-07 to 2010-11 are as follows:

Table 2.1

Sl. No.	Details of the Para and the Action Taken Note	Railway Audit Report for the year
1	Western Railway: Loss of revenue due to incorrect booking and withdrawal of route from the purview of Rationalization Scheme. The ATN was finalized by appending the audit observations.	2006-07
2	North Western Railway: Loss due to movement of rakes by longer route. The ATN was finalized since after opening of the shorter route, the traffic gradually started moving via the shorter route.	2007-08
3	East Coast Railway: Loss of revenue due to deficiency in rationalization scheme. The ATN was finalized since the longer route was rationalized.	2008-09
4	Eastern Railway: Non-rationalization of longer route. The ATN was not yet finalized. Ministry of Railways stated that burdening the customer with additional costs may lead to diversion of traffic. Audit contended that even if the subject route is rationalized and freight is levied accordingly, the cost of road transport would still be much more than the cost of rail transport.	2008-09
5	Southern Railway: Less realization of freight due to non-rationalization of a longer carried route. The ATN was finalized since the rakes are now moving via shorter route.	2008-09
6	East Central: Loss due to non-rationalization of longer route. The ATN was finalized by appending the audit observations.	2009-10
7	South Western: Loss of earnings due to injudicious deletion of rationalization order. The ATN was finalized since the traffic was started moving via the shorter route.	2010-11
8	Central and Western Railways: Loss of revenue on account of moving traffic by longer route and charging by shortest route. The ATN on the Audit Para has not yet been received from the Ministry of Railways.	2011-12

[1] Rationalization Scheme: To regularize the longer route through which the traffic is carried and charges freight accordingly.

Out of the above Audit Paras, seven Action Taken Notes (ATNs) have been finalized and the remaining one ATN is yet to be finalized.

2.1.3 Audit Objectives

Analysis of last five years Audit Reports revealed that Railways were regularly carrying freight tariff via longer routes and charging by the shorter route. In view of this, it was decided to conduct an Audit over all Zonal Railways to examine the following:

(i) To ascertain the number of routes where the traffic was regularly carried by the longer routes for years together;

(ii) To assess revenue impact of carrying freight traffic by longer route;

(iii) To compare the road rates with rail rates where Railways had not proposed rationalization as future traffic could be diverted to road.

2.1.4 Methodology and Sample Size

Records of Zonal Railways[2]/ Divisional Offices and Stations from where the traffic was moved via the longer route/ other than the booked routes were examined. Routes in existence over the period 2010-11 to 2011-12, where difference in distance between the charged (shorter route) and the actual carried route (longer route) is more than 100 kms were test-checked.

2.1.5 Audit Findings

Audit examined the movement of freight traffic across the Zonal Railways (2010-12) and noticed that despite the traffic being carried regularly by the longer routes, Railways had neither forwarded proposals to the Railway Board for bringing such streams of traffic under the purview of Rationalization Orders nor initiated improvement works to remove the hurdles that caused the diversion of traffic by the longer routes as enumerated in the following paragraphs.

2.1.5.1 Number of routes, where the difference between the carried route and the charged route are more than 100 kms

Audit examined (July – August 2012) routes, where the distance between the charged (shorter route) and the actual carried route was more than 100 kms. Results of audit examination are given in Table 2.2 below:

[2] Except North Western, West Central and RPU & Metro Railways, where no case of carriage of originating traffic of that Zonal Railway via longer route were noticed. The distance between the charged (shorter route) and the actual carried route (longer route) in respect of East Coast and Northeast Frontier Railways are less than 100 kms.

Table 2.2

Table showing additional distance covered for carriage of freight traffic

Railway	No. of routes where the traffic is carried by the longer route and the freight is charged by the shorter route	Difference in distance in Kms. between the shortest route and the actual carried route	Since when carried	Main Reasons
1	*2*	*3*	*4*	*5*
CR	39	952 to 150	2007	Over saturation of shorter route
ER	1	163 to 113	9 – 10 years	Congestion in shorter route, non-availability of direct approach line
NR	4	199 to 122	March 2006	Longer route fully electrified
SR	48	279 to 115	January 1997	Shorter route has steep raising gradient, inadequate super elevation and sharp deep curve
WR	17	245	December 2006	Shortage of diesel locomotives
ECR	2	302 to 124	2006	Engine reversal problem, capacity constraint
NCR	1	113	5 – 6 years	Over saturation of shorter route, engine reversal problem
NER	15	808 to 178	10 years or more	Operational problems
SCR	3	405 to 131	April 1998	Route 1 – single line, non-electrified and non-availability of standard loop lines. Route 2 – Non-availability of direct approach, Route 3 – Raising gradient
SER	15	530 to 109	2009	Change of traction, single line
SWR	2	227 to 163	April 2007	Due to restriction in movement of number of trains in Ghat Section between Hassan-Mangalore
SECR	40	458 to 107	Jan- 2009	Single line, operational constraints
Total	**187**			

(Details of this Table are shown in Annexure I)

The above Table reveals that there were a total of 187 routes over Indian Railways where the distance between the charged (shorter route) and the actual carried route (longer route) was more than 100 kms. The originating traffic for these routes was spread over 12 Zones. The maximum number of routes where freight traffic was carried by the longer route, were SR with 48 such routes, followed by SECR with 40 such routes.

As per orders issued by Railway Board, the Railway Administration is required to initiate proposals to overcome the difficulties in carrying the traffic by the charged route (shorter route). It was, however, noticed that out of the above 187 routes, in 141 routes (75 *per cent*) no proposals were made to the Railway Board to overcome the bottleneck/ impediments in the shorter routes.

Freight for these routes was collected via the shorter route as a regular measure for reasons such as over saturation of shorter route, non-availability of direct approach line, non-electrification of shorter route, problems of engine reversal etc. In some of the cases the longer route has been in existence for about 10 years or more.

2.1.5.2 Revenue impact due to carrying of freight traffic by longer route and charging by shorter route

Audit scrutiny of traffic booked by the Zonal Railways also revealed that though the traffic from these stations was continuously booked and charged by the shortest route, the same was carried via longer route. Despite incurring additional operational costs, no action was taken to rationalize these routes for enabling the Zonal Railways to charge freight by the actually carried routes.

(i) Short realization of freight

Audit examined the loss of revenue incurred by carrying freight traffic by the longer route while charging for the shorter route. The loss of revenue in respect of traffic booked from five selected stations of Zonal Railways (except WCR, RPU & Metro) is brought out in Table 2.3.

Table 2.3

Table showing loss of revenue due to carriage of traffic via longer route and charging via shorter route

Railway	Five selected stations of each Zonal Railway where the traffic is carried by the longer route and the freight is charged by the shorter route covering extra distance of ____ kms.to _____ kms	Loss of revenue due to short collection of freight (₹ in crore)
1	*2*	*5*
CR	4 selected stations - 150 kms to 952 kms	18.19
ER	3 selected stations - of 113 kms to 163 kms	6.87
NR	122 kms to 199 kms	6.29
SR	67 kms to 267 kms	9.71
WR	163 kms to 245 kms	87.00
ECR	1 selected station - 225 kms to 302 kms	2.49
E Coast	2 selected stations - 7 kms	0.14
NCR	3 selected station – 33 kms to 113 kms	5.03
NER	178 kms to 808 kms	11.00
NFR	26 kms to 52 kms	4.49
NWR	1 selected station - 306 kms	1.68
SCR	131 kms. to 405 kms	35.74
SER	109 kms to 530 kms	46.30
SWR	124 kms to 227 kms	28.16
SECR	107 kms to 458 kms	159.65
Total		**422.74**

(Details of this Table are shown in Annexure II)

The above Table reveals that the Railways incurred a loss of ₹ 422.74 crore over the period 2010-11 to 2011-12 due to carrying of freight traffic by the longer route, and charging by shorter route covering an extra distance upto 952 kms. and charging by shorter route. This works out to an annual loss of ₹ 211.37 crore.

(ii) Loss of revenue due to carriage of traffic via longer routes due to non-availability of direct approach line

In a number of cases, Zones were compelled to carry freight traffic via the longer route as there are technical constraints such as detention to locomotives, problems of engine reversal etc. on the shorter route. This problem can be solved by construction of a direct approach line near the station. A test check by audit revealed that in the following 13 routes these problems existed as shown in the Table 2.4 below:

Table 2.4

Table showing list of routes where there are technical constraints in the shorter routes

Railway	No. of routes where the traffic is carried by the longer route and the freight is charged by the shorter route	Difference in distance in Kms. between the shortest route and the actual carried route	Excess expenditure incurred due to carriage of trains via longer route due to non construction of direct approach line (₹ in crore)
1	*2*	*3*	*4*
ER	1	61	4.92
WR	1	38	2.27
ECR	2	225 to 302	0.46
E Coast	1	0.60	0.22
NCR	2	95 to 113	0.41
NER	4	178 to 808	0.28
NFR	1	32	
SCR	1	325	0.24
Total	**13**		**8.80**

(Details of this Table are shown in Annexure III)

The above Table indicates that due to non-construction of direct approach line Railways incurred a loss of ₹ 8.80 crore due to carriage of train via longer route involving extra distance of up to 808 kms.

(iii) Loss of revenue due to non-electrification of the shorter route

Indian Railways is undertaking electrification of its major trunk routes. This, however, leaves parts of various freight routes as non-electrified sections requiring a change of locomotive. In order to avoid change of locomotive frequently, freight traffic is being moved by the longer route. A test check by audit revealed that 38 routes involving more than one Zone, where the traffic was moved by the longer route as the shorter routes were non-electrified sections requiring change of traction from electric to diesel as indicated in Table 2.5 below:

Table 2.5

Table showing excess expenditure incurred in the routes where the traffic is carried by the longer route due to non-electrification of the shorter route

Railway	No. of routes where the traffic is carried by the longer route and the freight is charged by the shorter route	Distance in Kms.			Excess expenditure incurred due to carriage of trains via longer route (₹ in crore)
		Carried route	Charged route	Difference	
1	2	3	4	5	6
NR	4	1529 to 2161	1330 to 2039	199 to 122	3.11
ER	1	258	187	71	4.75
WR	1	1313	1068	245	43.82
E Coast	1	1012.10	937.10	75	0.54
SCR	40	518 to 1309	549 to 1038	131 to 405	5.06
SER	11	1058 to 1755	949 to 1225	109 to 530	7.45
SW	1	2454	2276	178	1.30
SECR	17	497 to 852	390 to 590	107 to 262	16.01
Total	**76**				**82.06**

(Details of this Table are shown in Annexure IV)

The above Table indicated that due to non-electrification of the shorter route, excess expenditure of ₹ 82.06 crore has been incurred by the Zonal Railways due to carriage of trains via longer route involving additional distance up to 530 kms.

When the matter was brought to the notice of Zonal Railways (July 2012), South Central Railway stated (December 2012) that they were regularly analyzing the traffic flows and recommending rationalization of the longer route to Railway Board from time to time. Traffic Accounts office is regularly being given data of diverted traffic to ensure credit of their share of earnings. They further stated that due to shortage of diesel crew and line capacity constraints, they are sending the freight traffic via longer route. They also added that large numbers of traffic facility works were undertaken and with the completion of these works, it was hoped that traffic for this section can be sent by the booked route only.

Similarly, North Eastern Railway in their reply (November 2012) accepted that traffic was carried via longer route to avoid reversal of engine at Mankapur Jn. and Ayodhya to avoid extra detention. They also stated that traffic had been handed over to another Zone and the further route was decided by the receiving Railway.

The reply is however not acceptable because the traffic of South Central Railway is being carried via the longer route since April 1998, and no proposal for rationalizing the longer route has been forwarded to the Railway Board. In North Eastern Railway, the shortest route of Mankapur Jn. – Ayodhya was constructed at a cost of ₹ 95.31 crore to have better connectivity with other Zonal Railways. Thus, carrying of traffic via the longer route defeated the very purpose of constructing the shortest route.

2.1.5.3 Non-rationalization of longer routes due to likelihood of diversion of traffic to road

In a large number of cases it was observed that proposals for rationalization of the longer route were not initiated by the Zones/ rejected by the Railway Board on the plea that traffic would be diverted to road. The Railway's fear of diversion was not sustainable in a large number of cases because road freight rates (per km/ton) were higher by ₹ 5240 to ₹ 125.10 when compared to the Rail freight rate as shown in the Table 2.6 below.

Table 2.6

Table showing difference between Rail and Road Freight

Railway	No. of test checked routes where the traffic is carried by the longer route and the freight is charged by the shorter route	Rates from booking point to destination (₹ per KM/Ton)		
		By Rail	By road*	Difference [Col.3 (-) Col.4]
1	*2*	*3*	*4*	*5*
CR	39	463 to 2235	979 to 7520	516 to 5240
ER	1	424.55 to 1681.34	849.10 to 3362.68	424.55 to 1681.34
NR	4	1216 to 1495.40	2141.87 to 3283.66	925.87 to 1788.26
SR	48	1217.83 to 1632.17	2331 to 4773	1113.17 to 3140.83
WR	17	857.90	1484.90	627
ECR	2	364.50 to 951.00	1515/326 to 2830/609	1150.50 to 1879
NCR	1	625.60	500.50	125.10
NER	15	345.40 to 1824.00	1425.00 to 4495.00	1079.60 to 2670.60
SCR	3	479.70 to 1210.10	707.31 to 2617.83	227.61 to 1517.73
SER	15	976.55	1953.10	976.55
SWR	2	960 to 985	1300 to 1365	340 to 380
SECR	40	480.60 to 2035.80	900 to 5600	419.40 to 3564.20
Total	**187**			

(Annexure I)

* ***Road freight rates were obtained from the Transport Corporations of the concerned States / Local Transporters/ Websites***

The above Table reveals that even if the longer route was rationalized, the traffic was sustainable on at least some of the routes and the customer could bear the freight of the longer route as in some of the cases, road freight rates were almost double than that of rail freight rate. Further, only 34 tonne (maximum) could be carried at a time per trailer/ truck whereas as 3835 tones (minimum) can be carried at a time per rake. Hence there was limited possibility for diversion of traffic by road as the rail rate was cheaper than the road rate.

2.1.6 Conclusions

As per the Rules 125 (1) (a) and (b) of Indian Railway Conference Association Goods Tariff No.41, goods are to be dispatched by the route operationally feasible and freight charges recovered by the shortest route. Railway Board has from time to time directed the Zonal Railways to forward Rationalization orders whereby they could charge freight by the actual route of carriage. However, it was noticed that Indian Railways regularly carries goods by the longer route while the freight was charged by the shorter route.

Test check by Audit of routes, where the distance between the charged (shorter route) and the actual carried route was more than 100 kms. revealed that originating traffic of 12 Zonal Railways were being carried via longer route in 187 cases. The routes on which freight traffic was carried were longer at least to the extent of 107 kms and extended upto even 952 kms. Freight was collected via shorter route as a regular measure. In some of the cases the longer route has been in existence for about 10 years or more.

Railways incurred a loss of ₹ 422.74 crore over the period 2010-11 to 2011-12 due to carrying of freight traffic by the longer route and charging by shorter route in respect of five selected stations of 15 Zonal Railways.

In a number of cases, Zones were forced to carry freight traffic via the longer route due to technical constraints. Due to non construction of direct approach line, Railways incurred a loss of ₹ 8.80 crore due to carriage of train via longer route involving extra distance upto 808 kms. Further due to non-electrification of the shorter route excess expenditure of ₹ 82.06 crore has been incurred by the Zonal Railways due to carriage of trains via longer route involving additional distance upto 530 kms.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

2.2 East Coast, South Eastern: and South Western Railways — *Revenue loss due to irregular grant of concessional tariff rate for booking of iron ore traffic*

2.2.1 Introduction

Earnings from the transportation of iron ore form an important constituent of the freight earnings of Indian Railways. Railway Board classifies the commodities transported by them and assigns separate rates for the same distance, taking into account the commercial, socio and economic factors. With effect from 22nd May 2008, transportation of iron ore was categorized into two different categories.

- Transportation of iron ore for domestic consumption- was assigned Class-170(domestic rate);
- Transportation of iron ore for other than domestic consumption- was assigned the higher class of 200 –X.

In effect, the difference in freight between the two classes was on an average more than three times.

Only manufactures of iron and steel were eligible for the domestic rate. In July 2008, iron pelletization units were added to this category. The Class-170 assigned to domestic consumption was changed to Class-180 (attracting a higher tariff rate) with effect from 13th November, 2008.

2.2.2 Revision and Modification of Freight Rules

With effect from 6th June 2009, the Railway Board revised the freight to be charged on iron ore traffic for other than domestic use, from Class **200X** to Class-180 plus a Distance Based Charge (DBC).

Iron ore pellets for export as well as iron ore moved for such pelletization for export was brought under this category. At this time, cement manufacturing units were also allowed to avail the domestic rate for domestic purposes.

2.2.3 Rules governing the grant of freight applicable for domestic users of iron ore

(a) Submission of Documents

Due to the substantial difference in the freight rate of transportation of iron ore for domestic purposes and for other than domestic purpose, the Railway Board had prescribed mandatory submission in May/July 2008, of the following documents before the consignees could avail the domestic rate:-

- Certified copies of six documents were required to be submitted by the parties to the Station Master / Chief Goods Supervisor of loading points against each booking. These included the Industrial Entrepreneur Memorandum; Consent For Operation (CFO) from State Pollution Control Boards; Factory Licence; Central Excise Registration Certificate and Monthly Excise Return etc. (A complete list of documents prescribed is shown in Statement – A at Page 29).

- At the time of booking, the consignor was required to make an endorsement in the Forwarding Note attached to the documents declaring that the consignment was for domestic consumption.

The above documents were required to be submitted at the time of registration of each indent.

(b) Affidavit and Indemnity Note

- An Affidavit certifying that the iron ore booked was meant for domestic consumption by the manufacturing unit and not meant for export was required to be furnished at both the loading and unloading points.
- An Indemnity Note was also to be furnished at loading/unloading points before affecting each delivery. This note indemnified the railways against a wrong declaration or misuse by the consignee.

For iron ore traffic booked to private/ assisted sidings of Iron and Steel Manufacturing units, the Affidavit and Indemnity Notes were to be submitted once to the Sr. Divisional Commercial Managers (Sr.DCM) of the loading points (except the Monthly Excise Return which was to be submitted every quarter). For other parties and for the pelletization units, all the prescribed documents were required to be submitted to the Station Master / Chief Goods Supervisor of loading points for *each booking*.

(c) Non submission of documents - The Railway Board had prescribed the submission of documents before a consignor could avail of the domestic rate for transporting iron ore. Non-submission of the prescribed documents would result in levy of freight rate applicable to other than domestic use. The instructions also specifically prescribed that failure to submit any of the prescribed excise-related documents would result in summary disqualification from eligibility of the domestic rate.

The Railway Board instructions dated May and July 2008 further stipulated that if it was detected at any stage that the endorsement mentioned in the Forwarding Note and/or affidavits were false, inaccurate or misleading, a penalty for mis-declaration would be imposed. Penalty in such cases of 4 times of the freight chargeable would be levied and such consignors and consignees would be blacklisted.

2.2.4 Earlier Audit Report

Para 2.5 of C&AG Audit Report No. 32 of 2011-12 (Railways) highlighted a revenue loss of ₹ 1795.51 crore due to irregularities in booking of iron ore for domestic consumption without the stipulated documents at various booking points. In their Action Taken Note, the Ministry of Railways (MoR) stated (October 2012) that the prescribed documents were only for establishing the status of parties as authorized domestic manufacturing units in running condition. As far as the end use of iron ore was concerned, the onus was on the consignor /consignee that the iron ore was being utilized for domestic consumption. In case it was post-facto established that the domestic manufacturing units had diverted iron ore that were stated to be for indigenous use, they would be perceived as having perpetuated a fraud. MoR further stated (October 2012) that in only about

two *per cent* of the cases (138 rakes) the documents as prescribed could not be linked during the scrutiny conducted by East Coast Railway Administration. They further added that of these, 67 rakes related to just one company viz. M/s. Kudremukh Iron Ore Company Limited (KIOCL) a Government of India Undertaking which had submitted requisite affidavits at the destination stations subsequently.

Audit appreciates the prudence of stipulating submission of the prescribed documents before a consignment of iron ore could be booked. These documents indicate both the production capacity and the actual use of iron ore in the manufacturing unit. However, the failure to ensure check of these documents at the time of booking or at specified intervals was a serious lapse and was in contravention of Railway Board's Rate Circular No. 30 of 2008. It also made the collection of such large number of documents purposeless.

A test check by Audit conducted (October 2012 to March 2013) to verify the documents submitted by the Railway Administrations revealed that in many cases, the documents submitted by the parties, were either incomplete or invalid and legally not tenable. There were instances of tampering of documents and back dated insertion of documents. A few examples are listed in Statement– B at Page 30.

2.2.5 Audit Examination

The earlier Audit Para was based on the transactions of ECoR only. As similar irregularities were reported from other Zones and in view of the financial implication of the issues raised, audit further examined the transactions of selected zonal railways (South Eastern, South Western and East Coast Railways) where the loading of iron ore was high.

2.2.6 Audit Objective and Scope

The audit objective was to check compliance with the laid down rules and procedures regarding levy of freight charges in respect of iron ore.

The period from 22nd May 2008[3] to March 2012 was covered under the Audit. Records pertaining to the transportation of the iron ore in selected loading/ unloading points and one time submission of the document in the divisional offices were reviewed in the Zonal Railways.

2.2.7 Audit Criteria and Methodology

Audit examined the transaction of some selected loading/ unloading points of three Zonal Railways where iron ore loading was maximum viz., SER, SWR and ECoR (transaction pertaining to the three loading points of ECoR covered earlier were omitted as they had been included in the earlier Audit Report).

The Rate Circulars 24 of 2008, 30 of 2008, 54 of 2008 and 36 of 2009 issued by the Railway Board were the sources of audit criteria used.

[3] Rate Circular No.24 of 2008 was to be implemented with effect from 22nd May 2008

2.2.8 Sample Selection

Audit carried out a test check of 26 loading points (out of 70) and 10 unloading points (out of 41) over three Zonal Railways – SER, SWR and ECoR. The records of 30 Iron and Steel Manufacturing units were also examined to assess the quantity of iron ore booked at domestic tariff but not used by those companies for domestic purposes. The Audit findings are discussed below.

2.2.9 Audit Findings

The MoR in their Action Taken Note on Para 2.5 of C&AG Report No.32 of 2011-12 had stated that due to dual pricing introduced from May 2008, the cost of transportation of iron ore for export was on an average more than three times the cost of its transportation for domestic use. This is evident from the earnings reported by Railways both from domestic as well as export traffic of iron ore for the years 2008-11 which are given below:

Table. 2.7

Statement showing earnings from iron ore traffic both for domestic use and export as reported by Railways

Year	Domestic Traffic		Export Traffic		Earnings per million. T (₹ in crore)	
	Quantity in million. T	Earrings (₹ in crore)	Quantity in million. T	Earrings (₹ in crore)	Domestic	Export
2008-09	84.83	3623.41	45.75	5398.08	42.71	117.99
2009-10	89.09	3780.9	43.64	4570.60	42.44	104.74
2010-11	92.79	4067.4	25.60	5071.09	43.83	197.70

Audit observed that the quantity of iron ore transported by rail for export declined by 44 per *cent* during the period 2008-09 to 2011-12. In fact by 2010-11, iron ore for export constituted only 21 *per cent* of the total loading of iron ore and earned 55 *per cent* of the freight earnings from iron ore.

As such the risk factor in transportation of iron ore for domestic use was high. Thus, prudency demanded that adequate safeguards in the form of procedures and checks were put in place against misuse of the dual pricing in iron ore traffic. However**,** Audit observed a number of deficiencies which are discussed below.

2.2.9.1 Non-submission of documents

(a) Booking of iron ore at domestic rate without obtaining any of the prescribed documents

For availing the domestic rate, the parties had to submit several documents/affidavits, Indemnity Note and endorsement in the Forwarding Note as detailed in para 2.2.3 above.

A test check by Audit revealed that 153 parties did not submit any of the prescribed documents before booking and delivery of 699 rakes carrying iron ore, during the period 22nd May 2008 to 31st March 2012. The Railway Administrations permitted these parties to avail of the domestic rate despite non-

submission of any of the prescribed documents. Thus, the domestic rate was irregularly applied resulting in revenue loss of ₹ 258.38 crore. The details are as follows:

Table 2.8

Statement showing the details of revenue loss due to irregular booking of iron ore at domestic rate in cases where parties did not submit any of the prescribed documents/affidavit

Railways	SER	ECoR	SWR	Total
No. of Parties	126	15	12	153
No. of rakes	386	100	213	699
Loss due to irregular booking at domestic rate (₹ in crore)	126.78	18.97	112.63	258.38

The Railway Administrations of the respective Zones permitted the parties to avail of the concessional rate without submission of any of the prescribed documents indicating weak internal control systems.

(Annexure V)

(b) Booking of iron ore at domestic rate with partial submission of documents

Test check by Audit revealed that 205 parties availed the domestic rate without submitting some of the essential documents like the Monthly Excise Returns, Industrial Entrepreneur Certificate, Affidavit, Indemnity Bonds, etc. The details are given below:

Table 2.9

Statement showing details of essential documents that were not submitted by the parties in cases where Domestic rate was applied.

At the time of loading	SER	ECoR	SWR	Total
1.Industrial Entrepreneur Memorandum(IEM) / Certificate from Joint Plant Committee under Ministry of Steel indicating the licensed capacity of the plant etc.	75	31	1	107
2.Consent of Operation (CFO)	70	27	1	98
3.Factory License	66	4	1	71
4.Certificate of Registration under Contract Labour Act (CLA)	66	11	1	78
5.Central Excise Registration Certificate	62	0	1	63
6.Monthly Excise Return (MER)	105	28	1	134
7.Affidavit	86	0	1	87
8.Indemnity Note/Bond	84	0	1	85

As per the rules prescribed by the Railway Board, a monthly excise return was a precondition for availing the domestic rate. However, 134 parties which availed the domestic rate failed to submit the critical Monthly Excise Return while others failed to submit some of the other essential documents mentioned in Table 2.9 above.

Audit analysis revealed that 205 parties did not submit many of the prescribed essential documents before booking and delivery of 6306 rakes carrying iron ore, during the period 22nd May 2008 to 31st March 2012. The Railway

Administrations permitted these parties to avail of the domestic rate despite non-submission of some of the essential prescribed documents resulting in revenue loss of ₹ 2228.30 crore. The details are given below:

Table 2.10

Statement showing the details of revenue loss due to irregular booking of iron ore at domestic rate in cases where parties did not submit many essential prescribed documents/affidavit

Railways	SER	ECoR	SWR	Total
No. of Parties	159	45	1	205
No. of rakes	6066	120	120	6306
Loss due to irregular booking at domestic rate (₹ in crore)	2090.15	77.13	61.02	2228.30

There was thus a total revenue loss of ₹ 2486.68 crore due to non-submission/ partial submission of documents.

(Annexure VI)

(c) Levy of Penalty

The Instructions issued by Railway Board in May and July 2008 specifically stipulated levy of penalty if it was detected at any stage that the endorsement of the Forwarding Note and/ or Affidavits were false, inaccurate or misleading. Thus a penalty was to be levied in case there was irregular use of the concessional freight.

Audit examination (October 2012 to March 2013) revealed that the above instructions of Railway Board laid down pre-conditions for availing the domestic rate. These pre-conditions stipulated the submission of separate documents before registration of indents[4] and issue of Railway Receipts[5]. They also stipulated submission of an Affidavit and an Indemnity Bond at the time of delivery.

Through a test check carried out during October 2012-March 2013, Audit observed that 153 parties did not submit any of the documents while 205 parties failed to submit some of the essential documents. Railway Board's orders failed to specifically cover deliberate non-submission of documents. Test check by audit, however, revealed circumvention of the conditions governing the domestic rate through non-submission of documents. It would thus be essential that a penalty be levied in all these cases in accordance with the Instructions of the Railway Board.

The total penalty against 358 parties is estimated at ₹ 13869.86 crore. The details are as follows:

[4] At the time of registration of each indent parties will furnish certified copies of six documents and endorsement in the Forwarding Note declaring that the consignment is meant for domestic consumption within India.

[5] Submission of Affidavit at loading points certifying that the iron ore booked are meant for domestic consumption and not meant for export and an Indemnity Note.

Table 2.11

Statement showing the details of penalty due

Railways	SER	ECoR	SWR	Total
No. of Parties	285	60	13	358
No. of rakes	6452	220	333	7005
Penalty(₹ in core)	12373.71	559.59	936.56	13869.86

(Annexure V and VI)

(d) Test Check of Iron and Steel Manufacturing units

Audit examined the excise returns of 28 Iron and Steel Manufacturing units. The study of the actual use of iron ore by the parties for production of iron and steel etc. and its comparison with the actual quantity of iron ore transported for domestic use indicated that there were net surpluses. As per the details given in the Excise Returns, a portion of surplus quantities pertaining to SER and ECoR were shown as not consumed for domestic manufacturing i.e. used for non-domestic purposes like export, sale etc. The details are given in Table below:

Table 2.12

Statement showing iron ore used for other than domestic purposes

Railways	SER	ECoR	Total
No. of Parties	5	23	28
Total quantity Transported at domestic rate (lakh metric tonnes)	6.45	107.12	113.57
Quantity used for domestic production.	4.35	102.75	107.10
Quantity of iron ore used for non domestic purpose (lakh metric tonnes)	1.19	9.19	10.38

Thus there was a clear violation of commitment made by the companies in booking iron-ore for freight at domestic rate.

Thus the limited test check of the end use of iron ore by the manufacturing units revealed 28 parties where there was clear evidence that 10.38 lakhs MT iron ore was transported by rail by paying freight applicable to domestic use were used for other than domestic purpose, leading to loss of Railway Revenue.

(Annexure VII-A&B)

2.2.9.2 Cases for which demand/show cause notices issued by Railway Administration (SER)

(i) Case of M/s Rashmi Metalliks Limited:- M/s. Rashmi Metalliks Limited is a manufacturing unit of iron and steel items as well as exporter of iron ore. In August 2011, South Eastern Railway issued a demand notice for ₹ 660 crore to this company, regarding short recovery of ₹132 crore as difference between domestic rate and other than domestic rate and penalty of ₹ 528 crore. The Company filed a writ petition before the Hon'ble High Court at Kolkata. In October 2012, an additional demand notice for ₹ 202 crore was issued to the party. Thus, ₹ 862 crore was still pending for realization from the party.

(ii) Subsequently, the SER (Vigilance) detected another 14 such cases of freight evasion and issued show cause notices during the period September 2012 to March 2013 to the defaulting companies for remitting to Railways ₹ 1013.63 crore as difference between domestic rate and other than domestic rate as well as penalty fallen due.

Thus in total ₹ 1875.63 crore was pending recovery in 15 cases.

(Annexure VIII)

2.2.9.3 Loss on iron ore transported by rail for manufacture and export of iron ore pellets

In July 2008, iron pelletization units were brought at par with steel manufacturing units for eligibility of availing the domestic rate. They thus, had to submit the prescribed documents, affidavit and indemnity bonds for each booking. Subsequently, with effect from 6 June 2009 vide Rate Circular No.36 of 2009, the export of iron ore pellets was treated as export of iron ore for the purpose of charging freight, i.e. iron ore transported by rail for manufacturing of pellets for export, attracted the Distance Based Charges.

Audit examination during October 2012 to March 2013, revealed that the iron ore booked and delivered to the Kudremukh Iron Ore Company Limited (KIOCL), a Public Sector Company, located at Panambur near Mangalore, was charged freight applicable to domestic rate, even though the Company exported a substantial portion of their production (pellets). During the period from 6 June 2009 to March 2012, 32.30 lakh MT iron ore was transported from loading points of SWR by rail, out of which 11.90 lakh MT was utilized for export in the form of pellets resulting in short recovery of freight of ₹113.93 crore. During the same period, 22.67 lakhs MT of iron ore was transported from loading points of ECOR, out of which 7.45 lakh MT was utilized for export in the form of pellets, resulting in short recovery of ₹108.06 crore. There was thus a short recovery of ₹221.99 crore.

Despite change in rules regarding transportation of iron ore meant for exports of pellets in June 2009, KIOCL continued to book all consignments of iron ore giving a declaration in their Forwarding Note that the consignments were meant for domestic use. They are thus liable to pay penalty of ₹1448.58 crore (SWR – ₹798.58 crore & ECoR – ₹650 crore). The Company filed a civil suit in January 2012 on account of discrimination between manufacturers of pellets and other manufacturers of Iron and Steel who though exported final products did not need to pay the DBC. The case was pending in court (July 2013). Thus ₹1670.57 crore was pending for recovery against the party.

2.2.9.4 Deficiencies in the Rules framed by Railway Board

(i) The Railway Board had prescribed six documents to be submitted at the time of registration of each indent. However, their purpose of submission was not made clear. These documents, apart from proving the bonafide credentials of the consignee as manufacturers of Iron and Steel etc. could be utilized for ascertaining the manufacturing capacity of the plant and actual utilization of

iron ore for domestic purposes. However, a system for check of cumulative transportation of iron ore per month/year with the monthly/annual capacity of production was not evolved and stipulated so as to restrict the transport of iron ore at Domestic Rate as per the installed capacity of the manufacturers. Similarly, there were no instructions for comparing iron ore transported with the monthly/yearly consumption of iron ore for domestic use with the aid of Excise Returns.

(ii) The Railway Board's instructions stipulated submission of monthly excise returns before booking iron ore at domestic rate. Audit examination revealed that there are about six Excise Returns required to be submitted to the Central Excise Department by manufacturers. The Railway Board circular failed to specify which particular excise return should be submitted. As such those parties who submitted the excise returns submitted certified copies of different Excise Returns at different points of time.

(iii) A periodic verification of prescribed documents especially the excise returns with Excise Department should have been stipulated from the very beginning as a safeguard against misuse by the consignors/consignees. This was, however, not done.

(iv) Para 8 of Rate Circular 36 of 2009 pertaining to the manufacturers of iron & steel who export residual iron ore fines was vague. It permitted the transportation of iron ore from mine areas to their crushing units by paying freight at domestic rate even though an un-quantified amount of leftover iron ore fines would be exported. This was confusing and against the spirit of the dual pricing system prescribed since that portion of iron ore exported would not attract DBC from original loading point to the final destination where it is converted to fines.

(v) The Railways have a large contingent of Travelling Inspectors of Station Accounts (TIA) and Commercial Inspectors who specifically check basic records of traffic transactions. Taking into account the high risk involved in iron ore traffic due to dual pricing, Railway Board did not assign special checks on these transactions by TIAs and Commercial Inspectors.

(vi) The Railway Board circular had specified a uniform form of the affidavit to be submitted by the iron ore manufacturers for availing of the domestic rate. Railway Board however, failed to modify the language of the Affidavit to be submitted by iron pelletization units where the iron ore meant for manufacture of pellets to be exported was exempted from the eligibility of domestic rate.

2.2.10 Reply of Railway Administration

The Provisional Para on the subject was issued to Railway Board on 10th June 2013. No reply has been received from Railway Board (31th July 2013). However, South Eastern Railway Administration in their reply in June 2013 had stated that a team constituted by them had since traced Railway Receipts (RR) in 98 *per cent* of the cases.

Audit carried out a test check on the above in July 2013 and found that in almost in all cases booking was done without obtaining the Monthly Excise Returns. As per Rules, failure of submission of Excise Returns calls for summary disqualification from eligibility. Audit observed that the Excise Returns to be submitted quarterly were submitted belatedly after two-three years **(Annexure IX)**. Further, the test check revealed that even where documents had since been traced, in many cases, the documents were incomplete and deficient **(Annexure X)**. Of 330 cases where certified documents were stated to be available by the Railways, Audit checked 34 cases. Only in eight cases out of these 34, involving short recovery of ₹2.96 crore, the documents were found valid. Details are shown in **Annexure XI**. Thus, the internal control system of the Zonal Railway Administration in this respect was very weak.

2.2.11 Conclusions

Thus, the test check by Audit of the transportation of iron ore by rail during the period May 2008 to March 2012 revealed a revenue loss of ₹ 2483.72 crore due to booking of iron ore at domestic rate without the essential prescribed documentation. This indicates a serious lapse on the part of the Railway Administration in allowing them to avail the domestic rate.

A penalty of ₹13851.77 crore was due for recovery from the consignors who by availing the domestic rate would get the benefit of the lower rate. Recovery from KIOCL of ₹1670.57 crore is due in case of export of pellets. So far the Railway Administration (SER) have acknowledged a freight evasion in 15 cases and raised Demand notice/ show cause notices of ₹ 1875.63 crore for short recovery and penalty fallen due.

Thus, the internal control system of the Railways was very weak and has allowed concessional tariff rate for iron ore without fulfilling the conditions governing the grant of a concessional rate. The lapses occurred at all levels including at the level of booking staff at loading/ un-loading points and commercial and accounts officials at the divisional and zonal levels. Considering the high risk involved in iron ore traffic due to dual pricing, the Railway Board failed to stipulate specific checks and balances for implementing their orders.

The matter was brought to the notice of Railway Board in June 2013; their reply has not been received (July 2013).

Statement –A

Statement showing six documents prescribed by Railway Board for submission by parties for availing domestic rate for iron ore transportation.

1. Industrial Entrepreneur Memorandum (IEM) or certificate from Joint Plant committee under Ministry of Steel indicating the licensed capacity of the plant or a copy of the Memorandum of Understanding (MOU) between the Plant and the associated Ministry (in case of Public Sector Undertakings only).
2. Consent For Operation (CFO) from Pollution Control Board for the current financial year or a copy of the application addressed to the concerned PCB for renewal of CFO for the current year duly acknowledged by the PCB together with a CFO for any of the preceding years not more than three years old.
3. Factory license for the current financial year or copy of the application addressed to the Inspector of Factories of the concerned state government duly acknowledged by the addressee together with a copy of the factory license for any of the preceding years not more than three years old.
4. Certificate of registration under Contract Labor Act or an affidavit under oath certifying that this registration is not legally required to be done by the unit under the provisions of the Contract Labor Act.
5. Central Excise Registration Certificate.
6. Monthly Excise Return for the month prior to the current month.

Statement B

Examples of discrepancies found in the prescribed documents during test check by Audit on documents of loading point Bacheli (BCHL) made available to Audit by ECoR Railway Admn. since the Audit Para 2.5 of Report No. 32 of 2011-12

Sl No	Name of the consignee	Documents checked for no of Rakes	Discrepancies noticed
1	Ispat Industries Ltd (IIL)	273	(i) Part B of IEM submitted in respect of the consignee, Ispat Industries Ltd was blank and not signed by the competent authority. (ii) Excise return submitted along with the 21 RRs of Feb'11 do not bear the signature and seal of Excise Department. (iii) IEM inserted at a later date as evident from double attestation by different notaries of different places (total 69 such RR are detected) (iv) Labour license inserted at a later date as evident from double attestation by different notaries of different places (v) Excise return inserted at a later date as evident from double attestation by different notaries of different places. (vi) Factory Licence for 2013 was attached with 55 RRs of 2011 and Factory licence was not submitted in eight cases. (vii) Affidavit paper was purchased after the date of RR in five cases. (viii) Affidavits submitted were without any attestation by notary.
2	Essar Steel Ltd (ESL)	152	In case of 28 Railway Receipts generated for the month of February, 2010 application for renewal of factory license was attached, but a copy of factory license of within preceding 3 years was not submitted.
3	Topworth Steels & Power Pvt. Ltd	7	(i) Factory license was not submitted for a rake booked against RR No.211004727 dt 28-3-2010. (ii) RR No. 211004727 dt 31-3-10 attached with Central Excise Return for the month of February, 2011, which proves later insertion of document to cover up lacunae.
4	P.D. Industries Pvt. Ltd	4	(i) Submitted factory license and renewal of consent to operation with validity upto 31st Dec'2010 and 30/06/2010 respectively [RR No.211005508 td.6/03/11]. Both the documents were invalid by the

			time of submission. (ii) Submitted factory license and application for renewal of consent to operation with issue date 25.02.11 and 28.03.11 respectively against the RR No. 211005439 dtd 16.02.11. iii) Par-A of IEM was submitted only with the 4 indents.
5	G.R. Sponge and Power Ltd.	7	Submitted renewal of consent to operation with issue date 14.07.11 against RR No. 211005402 dtd 4.02.11 and RR No.211005375 dtd 25.01.11 which proves later insertion of document to cover up lacunae.
6	Real Ispat and Power Ltd.	13	(i) Submitted factory license with issue date 24.12.2010 against RR No, 211004623 dt.27.02.10. (ii)The same party has submitted renewal of consent to operation with issue date 16.03.2009 against RR 211002686 dtd.13.01.09. (ii) This proves later insertion of document to cover up lacunae.
7	Aarti Sponge and Power Ltd.	4	(i) Submitted renewal of consent to operation with issue date 5.03.2009 against RR 211002954 dtd. 13.02.09. (ii) The same party has submitted factory license with attestation date of 4.09.2009 against RR No.211003297 Dt. 21.03.2009. This proves later insertion of document to cover up lacunae.
8	Crest	1	Documents were with multiple notary stamping.
9	Singhal Enterprises	1	In Indent No.266 ; RR No.211003059 dtd 25/02/09 the factory license lapsed on 31.12.08.
10	WMSL/Vikram Ispat	137	(1) Scrutiny of monthly excise returns of Welspun Maxsteel Ltd revealed that the same party exported Iron Ore Fines Gr-I & II between the review periods. A total of four such monthly excise returns showing iron ore export were collected as listed below:- (i) Feb-2011 :- 49233.565 T (ii) Feb-2010 :- 49626.820 T (iii) Jan-2010 :- 53116.706 T (iv) Dec-2008 :- 36983.034 T But domestic rate was allowed to the party. (2) The party has submitted only acknowledgement part of IEM.
11	SKS Ispat	31	(i) IEM not submitted. (ii) In case of 10 no of RRs the attestation of affidavit was done even before the date of loading.

12	Maa Mahamaya	6	(i) IEM Part-A & B was not available with all the 6 RRs. (ii) License to factory was not up to date also. (iii) In case of 3 no of RRs the attestation of affidavit was done even before the date of loading.
13	Drolia Elctrosteel	7	(i)IEM Part-A & B was not available. (ii)Excise return was not submitted with RR No.211002669 dtd.11.01.09, RR No.211003021 dtd.21.02.09 and 211003203 dtd.12-03-09 (iiii) RR No.211003021 dtd.21.02.09 and 211003203 dtd.12-03-09 are submitted with Pollution Control Clearance application dated 25-09-07 .Previous clearance was valid upto 31-11-07 only.
14	Sarda	15	(i) IEM Part-A & B was not available with all the 15 RRs. (ii) Indemnity Note was not available with all the 15 RRs. (iii) Affidavits were not attested in respect of 13 RRs. (iv) All the photocopies were unattested. (v) Factory license issued on 6/04/11 was submitted with the RRs of previous months i.e Feb'11 and March'11. This proves later insertion of document to cover up lacunae. (vi) Excise return was not submitted with RR No.212000140 dated 20.02.11. (vii) In case of two RRs (RR No.2110004652; and RR No.211004481 dtd 3.01.10) affidavits were attested on 23.04.10 and 10.02.10 respectively.
15	Monnet (MIEL)	19	Documents were with multiple notary stamping with different dates and place. Environment (Water/Air) clearance submitted For RR of Feb'09 were valid till 31.1.08.
16	Gopal Sponge & Power Ltd. (GSPL)	6	Labour Licence of 2004 is submitted for rakes of 2010.
17	Mahendra Sponge (MAHE)	6	Copies of IEM Acknowledgement only is submitted. IEM Part-I and Part-II are not submitted. In cases of two rakes, Affidavits pertaining to destination stations were received at the originating station.
18	Sri Nakoda	3	Copies of IEM Acknowledgement only is submitted. IEM Part-I and Part-II are not submitted. No document is attested either by the party or by any Notary. For one rake of Feb'10 Excise Return is not submitted.

19	Sri Shyam Sponge & Power (SSPL)	3	Copies of IEM Acknowledgement only is submitted. IEM Part-I and Part-II are not submitted. All documents have attestation by multiple Notaries of different places.
20	Sunil Sponge	6	Copies of IEM Acknowledgement is submitted. IEM Part-I and Part-II are not submitted. Copy of CFO is not submitted. For Rakes carried in Jan'09- Excise Return is not submitted.

Important points noticed in audit during verification of ATN:

1) No Party had submitted the IEM in complete form. Most of the parties had submitted the acknowledgement copy of Part-A only. While Proper Part-B of IEM was not submitted by any of the parties.

2) There is evidence of later insertion of documents, in many cases to cover up the lacunae detected in audit.

3) In case of 44 RRs of January 2011 for one party (IIL), copies of renewal of factory licence of 2013 were attached instead of the certified copy of Factory License of that financial year.

4) In case of same party (IIL) it was noticed that five stamp papers of affidavits attached with RRs were purchased after the date of issue of RRs. This proves that the RRs were issued without receiving of affidavits but attached later on for Audit check. The affidavits also do not bear any date of execution.

5) Excise returns do not bear stamp and signatures of the Excise Authority. Previous attested copies of documents were found re-attested without date by the notaries.

6) In eight RRs of February 2011 the factory licence was not submitted by the party.

7) In case of WMSL/Vikram Ispat, the Excise return submitted had shown that certain quantity of Iron ore had been exported by the party. Despite domestic rate was allowed to the party.

8) Multiple notary stamping were seen in the photocopied documents submitted by few parties like Crest, IIL and SSPL.

2.3 South Western Railway: Avoidable payment of lease charges due to ambiguity in agreement clause

Ambiguity in the agreement clause related to payment of lease charges under 'Own Your Wagon Scheme' resulted in avoidable payment to the extent of ₹ 27.04 crore.

M/s MSPL, Hospet, a Company which deals in Iron ore, procured (2006) wagons for six BOXN[6] rakes at a total cost of ₹ 75.20 crore for leasing to Railway under 'Own Your Wagon Scheme' (OYWS)[7]. Under Category-B[8] of the Scheme, the procured wagons were handed over to Eastern Railway and were merged in the general pool of wagons for operation of general services all over India. Six rakes were inducted into service in a phased manner in South Western Railway during March 2006 to July 2006. The South Western Railway Administration entered into lease agreements with the Company in March 2007 that provided for the following:

(i) Quarterly payment of lease charges to the Company at prescribed rates in advance of every quarter for twenty years (Clause 5.1);

(ii) Minimum guaranteed clearance of 73 rakes per month (219 rakes per quarter) by the Railway to the Company to run between specific points[9] (Clause 7);

(iii) In the event of the lessor being unable to use the guaranteed specified number of wagons to achieve the specified quantum of tonnage, the lease charges will not be payable for the number of days the wagons remain unutilized or stabled. The number of wagons idling will be those stabled in the Company's siding to the extent the Company has contributed the rakes/ wagons. If, however, the wagons were utilized by the Railway, the lease charges would be payable to the Company (Clause 8.1);

(iv) The guaranteed clearance will be subjected to among other factors, bans/ restrictions imposed by the Central Government/State Government (Clause 7.1).

A review of records in Audit for the period from September 2006 to June 2011 revealed that the Company had been claiming lease charges at the prescribed rates

[6] High-sided bogie open wagon with pneumatic brakes. This is most common wagon on IR used for bulk movement of coal, iron ore, stone etc.

[7] Under OYWS, the party who procures wagons and lease them to the Railways is compensated by payment of lease charges at the rate of 16 *per cent* per annum for the primary period of ten years followed by one *per cent* for the next ten years on the investment.

[8] In Category B of the scheme, clearance of a mutually agreed specified quantity/ tonnage of the specified commodity/ product during the specified period will be guaranteed.

[9] ex. Vyasanakere, MSPL's AHB siding/Karigannuru and SDMG siding/YTG to Tinaighat / Sanvordem.

and payments to the extent of 90 *per cent* were being made. The rakes loaded by the Company during October 2006 to December 2011 was to the following extent:

Table 2.13

Period	No. of rakes to be supplied for minimum guaranteed clearance	No. of rakes loaded by the Company	Shortfall (Number of rakes)	Minimum number of rakes loaded per month	Maximum number of rakes loaded per month	Average number of rakes loaded per month
October 2006 to March 2007	438	375	63	39	70	62
2007-08	876	581	295	18	97	48
2008-09	876	360	516	4	75	30
2009-10	876	13	863	0	7	1
April 2010 to June 2010.	219	0	219	0	0	0
July 2010 to December 2011[10]	1314	0	1314	0	0	0

The Company had not loaded any rake between November 2009 and December 2011[11]. The average number of rakes loaded by them per month in any quarter never touched the prescribed limit of minimum guaranteed clearance (73 rakes). The Company's average loading during October 2006 to June 2010 i.e. excluding the period covered under ban on iron ore mining was to the extent of 29 rakes per month only.

Traffic Accounts Authorities had been objecting repeatedly to the lease payments since May 2007 demanding the details of unutilized wagons under the provisions of Clause 8.1. The Commercial Authorities had stated in July 2007 and thereafter that the payment of lease charges were not linked with guaranteed clearance as the leased wagons had been included in the general pool of wagons and question of their non-utilization/ stabling did not arise. Accounts Authorities did not accept this argument (April 2010) as there was a large decline in the loading by the Company. Further, while dealing with the claim of balance lease charges (10 *per cent*), Financial Advisor and Chief Accounts officer, Workshop, Stores & Traffic/ Hubli again raised the issue (June 2011) and expressed a firm view that if the Company had loaded less than guaranteed clearance, lease charges would not be payable for unutilized wagons.

Subsequently, the Railway Administration referred the case to the Railway Board (July 2011) to seek clarification whether lease charges would be payable to the Company under the scheme even though they had not moved the guaranteed clearance and the wagons had been included in the general pool. Railway Board stated (July 2012) that the due amount of lease charges may be paid to the

[10] A ban on iron ore mining in the Bellary District of Karnataka has been imposed by the Honorable Supreme Court in July 2010.

[11] Period from July 2010 to December 2011- covered under ban on iron ore mining.

Company on the lines of the agreement in consultation with the Finance Department. Railway Administration communicated the Railway Board's decision to Finance Department (August 2012) and stated that leased wagons were being utilized in the general pool of Indian Railways and the Company could not load the rakes due to force majeure i.e. ban on iron ore mining. There were no further developments (February 2013).

Audit examined the above issue and the following observations are made:-

- The lease agreements with the Company specified that the agreements were under 'category B' of the OYWS and leased wagons would be moved between specified points in a closed circuit. Under this category, the leased wagons may either be operated after merging with the general pool of wagons of Indian Railways or within closed circuits[12]. The Railway Administration opted to merge the leased wagons with the general pool instead of formation of closed circuit rakes on South Western Railway itself.
- Railway Board had decided (June 2000)[13] that the guaranteed clearance of the specified quantum of tonnage would be monitored by the Railway Administration on monthly basis. Railway Board (June 2007)[14]had again stressed the need for verification of loading at loading points prior to payment of lease charges in case of OYWS (category B).
- The Company had been placing demands for rakes that were far below the prescribed minimum guaranteed clearance and Railway Administration was making available rakes as per demand. As such, there was no stabling of unutilized rakes in the Company's siding though the Company was not loading the minimum guaranteed rakes. In fact, the Railway Administration have been stating that it was not possible to check loading at loading points as the leased wagons had been merged with the general pool of Indian Railways. Here it is pertinent to mention that that percentage utilization of wagons on Indian Railways has ranged between 91 to 94 *per cent* over the period 2006-10.
- The lease agreements provided for the use of guaranteed specified number of wagons per month by the Company for loading specified quantum of tonnage and monitoring of loading on monthly basis. No method for monitoring the specified quantum of tonnage was prescribed in the agreements. The Railway Administration also did not prescribe any system of monitoring the loading, specifically after the issue of Railway Board's orders in June 2007 stressing the need of verification by the Railway of the loading and utilization of leased wagons at loading points prior to payment of lease charges. Instead, the wagons leased by the Company were inducted into the general pool of wagons of Indian Railways.
- Audit also observed that the agreement entered into with M/s MSPL stated that the number of wagons idling will be only those stabled in the Company's

[12] Railway Board letter No.92/TC/(M&S)/23/1(Policy) Pt. dated 30.9.1997.
[13] Railway Board letter No.2000/TC(FM)/4/3 dated 29.6.2000
[14] Freight Marketing Circular 18 of 2007 circulated vide No.2007/TC(FM)/4/14 dated 5.6.2007

siding. There was, thus an ambiguity in Clause 8.1 of the agreement. The contract entered into with the Company linked the non-payment of lease charges for unutilized wagons with the stabling of unutilized wagons in the Company's siding. As stated above, Railway failed to specify the method for verification of loading/ utilization of leased wagons at the loading points. The impact of merger of wagons with general pool was not considered as with the merger of leased wagons with the general pool the utilization of wagons was not susceptible to verification on South Western Railway.

The decision to merge the leased wagons in the general pool and ambiguity in the agreement clause, resulted in avoidable payment of ₹ 27.04 crore to the Company for the period September 2006 to June 2010 i.e. prior to the imposition of ban on iron ore mining.

The matter was brought to the notice of Railway Board in April 2013; their reply has not been received (July 2013).

2.4 Metro Railway: Injudicious decision of introduction of 'Smart Card'

Injudicious decision of Metro Railway to introduce 'Smart Card' facility with heavy concessions despite existence of poor operating ratio

Metro Railway, Kolkata rationalized (1995) its entire rail transport system of 16.45 Km within three zones viz. Zone I (0-5 Km), Zone II (5-10 Km) and Zone III (above 10 Km) with daily ticket fares of ₹4, ₹6 and ₹8 respectively (including Safety Surcharge of ₹1 at all stages which was introduced in September 2001). Thereafter fares had not been increased. Codal provision (Sector 30(1) of Railway Act, 1989) stipulates that the power to fix tariff rates is vested with the Central Government (Railway Board).

Contrary to the above codal provisions, Metro Railway introduced (January 2006) a 'Smart Card' facility without the prior approval of Railway Board. The 'Smart Card' was introduced with heavy concessions ranging from 33.16 *per cent* to 45.55 *per cent* of the ticket cost. Post facto approval was given by Railway Board after about three years (December 2008) of its introduction.

It is pertinent to mention that the concessions on 'Smart Card' were in addition to the existing concession facilities being given by Metro Railway in the form of MMR, LMR and EMR[15] ranging between 8.33 *per cent* to 39 *per cent*. Besides, Metro Railway was running with a high operating ratio (more than 200 for the last six years) i.e. even its operational cost was not being covered.

Thus, introduction of 'Smart Card' facility with heavy discounts, was not justifiable especially in view of the poor operating ratio of the Railway. Audit calculated cumulative loss of ₹24.25 crore[16] till March 2012 in the form of

[15] MMR(Medium Multiple Ride) – 12 Rides on payment of 11 Rides – Valid for 21 Days
LMR (Limited Multiple Ride) – 40 Rides on payment of 30 Rides – Valid for 30 Days
EMR (Extended Multiple Ride) – 80 Rides on payment of 55 Rides – Valid for 90 Days

[16] Loss was calculated considering the concession facilities on net fare after deducting safety surcharge from face value of the smart card

concessions allowed on the newly introduced 'Smart Cards' with a high concession rate.

When the matter was brought to the notice of Railway Board (February 2013); they stated (May 2013) that the idea behind the introduction of Smart Cards was mainly to provide value added service to its customers through saving of energy and time and avoiding congestion at the stations for issue of tickets. They further added that this method is a globally accepted phenomenon in the passengers' transportation sector and Smart Cards also prevented a large segment of passengers, who are unwilling to wait in the queue daily to purchase tickets, from switching over to alternate modes of ticketing.

The reply is, however, not relevant as the audit observations are not on introduction of the 'Smart Card' but its introduction with heavy discounts (ranging from 33.16 *per cent* to 45.55 *per cent*). The heavy discount was not justifiable especially in view of the heavy losses already being incurred by Metro Railway and also the various discounts already being given by Metro Railway in the form of MMR, LMR and EMR.

2.5 South East: Central Railway — Incorrect charging of freight on 'through distance' basis

Injudicious decision of Railway Administration to levy freight on 'through distance' basis in respect of sidings not qualified for the same led to loss of ₹17.80 crore towards siding charges

As per Para 1805 of Indian Railway Code for Traffic (Commercial) Department, if goods traffic originates from or terminates at a siding with a railway locomotive and does not require a service station for receiving or dispatch of trains, the traffic is termed as 'through traffic'. In this case, Railway Administration would levy freight charges on 'through distance' basis up to the buffer end[17] of the siding.

Railway Board in its orders (October 1993 and June 2010) clarified that charging freight on through distance basis is applied, if the following criteria is fulfilled:

(i) The traffic should be a trainload[18];

(ii) Traffic should go into the siding directly or indirectly with the engine pulling or pushing;

(iii) There should be no detention of engines except for change of ends;

(iv) No separate shunting staff is required exclusively for this purpose.

In case, the above conditions are not fulfilled, freight will be charged up to the serving station. Siding charges will be levied separately for haulage of the wagons.

During audit review (May 2012), it was noticed that the Railway Administration had notified (December 2009) charging of freight on 'through distance' basis to/from Bijuri Colliery Siding, Korea Tiger Hill colliery siding (Block No. I & II)

[17] last end i.e. farthest end of the siding.
[18] trainload traffic is the traffic which is booked as a single rake and freight is charged for the whole rake.

and Duman Hill colliery siding. However, these sidings did not fulfill the criteria (ii) and (iii) above because these sidings could not accommodate a full rake. Rather, it required splitting and amalgamation of the wagons either inside the siding or at the station yard of the serving station. This resulted in detention of the rake.

On the matter being referred (May 2012) to the Zonal Railway Administration, they agreed (April 2013) in principle with the audit contention. They further added that levy of charges on 'through distance' basis would be withdrawn after conducting a Time and Motion study. The Time and Motion study is, however, yet to be conducted and charges are still being realized on 'through distance' basis.

Thus, charging of freight on 'through distance' basis in respect of these three sidings even though the sidings did not fulfill the criteria for 'through traffic', resulted in a loss of ₹17.80 crore[19] towards siding charges (upto January 2012).

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

[19] Siding charges was calculated on basis of rate of siding charges for 4-wheeled wagons fixed by Railway Administration vide their rate circular No.104(G)/2009 dated 23 June 2009

Chapter 3 – Engineering – Open Line and Construction

The Engineering Department of Indian Railways has two distinct organizations namely Open Line and Construction. While the Open Line is responsible for maintenance of all fixed assets of Indian Railways, i.e. Tracks, Bridges, Buildings, Roads, Water supply etc. the Construction Organization is responsible for construction of new assets such as new lines, gauge conversion, doubling and other expansion and developmental works in Railways.

Major policy decisions of the Engineering Department are taken by the Railway Board headed by Member Engineering who is assisted by Additional Member (civil engineering) and Additional Member (works).

At Zonal level, the department is headed by Principal Chief Engineer (PCE) who is assisted by various chief engineers for track, bridge, planning, track machines, general matters etc. In addition, each Zonal Railway has a construction unit headed by a Chief Administrative Officer who is responsible for major construction works such as new lines, doubling, gauge conversions etc., and is assisted by various chief engineers (construction).

The total expenditure of the Civil Engineering Department during the year 2011-12 was ₹ 39,269 crore. During the year, apart from regular audit of vouchers and tenders etc., 1907 offices of Civil Engineering including Construction Organization of the Railway were inspected by Audit.

This chapter includes a Thematic Audit on "**Procurement and Utilization of Permanent Way material on Indian Railways**" conducted across Zonal Railways. In this theme, Audit has conducted to review the procurement process of permanent way materials, i.e. commonly used track items (rails, sleepers, ballast, fastenings, etc.). Audit observed that the single source for procurement of rails had not been able to meet the requirement of Railways. However, Ministry had not taken any steps to develop new sources. Audit also commented on the delays in processing of tenders, issuance of purchase orders etc. for procurement of these items.

In addition, this chapter includes six Paragraphs, highlighting cases of individual irregularities pertaining to purchase of land and assets, material modification, non-observance of Railway Board's instructions etc.

3.1 Procurement and Utilization of Permanent Way Material on Indian Railways

Executive Summary

Indian Railway incurs substantial expenditure every year on the procurement of Permanent Way material. Procurement of Permanent Way material (track material) is a continuous process as it is essentially required for the maintenance/ renewal of existing tracks and expansion of the Rail network. Any arrear/ lapse in maintenance/ renewal of existing track is a potential safety hazard. Rails and sleepers are procured by the Railway Board and other Permanent Way material are procured by the Zonal Railways.

Audit examined (2012-13) procurement of certain commonly used track items procured during the period 2009-10 to 2011-12 for selected ongoing/ completed works. It was observed that Indian Railways procured rails from a single source i.e. M/s SAIL. Further, M/s SAIL had not been able to meet the annual requirements of Indian Railways; the shortfall being about 13 per cent during 2011-12. The Ministry had not taken any steps to either step up supply or to develop new sources of supply.

The rails are produced by Bhilai Steel Plant. Their quality is checked by M/s RITES. M/s RITES on an average rejected about 10 per cent of the rails. This indicates a need for improvement in the systems of quality control at the Bhilai Steel Plant itself.

There were delays in processing of tenders both at Railway Board level as well as at Zonal Railways. On Zonal Railways, around 60 per cent of the tenders could not be finalised within the prescribed time limit of 90 days of their opening, with an average delay of about 31 days. Further, the procurement process was not efficient, as on an average, after the receipt of indents, Railway took 490 days to issue Purchase Orders and 666 days to receive supplies. Most of the extensions in delivery periods were given on Railway's account due to which penalty was not leviable. Further, in respect of 38 supply orders where Price Variation Clause was applicable, Railway had to pay ₹ 6.83 crore as price implication. Further, procurement of track material was not as per requirement of works as material costing ₹ 443.28 crore remained un-utilised after the completion of works requiring transfer to sites of other works involving extra expenditure of freight and incidental charges amounting to ₹31.03 crore.

3.1.1 Introduction

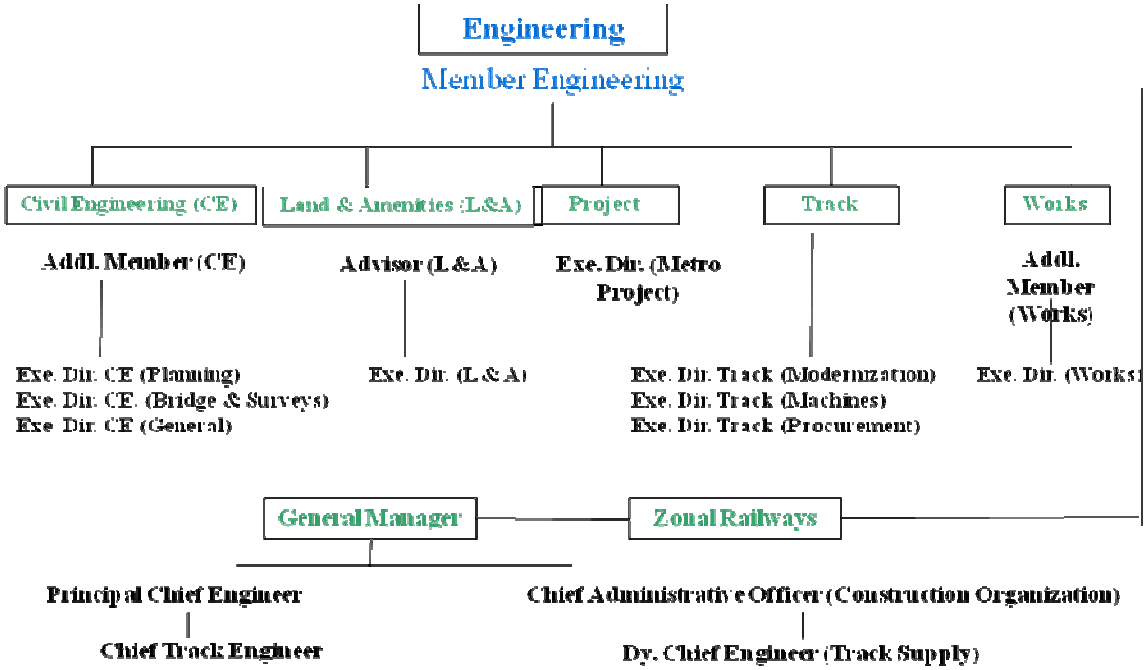
Indian Railway (IR) is spread over 64,600 route kilometers (RKM). Railway track (Permanent Way) is required for the haulage of trains and is one of the main infrastructures of the rail network. The Permanent Way (P. Way) is made up of rails, sleepers, ballast, fastenings, etc. The procurement of P. Way material on Indian Railway is a continuous process due to continuous expansion of rail network through addition of new lines / doubling and track maintenance/renewals due to wear and tear. Maintenance of the existing track is essential for efficient

and effective operation of trains increasing throughput[20]. Further, any arrear/ lapse on this account are a potential safety hazard.

Capital expenditure to the extent of ₹ 14,000 crore is incurred every year for creation of new assets i.e. Gauge Conversion, Doubling; New lines and for track maintenance through track renewals. A substantial portion of the above sum is spent on the procurement of P. Way material. Since the procurement of P. Way material is capital intensive, it is important that the material is procured economically and utilized efficiently.

3.1.2 Organization Structure

Member Engineering at Railway Board is the apex authority at Railway Board for Civil Engineering activities. These activities are performed in five Directorates as elaborated in the flowchart below:



The Civil Engineering and Track Directorates are associated with the procurement and utilization of P. way material. While policy decisions related to issues connected with procurement and utilization of P. way material are taken by the Civil Engineering Directorate, the procurement of rails and concrete sleepers is done by the Track Directorate. Special grade cement to be utilized in the manufacture of concrete sleepers is procured by sleeper manufacturers through running contracts finalized by the Track Directorate.

The policies and directives issued by the Civil Engineering Directorate are implemented by the Principal Chief Engineer and Chief Administrative Officer (Construction Organization). P. way material is procured by Chief Track Engineer

[20] Overall utilization of track

in open line and by Deputy Chief Engineer/ Track Supply in Construction Organization.

Though ballast is a P. way material, its procurement is done through works contracts by work executing authorities. The issues related to research and designs are dealt by the Executive Director/ Civil Engineering in the RDSO.

3.1.3 Audit Objectives

The audit was carried out with a view to assess the following:-

(i) Effectiveness of the planning process for procurement of P Way material;

(ii) Whether procurement was done in a transparent manner enabling best prices and whether delivery system was efficient;

(iii) Whether the material procured was effectively utilized.

3.1.4 Scope, Coverage and Sample Selection

Audit examined procurement of P. way material for selected ongoing/ completed 24 (out of 53) Gauge Conversion (GC) works, 24 (out of 72) New Line (NL) works, 43 (out of 115) Doubling (DL) works and 287 (out of 1954) Track renewal works for the period 2009-12. The extent of check and details of works are given in **Annexure XII.**

The planning and justification of works, budget allotments, fund utilization, contracts for procurement and monitoring of receipt and issue of material etc. were studied at Railway Board and Zonal Railways. The audit was confined to the procurement and utilization of selected Broad Gauge P. Way items as enumerated below:

(i) Rails 60Kg/ 52Kg
(ii) Ballast 65mm/ 50mm
(iii) Pre-Stressed Concrete sleeper 60Kg/ 52Kg T-2496
(iv) Glued Joints 60Kg/ 52Kg
(v) Metal Liner T-3738, 3740, 3741& 3742
(vi) Glass Filled Nylon Liner T-3702, 3706, 3707, 3708 (GFN)
(vii) Grooved Rubber Sole Plate T-3703, 3711 (GRSP)
(viii) Elastic Rail Clip T-3701 (ERC)
(ix) Cast Manganese Steel Crossing 1 in 12 for 60Kg/ 52Kg (CMS crossing)

In addition, the procurement of special grade cement by the Railway Board for concrete sleeper manufacturers was also examined.

3.1.5 Audit Findings

3.1.5.1 Planning

(i) Financial Planning- Availability and Utilization of funds

P. Way material is mainly used for asset creation involving construction of new lines, gauge conversion and doubling works. P. way material is also utilized for maintenance of assets which are carried out through Track Renewals. Cost of P.

way material consists of about 70 *per cent* of the cost of such asset creation and maintenance.

The total requirement of funds during 2009-12 for the above mentioned four activities was estimated as ₹47,646.89 crore against which, funds totaling ₹42,170.16 crore were made available. The actual expenditure incurred was ₹ 42,774.14 crore. The position in respect of individual component was as under:-

Table 3.1

(₹ in crore)

Asset creation	Requirement[21]	Final Grant	% of allotment to Requirement	Actual expenditure	% of Exp. to Final Grant
Gauge conversion	10043.40	9363.88	93.23	9692.34	103.51
New Line	15618.04	11480.77	73.51	12800.22	111.49
Doubling	7604.53	7708.02	101.36	6253.73	81.13
Total	*33265.97*	*28552.67*	*85.83*	*28746.29*	*100.68*
Track Renewal	14380.92	13617.56	94.69	14027.85	103.01
Grand Total	47646.89	42170.23	88.51	42774.14	101.43

The overall fund allotment was 88.51 *per cent* of the requirement and expenditure incurred was almost equal to allotment. While the allotment of funds individually for Gauge Conversion, Doubling and Track Renewal works was more than 93 *per cent* of the requirement, it was 73.51 *per cent* only in the case of New Lines. However, allotment to the extent of 18.87 *per cent* remained unspent in case of Doubling works. The overall shortfall in allotment of funds for all the four activities was ₹ 5,476.66 crore (11.49 *per cent*) and adversely affected asset enhancement and maintenance of existing tracks.

(ii) Material Planning

The schedule for any project involves prescribing a time schedule for undertaking and completing various activities. The land is acquired first and thereafter earthwork and construction of bridges is taken up. Simultaneously, the track material requirement to be indented is assessed. The procurement of P. way materials for Track Renewal works is done by clubbing the quantities of sanctioned items of different works. A number of deficiencies were noticed in audit which are discussed below.

Rails are an important component of P. Way material and comprise 57 *per cent* of total P. way material procured. Memorandum of Understanding (MOU) between Indian Railways and M/s Steel Authority of India Limited (M/s SAIL) for procurement of rails was signed in February 2003. At the beginning of every year the annual requirement of rails for each Zonal Railway is called for and a bulk indent is placed on M/s SAIL by the Railway Board detailing the requirement of

[21] BE 2009-10 + {BE 2010-11 – (BE 2009-10- AE 2009-10)} +{BE 2011-12- (BE 2010-11- AE 2010-11)}

each Zonal Railway for Track Renewal as well as for construction projects. The priority for despatch of rails in terms of length and quantity is also intimated.

The quantities of rails for which indents were placed on M/s SAIL and rails despatched by them during 2009-10 to 2011-12 were as under-

Table 3.2

(Quantity in MT)

Quantity	Rails	2009-10	2010-11	2011-12
Indented	60 Kg	405509	379767	419396
	52 Kg	279744	312621	355406
	Total	685253	692388	774802
Despatched		675948	674439	670890
Shortfall		9305	17949	103912
Shortfall in percentage terms		1.36	2.59	13.41

It is seen that the annual requirement of rails for entire Indian Railways had been increasing every year but the quantities of rails despatched by M/s SAIL to Zonal Railways remained almost static and were in fact on a marginal declining trend. The shortfall increased substantially from about one *per cent* in 2009-10 to about 13 *per cent* in 2011-12.

The Indian Railway has a monopolistic agreement with M/s SAIL for the supply of rails. Despite continued shortfall in the supply no action was taken by the Ministry to address the issue by adopting a more transparent procurement process and/or development of new sources of supply.

3.1.5.2 Procurement of P. Way material

(i) Processing of tenders

All the P. way material, except rails are procured through limited/open tenders[22]. The limited tenders for pre-stressed concrete sleepers and special grade cement are finalized at the Railway Board level and for other P. way items are finalized by the Zonal Railways.

After the receipt of indent from the Executive Engineer, a tender is floated by the procuring authority. These are considered by a Tender Committee (TC) of appropriate level (based on the estimated value of purchase) who gives its recommendations which are submitted to the accepting authority for approval. After approval, the supply order is issued.

Since P. way material is procured for the execution of works either for the creation of new assets needed for line capacity enhancement or for the maintenance of existing tracks, an early finalization of tenders and placement of supply orders is absolutely necessary. The Minister of Railways viewed seriously the delay in finalization of tenders after the opening of bids/ offers (June 2000). Subsequently,

[22] Normally open tender system is to be adopted. Limited tender system may ordinarily be adopted when it is considered to be advantageous. Instead of open tender system, limited tender system may be adopted in exceptional cases with the sanction of General Manager. (Paragraph No.324, 328 and 331 of Indian Railway Code for Stores Department, Volume-I).

instructions were issued to all Zonal Railways (August 2000) that all tenders should be finalized within three months of the receipt of offers[23].

Audit examined the processing of tenders for the procurement of P. way material at both the Railway Board and Zonal Railway levels and results of examination are given below:-

Processing of tenders at Railway Board - Each Zonal Railway places indents every year on the Railway Board for the procurement of rails and concrete sleepers. These indents are consolidated in the Track Directorate. The procurement of consolidated requirement of rails is done by floating a single tender on M/s SAIL, the sole source of supply. However, for the procurement of concrete sleepers and special grade cement, limited tenders are floated on approved sources and running contracts are awarded.

In a number of cases there was delay in finalization of tenders floated by the Ministry of Railways (Railway Board) for the procurement of sleepers and special grade cement. The inaction of the Ministry of Railways in obtaining timely approval of the competent authority, despite permission of the Election Commissioner of India to finalize a limited tender for the procurement of sleepers resulting in loss of ₹ 38.44 crore was included as Paragraph No. 6.3 in the Report No.32 of 2011-12 of C&AG of India (Railways). Further, due to about 10 months delay in finalization of a limited tender[24] for the procurement of special grade cement, the sleeper manufacturers continued to procure cement at higher rates against the existing running contracts resulting in avoidable extra expenditure of ₹ 3.91 crore in the shape of increase in cost of sleepers.

Processing of tenders in Zonal Railways - Audit examined details of 634 tenders floated across all the Zones for the procurement of various P. way items for the execution of selected works. Audit observed the following:

(a) The time taken to finalize these 634 tenders after the receipt of bids/ offers was also examined. The results of analysis were as under:-

Table 3.3

Details of activity	Numbers	%	Days
Total tenders	634		
Tenders finalized within 90 days after their opening	246	39	
Tenders finalized within 90 to 180 days after their opening	295	46	
Tenders finalized within 180 to 365 days after their opening	86	14	
Tenders finalized after more than 365 days after their opening	7	1	
Maximum time taken to finalize a tender after its opening			690
Average time taken to finalise a tender after its opening			121

From the above Table, it may be seen that only 39 *per cent* of tenders were finalized within the prescribed time limit of 90 days of their opening. The average time taken

[23] Railway Board letter No. 2000/CE-1/CT/1 Pt. dated 24.8.2000
[24] Tender No. CS-164

across all the Zonal Railways for finalization of tenders after their opening was around four months (121 days). Thus on average more than 60 *per cent* of tenders were finalized late, with an average delay of 31 days.

(b) Railway Board had directed (March 2007)[25] that the procurement of annual requirement of both open line and construction for common track components/ fittings should be combined and tender floated either by open line or by the construction wing to avoid delay and duplication of efforts in tender finalization.

Audit conducted a test-check of procurements made for common P. way items during 2010-11, and observed that these instructions had not been complied with by Zonal Railways and both agencies continued to place Purchase Orders (POs) separately for their requirements. Non-compliance of the Railway Boards' order in 44 cases by nine Zonal Railways led to procurement at higher rates involving avoidable expenditure of ₹ 3.93 crore during 2010-11 as per details given in **Annexure-XIII.**

(c) A test-check by Audit revealed that South Eastern Railway Administration procured ballast in parts by floating separate tenders in the same financial year instead of floating one tender for consolidated quantities as exhibited below-

Table 3.4

Tender no.& date	Rate accepted (₹) -per cum	Tender No.& date	Rate accepted in (₹)- per cum	Quantity (in cum) procured at higher rate	Extra expenditure (in crore of ₹)-(rate difference x quantity procured at higher rate)
Works/Spl/ODC/Sr. .DEN/08/2010 dated 9.2.2010	487	WA/W/SDS/27/09-10 dated 9.12.09	500	100000	0.13
WA/W/MSDS/36/2010-11 dated 30.8.2010	525	Works/Spl/SRD/Sr.DEN/2010 dated 4.5.10	564	80000	0.31
Works/Spl/Ballast/Pakur/ODC/26/2011 dated 5.4.11	525	24/S/KGP/10-11/ dated 3.5.11	629	45000	0.47
ADA/Ballast/GZ/271/2011 dated 26.12.2011	564	WA/S/ODC/15/2011-12 dated 11.11.2011	604	67620	0.27

The action of the Zonal Railway Administration resulted in avoidable extra expenditure of ₹ 1.18 crore.

(ii) Issue and materialization of Purchase Orders

After the receipt of indent for the procurement of material, Railway Administration is required to complete the process for issue of POs early. Inordinate delay at any stage is to be avoided so that supply is received timely and within the original schedule.

[25] AM/ CE's DO letter No. TRACK/21/2007/0401/7/CMS crossing dated 9.3.2007 to GMs

Audit test-checked 693 POs issued for the supply of P. way material required for the execution of selected works across all the zones. Audit observed that there were substantial delays in issuing POs and receipt of supplies there against as shown below:-

Table 3.5

Zones	No. of POs	Time taken in issue of P.O. after receipt of indent			Excess time taken in supply against original schedule			Total time taken from indent to supply		
		Min	Max	Average	Min	Max	Average	Min	Max	Average
CR	21	55	1539	694	0	409	35	647	1464	712
ER	8	359	744	569	0	563	82	460	1245	795
ECR	20	333	2359	804	0	221	41	454	2534	629
ECoR	87	31	1144	397	0	816	136	211	1817	520
NR	2	248	458	353	0	0	0	487	493	490
NCR	30	124	1900	555	0	752	183	186	2036	874
NER	142	22	1847	679	0	465	10	232	1881	934
NFR	54	6	1101	230	0	536	48	159	1223	334
NWR	54	53	1070	333	0	1193	241	168	1494	711
SR	48	131	1635	685	0	526	17	429	1815	630
SCR	62	59	1087	275	0	831	235	318	1802	651
SER	23	32	749	249	0	871	113	158	983	425
SECR	31	141	1697	507	0	424	70	267	1288	575
SWR	66	66	1716	404	0	376	57	250	1824	528
WR	37	330	1028	615	0	123	17	440	1207	736
WCR	8	39	1173	564	0	11	1	633	1302	738
Average				**490**			**88**			**666**

From the above Table, it is seen that on an average it took the Railway Administration 490 days i.e. more than a year to issue POs after receipt of indents. Further, on average it took 666 days to receive supplies after receipt of indent. In 243 POs (35 *per cent*) the supply of material was completed after the original due date of supply and the average delay in receipt of supplies (after scheduled date of receipt) was 88 days. In most of the cases the reasons for delay in supply were not on record. In few of the cases the delays were attributed to non-issue of road permits, non-availability of labour/ site, transport strike, entry of rain water in quarry etc.

(iii) Implementation of E-Procurement System

In order to bring transparency and improve efficiency in procurement activities by way of reduced procurement cycle and expeditious payment to suppliers, Railway Board decided (October 2003) to procure stores and work material through the E-procurement system. The E-procurement process provides a common platform using a secured website where the buyer and seller can participate in the procurement process in a fair and transparent manner. Also as per Ministry of Finance directives (10 January 2007), all Central Government Ministries were required to switch over to Electronic Procurement System with effect from 1 July 2007.

Railway Board[26] implemented (September 2006 and January 2009) the E-procurement system in 15 Zonal Railways for managing on-line procurement of stores by the Controller of Stores (COS) and track supply items by the Principal Chief Engineer (PCE).

It was however seen that E-procurement system has not been developed / made fully functional in the offices of Principal Chief Engineer and Construction organization of Zonal Railway and tenders were still being processed manually though required to be abolished with effect from 1 April 2007. This defeated the objectives set for the introduction of E-procurement system.

(iv) Contract Management

An efficient Contract Management system requires that the delivery period mentioned in the POs is adhered to by the suppliers. During the review of supply order files for procurement of P. Way material, it was observed that many suppliers did not complete the supplies within the prescribed delivery periods. They sought extensions in the delivery periods quoting various reasons like shortage of labour, filling of rainy water in quarry, non-availability of site for stacking of ballast etc.

Audit test- check of 693 numbers of POs revealed the following:-

- As many as 140 extensions in delivery periods were granted by the Railway Administration in respect of 135 POs and the period of extensions ranged between one and 1366 days (average 305 days).
- In 45 POs (32 *per cent*), extensions of more than one year were granted.
- Out of total 140 extensions in delivery periods, 101 extensions (72 *per cent*) were granted on Railway's account and hence no Liquidated Damages (LD) were leviable. The remaining 39 extensions (28 *per cent*) were granted on supplier's account levying LD amounting to ₹2.87 crore. Out of this only ₹2.06 crore had been recovered and balance of ₹0.81 crore was outstanding **(Annexure XIV)**.
- When contracts are terminated at the risk and cost of the contractors and fresh contracts are awarded, extra expenditure to be borne by the Railway is recovered as risk and cost from the defaulting contractor. Audit observed that in seven cases in four[27] Zonal Railways recovery of risk and cost amounting to ₹ 0.92 crore was outstanding against the defaulting suppliers. Two of these cases, one each in ECoR and SCR were under litigation. (**Annexure XV)**

The above indicates the huge delays in the delivery of stores. Further, the use of discretion in non-levy of LD for delays in the supplies encourages non-compliance by the suppliers. In addition, the delays in receipt of indented material necessitate transfer of material from one unit to another leading to incurrence of avoidable haulage charges.

[26] letter No. 2004/C&IS/AP/2004-05/e-procurement, date 12/9/06

[27] East Coast Rail Railway, North Central Railway, North Eastern Railway & South Central Railway

3.1.5.3 Quality assurance

RDSO specifies the design, structure and quality of all P. way material. For quality checks, it inspects the products in the factory premises. Railway Administration engages reputed laboratories also for quality checks on P. way material like ballast.

(a) Quality assurance for rails

Rails constitute a major part of P. way material. To ensure quality of rails, a Memorandum of Understanding (MOU) with M/s Rail India Technical Services Ltd. (M/s RITES) was signed (May 2010) for carrying out quality checks of rails. According to Article 2.2 of the MOU, Railways would provide a copy of Purchase Order, specification, and drawings and approved Quality Assurance Plan to RITES for carrying out inspection at Bhilai Steel Plant (BSP). Thus, a procedure for conducting tests/ checks was required to be defined and provided to M/s RITES. However, Track Directorate of the Railway Board did not make available to Audit any such procedure evolved by them. Audit noticed that the rails were being inspected by M/s RITES as per Quality Assurance Programme approved provisionally by the RDSO in July 2004.

Further, under the provisions of Article 2.3 of the MOU, M/s RITES would be fully responsible for the quality of rails produced and despatched by the BSP for use by the Railways. They would carry out inspections to ensure proper quality of rails, issue certificate along with test reports of each lot inspected, submit monthly status/ progress report to Railways/ RDSO and ensure proper loading of only passed & accepted rails for despatch etc.

A test-check by audit of the inspection reports revealed the following:-

(i) Monthly inspection reports were being received in the Track Directorate from M/s RITES in compliance of Article 2.3 of MOU. The reports were, however, not being scrutinized nor data compared with the specifications. No filing orders from competent authority were being taken. Further, no quality assurance plan had been framed for analyzing data contained in the reports.

(ii) A random scrutiny of reports revealed that average yield strength (YS) computed by RITES ranged between 529 and 548 Mpa[28] against the specified 460 Mpa. Similarly, Ultimate Tensile Strength (UTS) also ranged between 929 and 945 Mpa against the specified 880 Mpa. The Track Directorate raised this issue only once in November 2009 and directed RDSO to examine the impact of excess YS/ UTS on the hardness of rails. RDSO analyzed the data of YS and UTS for the period April 2009 to August 2012 for their monthly average and standard deviation values and communicated (October 2012) that increase in the YS/ UTS ratio does not adversely affect the elongation percentage as stipulated in the specifications and increase in YS and UTS from their minimum stipulated values was not considered detrimental. Audit is however of the opinion that if significantly higher values of YS/UTS are acceptable, the norms should be specified accordingly.

[28] Mega pascal-a unit for measuring strength

(iii) Quantity of rails examined, passed by RITES, percentage of rejection and quantity despatched to Railways was as under:-

Table 3.6

(Quantity in MT)

Year	Examined	Passed	% of rejection	Despatched to Railways	Difference in passed and despatched	Passed rails not despatched to IR (%)
2009-10	802259	712211	11.22	675948	36263	5.09
2010-11	794866	706607	11.10	674439	32168	4.55
2011-12	807754	712635	11.78	670890	41745	5.86
Total	**2404879**	**2131453**	**11.37**	**2021277**	**110176**	**5.17**

The figures indicate that:

- The rate of rejection of rails was more than 10 *per cent*. The percentage of rejection of rails was fairly high, indicating the need for improving system of quality control at BSP itself. The main reason for the high rate of rejection was on account of rolling defects;
- All rails passed were not despatched to Indian Railways against existing indents. About five *per cent* of passed rails were not despatched to Indian Railways and were forwarded to private siding owners or other organizations. This diversion of supply led to short supply of rails to Indian Railways.

From the above it can be seen that during the period 2009-12, the quantities of rails offered for inspection, rails passed by M/s RITES and rails despatched to Indian Railways were more or less the same, irrespective of the indented quantities. Further, the reports received from M/s RITES were not being examined for deriving any assurance either on the quality or quantity. The matter effectively stood delegated to M/s RITES as the Track Directorate of Railway Board was not addressing the issue of quality assurance against the associated risks.

(b) Quality assurance for other P. way material

Audit observed that the quality control on other P. way items was also not adequate. For instance, ECoR procured (2009-10) ballast valuing ₹ 11.10 crore from contractor for two projects[29]. As per terms and conditions of the contract agreement, the specification of the ballast was got tested in railway accredited laboratories and was found to be in order. Accordingly payment was made to the contractor. Later on, Railway's Vigilance also got test- checked the quality of ballast and rejected ballast valuing about ₹ 2.21 crore. Neither the rejected quantity of ballast had been replaced by the supplier nor any amount recovered. Besides, Railway Administration had not yet decided how to utilize the unused ballast extracted and supplied from the same quarry and ballast already used on the track.

[29] M/s ARSS Infrastructure Projects Ltd. Bhubneshwar supplied for Khurda Road -Bolangir & Lanjigarh-Junagarh new BG Line Projects

The above indicates a lapse in the quality control system of Indian Railways. Thus the Railways needs to strengthen the system of quality assurance for P. Way material as this has safety implications.

3.1.5.4 Receipt of P. Way material

(i) Payment under Price Variation Clause

A Price Variation Clause (PVC) is included in POs for working out the payment towards price variation, on account of change in rate for material, labour and fuel etc with reference to a base date. It is payable to the suppliers during delivery period as well as extended delivery periods. If the delivery period is extended on Railway's account, price variation is allowed normally with reference to the base date. However, if the delivery period is extended on supplier's account, PVC is paid with reference to indices of the last month of the normal delivery period/ extended delivery period on Railways account.

Audit observed that in 38 supply orders where PVC was applicable, extensions in delivery periods were granted on Railway's account and payment of ₹6.83 crore was made to the suppliers for the price implications during the extended delivery periods. Details are available in **Annexure XVI.**

(ii) Delivery system

The indents in respect of works for procurement of a particular P. way item are clubbed by the procuring authority and POs are issued for aggregate quantity. The material procured through placement of POs is received and accounted for in the Engineering Depots/ Track Supply Depots. When required, the Engineers executing the works, place their demands on these Depots for the issue of material.

Audit observed that receipts of material are not entered in the ledgers work-wise by the Engineering Depots. The ledgers are also not maintained work-wise with regard to issue of material to the Engineers executing the works. The issues are made for lump sum quantities. Thus, work-wise details of receipt and issue of material are not available in the ledgers. Audit could not correlate the POs through which material required for track renewal works was procured as POs did not contain the allocation/consignee particulars. The receipt and issue of P. way material against each selected work was not verifiable in five Zonal Railways (SER, CR, ER, NR and NCR).

(iii) 'Material-at-Site' Account

As per provisions in Indian Railway Code for Engineering Department[30], material obtained for specific works is to be kept outside the accounts of any other category of stores. Such stores is required to be separately requisitioned and despatched to the sites of work. The materials if not consumed on the work immediately on receipt at the site is temporarily held under 'Material-at-Site Account' (MAS). The numerical account of the stores held under MAS is to be maintained by the stock holder. The MAS balances are to be debited when material is used on works. Quarterly/ Half-yearly MAS returns are sent to Divisions where the opening

[30] Paragraph No. 1446 to 1451 – Indian Railway Code for Engineering Department

balances, receipts, reasonableness of issues, stores returned or transferred etc are verified with initial records.

Audit observed that MAS accounts were not being maintained in 09[31] Zonal Railways for Track Renewal works thereby denying the fulfillment of objectives behind the maintenance of accounts and verification of figures of receipt, issue and transfer of material through MAS returns.

3.1.5.5 Utilization of P. Way material

(i) Procurement/ Arrangement of material in excess of requirement

The P. way material required for a work is arranged either through procurement or through transfer from other sources/ works. In order to utilize scarce available funds efficiently for new constructions/renewals, P. way material for the work should be procured/ arranged to the extent of requirement. Further, as per codal provisions[32], the material released from specific works, if not re-used thereon is to be treated as 'Surplus stores'.

Audit examination of the procurement/ arrangement of P. way material for the selected works on all the Zonal Railways indicated that procurement/ arrangement of material was in excess of requirement. A test-check of records connected with unutilized material after the completion of selected works on all Zonal Railways revealed that there were 529 instances where P. Way material (total value ₹443.28 crore) remained unutilized after the completion of works as shown below:-

Table 3.7

Zone	No. of the work orders	Value of surplus material (in crore of ₹)	Freight and incidental @7% charges incurred (in crore of ₹)
CR	14	5.91	0.41
ER	5	6.63	0.46
ECR	22	2.56	0.18
ECoR	12	2.13	0.16
NR	61	27.69	1.94
NCR	22	17. 70	1.24
NER	73	38.01	2.66
NFR	3	22.74	1.59
NWR	67	151.63	10.61
SR	49	63.82	4.47
SCR	6	4.03	0.28
SER	106	26.74	1.87
SECR	14	1.98	0.14
SWR	25	40.57	2.84
WR	41	30.77	2.15
WCR	9	0.37	0.03
Total	**529**	**443.28**	**31.03**

[31] North Western Railway, South East Central Railway, West Central Railway, South Eastern Railway, Western Railway, North Eastern Railway, Southern Railway, South Western Railway & East Coast Railway

[32] Paragraph 1437 (ii)- Indian Railway Code for Engineering Department

This surplus material would require to be transferred to other works involving extra expenditure on freight and incidental charges amounting to ₹ 31.03 crore.

(ii) Utilization of procured/ arranged material

The quantities issued for work should match with the estimated requirements. Whereas an excess utilization of material would result in avoidable expenditure, short utilization would affect the quality of work. Further, the material of appropriate/ prescribed specification should be utilized on work.

Audit observed that in six works[33], quantities shown as issued/ utilized for works were more than the estimated quantities/ actual requirement. The value of the material issued in excess of requirement was ₹16.25 crore. There were also instances of short and irregular utilization of material. The details of these instances are included in **Annexure XVII.**

3.1.5.6 Allocation to work

The expenditure on the execution P. way works on Indian Railways is made from either Capital Fund or Depreciation Reserve Fund (DRF). Funds for new constructions are allotted from Capital Fund; funds for track renewal works are allotted from DRF. The expenditure on the maintenance works of existing P. way is allocated to Revenue. The cost of P. way material is allocated to concerned Funds accordingly. In an efficient financial arrangement system, the costs of material procured and material utilized are required to be booked to the actual work/ Fund. While booking expenditure, there should not be any wrong booking /misclassification as it would draw an incorrect picture of accounts for the works.

During the check of records maintained for the booking of expenditure on selected works, Audit noticed cases involving misclassification/irregular booking of ₹ 394.70 crore related to expenditure on P. way material in 24 works. Details are given in **Annexure XVIII**.

(i) Non-recovery of dues from M/s RVNL

Railway Board has been assigning construction works both to the Construction Organizations of Railways and also to Rail Vikas Nigam Limited (RVNL). During the execution of works, there are material transactions between Railways and RVNL. This transfer/ transaction of material necessitates cost adjustment besides recovery of departmental charges as RVNL is an outside party in this regard.

A review of records connected with the issue of material by the Railways to RVNL revealed that:-

- The cost of P. way material amounting to ₹1.14 crore issued by five Zonal Railways to M/s Rail Vikas Nigam Limited (RVNL) was yet to be recovered/ adjusted. Details are given in **Annexure XIX**.

[33] one work each in NWR, WR, SR and NFR & two works in SECR

- In terms of Paragraph 3 (i) of Railway Boards' orders[34], if material is supplied by the Railway to other parties, inspection charges at the rate of two *per cent* of the total cost of material are recoverable. Audit observed that inspection charges totaling to ₹ 0.41 crore were outstanding from M/s RVNL (SCR-₹0.21 crore and SWR- ₹0.20crore) on account of sleepers issued to them by the Zonal Railways.
- NWR Administration issued (February 2009) ballast in 1007 wagons to M/s RVNL from Bandikui, Phulera and Nizampur depots. Freight charges amounting to ₹ 1.31 crore, as calculated by the Railway Administration have not been recovered. M/s RVNL stated that ₹0.73 crore only were recoverable. Audit, however, observed that the freight comes to ₹1.60 crore at Railway's Public Tariff Rates.

3.1.5.7 Miscellaneous irregularities

During the review of records following irregularities of miscellaneous nature were also noticed:

- Railway Board's Instructions[35] are that the quantity of ballast required in a Telegraphic Post (TP) length[36] should be properly assessed in advance by the Railway and assessed quantities advised to contractor to avoid surplus collection in one TP length and less than required in another necessitating unnecessary lead. As such, the stacking of ballast along the track should be done in such a manner that the quantity in each TP should be as per 'requirement' on the track. However, during the review of initial records like Plot registers, Tally books and Measurement books maintained for recording receipt, issue and utilization of ballast in respect of four works[37] on NWR it was noticed that the locations of plots were not proper and quantities of ballast stacked were not matching the requirements in the stretches. As a result of this mismanagement, Railway Administration had to incur an extra expenditure of ₹ 4.10 crore for loading, transportation and unloading of ballast from plots to place of requirement.
- On SCR, the existing Dharmavram Jn - Pakala Jn. MG section of SCR was converted into Broad Gauge in two phases[38] and was commissioned for goods and passenger traffic in May 2010 and June 2010 respectively. During the process of handing over of the converted line (February 2011) by the Construction organization to the Open line, ballast deficiency to the extent of 40 *per cent* in the curves and less than 200 mm in some stretches was observed. The total deficiency of ballast in the section was assessed at 48000 cum. This indicated that insertion of ballast in the track was not up to the desired level.

[34] letter No. 79/WTM/22/11/2 Vol. II date 30.9.1992
[35] Paragraph 5.4 of Railway Board letter No. 2006/CE-II/MB/2 dated 25.5.2007
[36] Length between two upright posts supporting telephone wires along the track. With the provision of OFC cables, these are now called as Hecto Posts, where inter-distance is 100 meters.
[37] Ajmer-Pushkar, Dausa-Jaipur, Ratangarh-Degana-Sadulpur-Bikaner and Dausa-Bandikui
[38] Pakala Jn - Madanapalle Road stations in phase I and Madanapalle Road- Dharmavaram Jn in phase II

3.1.6 Conclusions

Substantial delays were observed in the procurement process particularly in the finalization of tenders. These delays occurred both at the Railway Board and Zonal levels. This resulted in delays in both the procurement of material and also in incurring of excess expenditure in the procurement process. Subsequently, there were delays in the supply of material due to which extensions in delivery period was granted in a large number of cases and that too on Railway's account involving additional payments under price variation clause in many cases. Rails were being procured through a single supplier i.e. SAIL. Audit examination revealed a shortfall of about 13 *per cent* in 2011-12 against the quantity indented against SAIL. This indicated the need for developing additional sources of supply. The arrangements for quality assurance were not adequate. The monitoring in material management was ineffective, as more material than required were arranged for the works and large quantities remained unutilized after their completion.

The matter was brought to the notice of Railway Board in May 2013; their reply has not been received (July 2013).

3.2 East Central Railway: Injudicious decision for purchase of land

Injudicious decision of Railway to purchase land of erstwhile Rohtas Industries Ltd and its assets by raising loan and without proper planning led to interest liability (₹8.80 crore) besides blockage of funds (₹140 crore) by more than six years. Also, non-disposal of the erstwhile assets of RIL led to recurring expenditure on security of these assets

Rohtas Industries Ltd. (RIL), Dalmianagar (closed in 1984), situated 120 Km from Mughalsarai on Mughalsarai – Gaya section of East Central Railway was to be auctioned (07.11.2006 later extended to 21.12.2006) under the judicature of High Court, Patna. The land of RIL of about 219 acres included various plant and machinery of Cement Factory, Power Plant, Paper and Board Mill etc. Considering the usefulness of the land for Railways particularly for developing facilities (yard, workshop, logistic parks, container terminal etc.) required in connection with the proposed Eastern Dedicated Freight Corridor (DFC), Railway Board filed (07.12.2006) a petition before the Hon'ble High Court for intervention for the acquisition of RIL for public purpose and offered (21.12.2006) a matching bid against the highest bid received. The Railway Administration submitted a matching offer against the highest offer of ₹140 crore received in the auction. Consequently, the land was acquired (11.01.2007) by the Railways in accordance with the Hon'ble High Court's order.

Railway Board financed the acquisition in the following manner:

(i) Railway Board directed East Central Railway to divert ₹28 crore against material modification sanctioned for the ongoing new BG line project of Ara-Sasaram line. Thus the sanctioned cost of Ara-Sasaram new BG line project was increased to this extent.

(ii) The remaining amount of ₹112 crore was financed (30.03.2007) through Rail Land Development Authority (RLDA) by taking a bridge loan from Indian Railway Finance Corporation (IRFC).

Subsequently, Railway Board decided (November 2007) that the loan would be serviced by proceeds of auction of movable assets of RIL, against required land for DFC and Wagon Component Factory and from commercial development of remaining land by RLDA. However, the loan liability was partly discharged (20.11.2007) by debiting ₹46 crore to the project of Freight Bogies & Coupler Manufacturing Plant, for which an amount of ₹97 crore was sanctioned in the Annual Works Programme of 2007-08. The remaining loan amount of ₹66 crore along with interest of ₹8.80 crore totaling ₹74.80 crore was discharged by debiting (31.03.2008) the cost of the proposed dedicated freight corridor.

In view of the above, following audit observations are made:

(i) Railway Board's decision for acquisition of land by investing a substantial amount (₹140 crore) without proper planning was contrary to the provisions in Indian Railway Finance Code, Vol. I, which stipulates that investment decision should be financially justified and sanctioned before its incurrence.

In the instant case, the fund was not sanctioned by Railway Board before acquiring the land but was later apportioned against different projects.

(ii) Its decision for financing purchase of land through a bridge loan, attracting interest liability, and diversion of funds from Ara-Sasaram new line project, was not justifiable as the purpose for acquiring land was not clear at the time of acquisition.

(iii) At the time of acquisition (December 2006), land was acquired for developing facilities for the proposed Eastern DFC. However, at that time, the DFC was not sanctioned.

(iv) Subsequently, considering the large area of land, Railway Board also decided (November 2007) to utilize the land for setting up a Freight Bogie Coupler Manufacturing Plant and commercial development of remaining land by RLDA besides utilization for Eastern DFC.

(v) No action has been taken for setting up the Freight Bogies & Coupler Manufacturing Plant even after more than six years of purchase of land (January 2007). This is evident from the fact that Request for Qualification (RFQ) for setting up the manufacturing plant was floated in May 2008, but the same was postponed in September 2009 without stating any reasons. Also, CAO/Marhaura (Patna) was authorized (September 2007) to look after the project but even after more than five years, no guidelines on the project of Freight Bogie and Coupler Manufacturing Plant were issued to him. This clearly indicates poor planning by the Railway Board.

(vi) Railway Administration estimated (March 2008) the disposable value of the scraps, plant and machinery of RIL as ₹125 crore. However, the same could not be disposed off till March 2013. Further, to guard these assets, RPF/RPSF staff were engaged by diverting them from Dhanbad, Gaya and Dehri-On-Sone (These are high security areas). This led to additional recurring expenditure which stood at ₹6.90 crore till March 2012. Had the assets been disposed off earlier, the cost of security could have been reduced.

Thus, the decision of the Railway Board to acquire land without advance proper planning was not justifiable as it led to avoidable financial liability of ₹8.80 crore in terms of interest liability apart from blockage of funds of ₹140 crore. In addition, recurring loss in providing security to the erstwhile assets of RIL is also being incurred.

In reply to audit comment, Zonal Railway Administration contended (November 2012) that the land was acquired in Railways interest and for public purpose. Also, the land was a full fledged factory where existing assets are to be disposed off before starting any work and all possible steps are being taken to dispose of these assets so that construction work is taken up at the earliest.

The contention of Zonal Railway Administration is not tenable in view of the fact that land was acquired for DFC which at the time of acquisition, was not sanctioned. Further, despite a lapse of more than six years since acquisition of land (January 2007), development of land for setting up the Freight Bogies Coupler Manufacturing Plant and facilities for the Eastern DFC were yet to be initiated.

The existing assets could not be disposed off. Moreover, it blocked the development of the erstwhile RIL area which would otherwise have been possible.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

3.3 North Western Railway: Non-utilization of a project sanctioned as Material Modification

Non-utilisation of new BG line from Mavli Junction to Nathdwara section sanctioned as a material modification resulted in idling of investment worth ₹ 29.70 crore

Paragraphs 1109 and 1110 of Indian Railway Engineering Code stipulate that if during execution of work it is necessitated to introduce, modify or omit any work, sub-work or facility involves a sum of ₹ 5 lakh and over in the estimate of a sanctioned work, the same may be included or omitted through a Material Modification by obtaining sanction of the competent authority.

The detailed estimate of the work of laying a parallel new Broad Gauge (BG) line from Mavli Junction-Nathdwara (MVJ-NDT) (15.27 Km) was sanctioned at a total cost of ₹ 31.94 crore by the Railway Board in November 2008 as a material modification to the already completed (2007) gauge conversion project of Ajmer-Chittorgarh-Udaipur City (AII-COR-UDZ). The work of parallel new BG line was completed in March 2011 at a cost of ₹ 29.70 crore and the section was declared fit for passenger traffic by Commissioner of Railway Safety (CRS) in April 2011.

Examination by Audit revealed the following:

(i) The project report as prepared by the Railway Administration had projected the quantum of goods traffic and passengers, year wise GTKM of goods traffic and year wise NTKM of goods traffic as 'Nil' for the first and second year. The Rate of Return (ROR) had also been projected as (-) 1.01 *per cent*. It was also mentioned that the State Highway covered the entire project area and in the near future no major scheme for promotion of industries was being considered.

(ii) The Narrative Report of 2011 as also the Covering Note on material modification for new BG parallel line between MVJ-NDT, mentioned the significance of Nathdwara as a pilgrim centre. After the commissioning of the new BG line, people of Rajasthan and other states would get a direct rail route to Nathdwara. The road distance between Nathdwara and Mavli is 20 km and the bus journey takes about one hour with bus fare as ₹20/-. The proposed train journey would take about 30 minutes and it would be cheaper and faster as compared to road travel. Thus, there was ample scope of diversion of traffic from road to Railways.

(iii) The execution of the work of new BG line parallel to the existing Metre Gauge (MG) line as a material modification to a already completed gauge conversion project under Plan Head 14 (gauge conversion) is however not acceptable since MVJ-NDT is a isolated branch line and not a part of the alignment of Ajmer-Chittorgarh-Udaipur section. Further, work on this line

was already completed and material modification cannot be carried out for an already completed work. The work should have undertaken as a new line. The impact of providing and executing the work under Plan Head 14 in place of Plan Head 11 resulted in undertaking the work without having conducted any techno-economic feasibility study. Thus, the approval of the Railway Board was irregular.

When the matter was brought to the notice of Zonal Railway Administration in May 2012, they stated (July 2012) that to avoid transshipment of pilgrims at Mavli and to divert long route trains to Nathdwara, gauge conversion of Mavli-Nathdwara new BG line was felt necessary for the pilgrims coming from all over India. Hence Railway Board had considered this project on socio-economic grounds as per public demand.

The contention of the Zonal Railway Administration is, however, not acceptable as during 2011, on an average only 56 number of passengers travelled each day per train on the existing MG line of the Mavli Junction – Nathdwara section. Thus, the scope for diversion of road traffic to BG line of the Mavli Junction – Nathdwara section was very limited. Moreover, the operational cost of running a train per day in the MG line of the Mavli Junction – Nathdwara section was estimated as ₹5683 and the earning per trip per day was only ₹ 423. Further, even after issue of sanction by Commissioner of Railway Safety (April 2011) for opening of traffic in the newly constructed BG line of the Mavli Junction – Nathdwara section, the same was not opened for public (July 2012). In fact the Financial Advisor and Chief Accounts Officer (FA&CAO) admitted, during the Exit Conference held on 7 February 2013 on the Paragraph, that Railway Administration had themselves not initiated the proposal for the project and it was carried out as per the directive of the Railway Board.

Thus, non-utilisation/ opening of new BG line of the Mavli Junction-Nathdwara section sanctioned as a material modification resulted in idling of investment worth ₹29.70 crore for over one year. In fact the Railway Board diverted scarce capital resources to complete a non-viable project.

The matter was brought to the notice of Railway Board in February 2013; their reply has not been received (July 2013).

3.4 Northern Railway: Avoidable payment on account of increase in scope of work without approval of the competent authority

Increase in scope of work without approval of the competent authority, delayed the work of transmission line and resulted in avoidable payment of ₹18.02 crore besides rendering the investment of ₹15.11 crore unproductive

Northern Railway Administration purchased power supply from Uttar Haryana Bijli Vitran Nigam Limited (UHBVNL) to cater to the electric traction requirement of Delhi-Karnal-Ambala section at Traction sub station Diwana. For Delhi-Kanpur section including Traction sub station at Sahibabad, power supply is purchased from NTPC. As the rates of power supply from NTPC were much lower than from UHBVNL, Railway Board sanctioned and entrusted in 2007-08 the work of

"Extension of NTPC supply from Traction sub station at Sahibabad to Traction sub station at Diwana through a 132 KV three phase single circuit transmissions Line (98 km)", at a cost of ₹21.66 crore to Northern Railway Construction Organization (NRCO). The detailed estimate of this work (length of traction line 103 km) was sanctioned in February 2007 at a cost of ₹ 25.34 crore.

Before inviting tenders in 2008, NRCO observed (November 2006) that there were number of obstructions/ infringements between Dadri and Sahibabad. At the time of vetting of estimate, the NRCO proposed (November 2006) that NTPC supply may be extended at Traction sub station at Dadri to Traction sub station at Diwana without touching the Traction sub station at Sahibabad. Instead of requesting Railway Board to modify the sanctioned order, Railway Administration floated (March 2008) the tender for an amended route (a distance of 105 kms.).

Accordingly, a contract for design, supply, erection, testing and commissioning of the 105 km transmission line (three phase single circuit) from Dadri to Diwana at a cost of ₹23.94 crore was awarded (July 2008) to M/s Hythro Power Corporation Ltd, New Delhi on a turnkey basis with date of completion as July 2010. The contractor after survey assessed the length of the transmission line as 132 km and accordingly submitted (October 2008) drawings and designs of foundation and towers to NRCO for approval.

Later, in December 2008, NRCO directed the contractor to lay the single circuit transmission line with provision for double circuit in future and design all the components of the transmission line accordingly. Due to change in length of transmission line and increase in the quantities of material work, cost of the work increased from ₹21.66 crore to ₹54.54 crore involving Material Modification and sanction of the Railway Board. The contractor requested NRCO to issue a corrigendum to the modified contract agreement. NRCO, however, did not issue any corrigendum and assured the contractor (February 2009) regarding payment of extra amount. Thereafter, the work of the transmission line remained almost at a stand still except supply of some material. In July 2010, NRCO extended the date of completion up to December 2011, without any financial implication on either side. Payments amounting to ₹15.11 crore have been made against the agreement cost of ₹23.94 crore. However, the revised estimate cum material modification has not been sanctioned (December 2012).

Delay in completion of the work of transmission line deprived the Railway Administration of the benefits of purchasing electric power supply at cheaper rates from NTPC at Traction sub station at Diwana for catering to the requirement of Delhi-Karnal-Ambala section and resulted in avoidable payment on account of the difference in rates of electric supply from NTPC and UHBVNL from August 2010 to Dec 2011 amounting to ₹18.02 crore (for 17 months).

When the matter was taken up with Zonal Railway Administration, they stated (December 2012) that the case had been sent to Railway Board in December 2011 for sanction. However, sanction is still awaited (December 2012).

Thus, increase in scope of work without approval of the competent auithority delayed the completion of the work of transmission line and resulted in avoidable

payment of ₹18.02 crore being difference in rates of electric supply from NTPC and UHBVNL. Further, expenditure of ₹15.11 crore on the work was blocked.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

3.5 Southern Railway: Avoidable extra expenditure due to non-observance of Railway Board's instructions/ guidelines

Increase in the prescribed formation width of embankment in a gauge conversion work through an arbitrary decision resuled in extra avoidable expenditure of ₹13.19 crore

As per instructions contained in Rule 263 of Indian Railway Permanent Way Manual (IRPWM)-2004 and RDSO's guidelines for earthwork in Railway Projects (July 2003), the prescribed formation width in embankment for single line Broad Gauge was 6.85 meter and the minimum depth of ballast cushion was 300 mm.

Railway Board enhanced (May 2009) the prescribed minimum depth of ballast cushion from 300 mm to 350 mm in all doubling, gauge conversion and new line works. Consequently, the Track Standard Committee (TSC) in its 80th meeting (December 2009) discussed the impact of increased ballast cushion and proposed to increase the formation width from 6.85 meter to 8.90 meter for BG single line. The Railway Board did not approve the proposal stating that it would increase the cost of new works considerably, while there was a need to reduce the cost. This issue was again discussed in (December 2010) the 81st meeting of the TSC and not approved by the Railway Board.

Despite the above decisions, the Chief Administrative Officer of Construction Organisation of Southern Railway (CAO) directed (September 2010) Dy. Chief Engineer/ Gauge Conversion, Tiruchirappalli to ensure the minimum formation width of 8.00 meter on embankment and 9.00 meter at major bridge approaches respectively. CAO's instructions were implemented in two earthwork contracts[39] that had been awarded in March 2009. The formation width was increased in these works and average formation width ranged between 7.07 meters and 8.47 meters.

Audit observed (April 2012) the following:

- The CAO requested the Railway Board (May 2011) for amendment in the IRPWM to increase formation width to 8.20 meter for normal track single line. Railway Board rejected the request. This issue was again discussed (December 2011) in the 82nd meeting of TSC and proposal for 7.85 meter was again not accepted by the Railway Board.

[39] the Gauge Conversion work 'Mayiladuthurai- Tiruvarur- Karaikudi' (i) Earth work between Mayiladuthurai – Punthottam stations (Reach –I) and (ii) Earthwork between Punthottam-Thiruvarur stations (Reach- II) in the Gauge Conversion work 'Mayiladuthurai- Tiruvarur-Karaikudi' .

- The FA&CAO, Construction while vetting the quantity variation justification for the work observed (October 2011) that since the value of the agreement exceeded ₹ 50 crore, sanction of the General Manager (GM) would be required. Railway Board's approval would also be necessary for increasing the formation width from 6.85 meter to 8.00 meter.
- Post Facto approval of GM (October 2011) was obtained. However, no correspondence with the Railway Board for getting their approval was on record.
- The Tender Committee, which met (January 2012) for negotiation with the existing contractor, for rates in respect of items of work where there were variations beyond 125/200 *per cent* of agreement quantities, observed that necessary exercise for studying the essentiality of additional widening was not carried out in the field before doing the actual work and arbitrary decisions were taken. Further, base soil characteristics were not studied to decide location specific additional requirements technically.

The increase in formation width in both works increased the earthwork to the extent of 1,75,700 cum involving avoidable expenditure of ₹ 13.19 crore.

When the matter was brought to the notice of Zonal Railway Administration in April 2012, they stated (May 2012) that the minimum formation width of 6.85 meter could be increased consistent with stability/ safety requirements. The width had been increased depending on the requirement and technical considerations. The reply is, however, not acceptable as an increase in prescribed formation width had not been permitted by the Railway Board. The CAO's instructions were general and not location specific and were contrary to the directions of the Railway Board. Further, no proper soil study was conducted to establish the technical essentiality of the additional requirements.

Thus, increase in formation width was unwarranted and contrary to the technical parameters approved by the Railway Board and resulted in avoidable expenditure of ₹ 13.19 crore.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

3.6 Northeast Frontier Railway: Loss due to unauthorized occupation of Railway land by the District Administration, Bongaigaon

Failure of Railway Administration to periodically inspect its land resulted in its unauthorized occupation by the District Administration. The current cost of the land is estimated at ₹ 12.75 crore

According to Paragraph 1004 and 1007 of the Engineering Code for the Railways, it is the duty of every Railway Administration to preserve unimpaired the title of all land in its occupation and to keep it free from encroachment. With a view to obviate any litigation, accurate land plans of all railway lands should be maintained and boundaries adequately demarcated and verified therewith at regular intervals. As far as custody of land is concerned, the General Manager of a Zonal Railway

will be responsible for drawing up supplementary rules to ensure that records of title are safely preserved and kept up-to-date, the boundaries are periodically inspected and that any encroachments found are promptly reported and dealt with.

During the review of records of Rangiya Division of Northeast Frontier Railway (October 2010 and May 2012), it was noticed that land measuring 85 bighas, located near Industrial Training Institute, Bongaigaon was acquired by the Railways commencing from 1905 to 1964 for extension of the railway colony in future.

However, due to failure to conduct periodical inspection, the land was illegally encroached by anti social elements and it was only in 1999 that the matter of encroachments came to the notice of the Railway Administration. The encroachers were removed with the assistance of the District Administration. However, after the eviction (1999) no remedial measures were taken to protect the land by way of construction of boundary wall etc. It was subsequently occupied by the District Administration in 1999 itself for construction of a children's park.

Audit has observed the following:-

(i) The Railway Administration came to know of the encroachment from the District Administration only in September 2004 when the District Administration requested them to construct a boundary wall around the land. Thereafter, after a lapse of two years (November 2006) the Railway Administration lodged a formal complaint with the District Police Administration for eviction of encroachment; with no result.

(ii) Additional Deputy Commissioner, Revenue, Bongaigaon has intimated (February 2012) that the rate of 85 Bighas of Railway land near ITI, Bongaigaon is approximately ₹0.15 crore per Bigha. Thus, the current cost of the land is estimated as ₹ 12.75 crore.

(iii) Divisional Railway Manager, Rangiya in his letter (May 2012) has intimated Audit that during 1999 to 2012-13, periodical inspection of the land was conducted only once on 28 June 2007.

When the matter was brought to the notice Zonal Railway Administration (May 2012), they stated (January 2013) that to thwart any further encroachments by private individuals, a children's park was developed by the State Government and it was also informed by the Deputy Commissioner, Bongaigaon (21 September 2004) that the land in question belongs to the Railways. They have further not agreed with Audit's contention that the Railway has suffered a loss of ₹ 12.75 crore as Railways has not parted with the land. Further, Railway Administration (Dy.FA&CAO) while furnishing their reply (January 2013) stated that Railway was having certified copies of the land plan and maintaining land record register at Headquarters office. Copies of the land plans had been given to all divisions for necessary action.

The reply of the Zonal Railway Administration is however not acceptable in view of illegal encroachment of land. Further, the District Administration had informed (September 2004) the Railways regarding illegal occupation. The Railways had failed to conduct periodical inspection since 1999. Thus, due to non-demarcation of the boundaries and not conducting periodical inspection of the land, the same was encroached.

Regarding loss of ₹12.75 crore is concerned, Audit observed that since the land in question is now under occupation of the State Government, till such time the land is not vacated and returned to the Railways physically, it is a loss to the Railways to the extent of its present day cost. Not protecting the land due to failure to conduct periodical inspection clearly indicates weakness of the internal control system.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

3.7 East Central Railway: Avoidable investment in renovation of bridge

Delay in construction of bridge on permanent diversion resulted in avoidable expenditure of ₹12.10 crore on strengthening of existing bridge which was purely temporary

The construction of Major Bridge No.89 on permanent diversion between Darbhanga – Bairgania stations in Sitamarhi – Bairgania Section, was a part of the Gauge Conversion (GC) project (May 2002) on Jaynagar – Darbhanga-Narkatiaganj section. After a lapse of three years, the Railway Administration invited tenders four times during the period 2005 to 2008. The tenders were discharged each time due to non-fulfilling of eligibility criteria and technical reasons. Finally the tenders were awarded for substructure work (November 2009) at a cost of ₹25.98 crore and superstructure work (February 2011) at a cost of ₹16.36 crore with the dates of completion as July 2011 and May 2012 respectively. The substructure work was completed in April 2012 while the completion date of superstructure work was extended to February 2013. Railway Administration stated (August 2012) that as the progress of the work was very slow, the new bridge was not likely to be commissioned before June 2014.

Audit observed (November 2012) that the estimated cost of construction of the major bridge increased from ₹5 crore (sanctioned by Railway Board in 2002) to ₹42.34 crore (contractual cost of substructure and superstructure in November 2009 and February 2011 respectively).

Meanwhile, Railway Administration approached (April 2008) Railway Board with a scheme for strengthening of the existing MG bridge as tenders for construction of new bridge were not finalized by that time and it was not possible to achieve the indicated target date of July 2010. Railway Administration further stated (April 2008) that strengthening work involved external pre-stressing of girders and replacement of present deck floor, would cost less than rupees one crore.

Railway Administration awarded two contracts in February 2009, for works related to flooring system and supply of channel sleepers and for external pre-stressing with contract value of ₹ 5.58 crore and ₹0.68 crore respectively. Audit observed the following:

(i) The value of the first contract was increased to ₹11.43 crore in two variations (June 2009 and June 2010). As such, Railway Administration had incurred an expenditure of ₹12.10 crore (₹0.68 + ₹11.43 crore) in strengthening of the old bridge against the Railway Board's sanctioned amount of rupees one crore (May 2008).

(ii) The Tender Committee discussed (June 2010) whether the continuation of the strengthening work was necessary in view of its huge cost and the temporary nature of the strengthened bridge that would be abandoned after completion of the new bridge. However, as an expenditure of about ₹6 crore had already been incurred by June 2010 and the new bridge would take at least three more years to complete, Railway Administration decided (June 2010) to continue the strengthening work.

(iii) The strengthening work of the bridge was completed in January 2011 and consequently the Commissioner of Railway Safety sanctioned (February 2011) commissioning of the BG line for traffic at a speed of 70 kmph on renovated bridge. However, the speed restriction remained at 30 kmph as was the position before the strengthening work.

(iv) Review of movement of trains over fifteen days (between 1.05.2012 and 15.05.2012) revealed movement of only three pairs of local trains and two goods trains. This clearly indicated that the section carried very limited traffic.

When the matter was brought to the notice of Zonal Railway Administration (June 2012), they stated (August 2012) that the strengthening work was not of temporary nature as the strengthened bridge was commissioned for goods traffic in October 2010 and would continue to be used till the new bridge was commissioned which was likely only by June 2014. They added that without strengthening of the bridge, the Sitamarhi-Bairgania section could not be opened, where there was huge public demand. Further, by opening of this section only, the onward section Bairgania-Chauradano-Raxual could be completed. They further added that connectivity is of immense value and speed is of secondary importance.

The above reply is, however, not acceptable in view of the fact that renovation of the bridge which was required only for a short period of three years and that too on a low traffic density line, was not a financially prudent decision and had resulted in an avoidable expenditure of ₹12.10 crore. Moreover, by opting for discontinuation of the strengthening of the old bridge in June 2010 as deliberated in the Tender Committee Meeting, Railway Administration could have saved an amount of ₹6.10 crore which was incurred after June 2010.

The matter was brought to the notice of Railway Board in February 2013; their reply has not been received (July 2013).

Chapter 4 – Mechanical – Zonal Hqrs/Workshops/ Production units

The Mechanical Department is mainly responsible for management of –

- Train operations by ensuring Motive Power availability, Crew Management, Rolling Stock Management and Traffic restoration in case of accidents
- Production Units engaged in production of Locomotives, Coaches, Wheel sets, etc
- Workshops set up for repair, maintenance and manufacturing of rolling stock and related components

The Mechanical Department is headed by Member Mechanical at Railway Board. In each of the zones the Department is headed by a Chief Mechanical Engineer (CME) who reports to the General Manager of the Railway. The office of the Member Mechanical of the Railway Board guides the CME on technical matters and policy. At the divisional level, Sr. Divisional Mechanical Engineers are responsible for implementation of the policies framed by Railway Board and Zonal Railways.

Production Units are managed independently by General Managers reporting to the Railway Board. The Workshops are headed by Chief Works Managers and report to the CME.

The total expenditure of the Mechanical Department during the year 2011-12 was ₹ 36,658 crore. During the year, apart from regular audit of vouchers and tenders etc., 583 offices of Mechanical Department were inspected.

This chapter includes a Thematic Audit on "**Maintenance of locomotives in Indian Railways"** conducted across Zonal Railways. In this theme, audit has assessed the adequacy of infrastructure and the quality and efficiency of repair of locomotives. Audit revealed that 89 *per cent* of the loco sheds had excess holdings of locomotives, which in turn, adversely affected the maintenance schedule and the quality and reliability of the maintenance carried out. The excess detention of locomotives in yards prior to Periodical Overhaul (POH) and after POH as well as delays in transfer of dead locomotives for repairs to the loco sheds resulted in estimated earnings loss of ₹ 241.33 crore.

Besides, three individual Paragraphs covering instances of serious irregularities/ deficiencies in procurement and production operations have also been highlighted in this chapter.

4.1 Maintenance of Locomotives in Indian Railways

Executive Summary

Locomotives are amongst the important assets of Indian Railways and provide vital motive power for both passenger and freight train services. The timely availability and reliability of performance of locomotives are critical to the operation of train services. This in turn requires timely, regular and adequate maintenance. A Thematic Audit on the maintenance of locomotives in Indian Railways covering the period 2009-2012 was carried out during October 2012 to January 2013*. Audit assessed the adequacy of infrastructure available for the repair of locomotives and its quality and efficiency.*

Audit scrutiny revealed that 90 per cent of the loco sheds carried excess holdings of locomotives. Further, in 54 per cent of the sheds, the holdings exceeded the homing capacity by 20 per cent. This in turn, adversely affected their maintenance schedules and the quality and reliability of the maintenance carried out. A test check revealed that during the year 2011-12, the maintenance schedule could not be carried out in 21 per cent of diesel locomotives which were due for maintenance.

The homing shed is responsible for sending their locomotives to the workshop in time for their Periodical Overhaul (POH). A test check revealed substantial delays in sending locomotives for POH, with delays ranging upto 360 days. Further, the quality of maintenance provided was poor as can be seen by the fact that 65 per cent of the overhauled locomotives registered failure within 180 days of POH. Further 17-20 per cent of them failed within one month of POH indicating poor standards of POH and a serious operational lapse in the internal control system of the Railways.

Failures of locomotives lead to unscheduled repairs. A test check of 28 loco sheds revealed that 11626 locomotives were given for 'out of course repairs' during a nine months period and resulted in 15810.64 ineffective engine days and loss of earning capacity of ₹ 281.35 crore. The expenditure on unscheduled repairs was estimated at about ₹81 crore. The figures of unscheduled repairs are much higher than the locomotives failure statistics reported by the Indian Railways and hence require a detailed examination.

The performance of workshops/sheds is judged against the target fixed for the number of locomotives to be POHed/ repaired and their time frame. A test check of 28 loco sheds revealed that there was extra detention for completing scheduled maintenances and POH resulting in loss of earning capacity of ₹ 209.95 crore. Further, the excess detention of locomotives in yards (more than a day) prior to POH and after POH as well as delays in transfer of dead locomotives for repairs to the loco sheds resulted in estimated earnings loss of ₹ 241.33 crore.

Thus the quality of maintenance provided to the locomotives was poor resulting in their early failure. This in turn leads to enroute detention of trains and unscheduled repairs. In fact, unscheduled repairs for locomotivess were very high and require an in-depth examination of the causes of such failure.

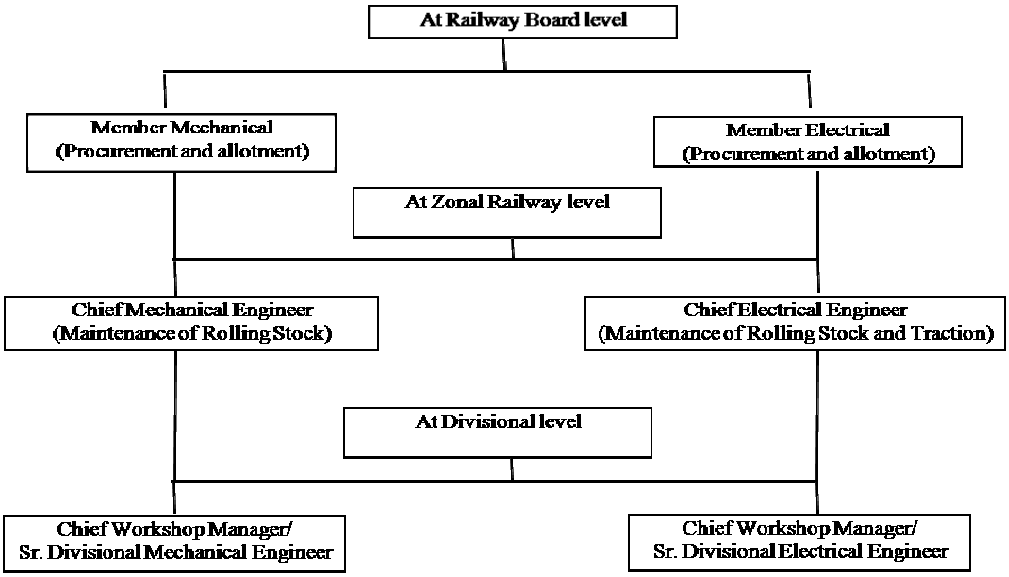
4.1.1 Introduction

Locomotives are amongst the most significant assets of the Railways and provide motive power for train services both passenger and freight. Timely availability and reliability of performance of locomotives are critical to the operation of train services. This in turn requires timely, regular and adequate maintenance for ensuring their good running condition. As on 31 March 2011, Indian Railways(IR) had a fleet of 9213 locomotives (BG, MG and NG[40]) comprising 43 Steam, 5137 Diesel and 4033 Electric Locomotives. Zonal Railways have the responsibility to plan for material, manpower and infrastructure for the maintenance of locomotives.

Each locomotive is assigned to a designated loco shed which is responsible for its maintenance and monitoring of its performance. There are 28 Broad Gauge (BG) Electric loco Sheds and 44 BG Diesel loco sheds in Indian Railways (IRs) for homing and attending to their scheduled and unscheduled maintenance. In addition, there are 12 loco workshops which undertake the periodic overhaul, heavy repairs and mid- term rehabilitation etc. of locomotives.

4.1.2 Organisation Structure

The organisational structure at the Railway Board, Zonal and Divisional levels overseeing the maintenance of Locomotives is as follows:



4.1.3 Previous Audit Reports

Issues of maintenance of locomotives in IR were covered in the Performance Audit on 'Assessment, procurement/production, utilisation and maintenance in Indian Railways' and included in the CAG's Report No.9 of 2003**.** The Report highlighted the following:

[40] Broad Gauge(BG), Meter Gauge(MG) and Narrow Gauge(NG)

- high incidence of un-scheduled repairs indicating poor quality of maintenance; and,
- high incidence of extra time taken for repairs for want of materials and under reporting of locomotive failure.

In the Action Taken Note, the Ministry of Railways condoned many of the deficiencies in performances such as detention of locomotives at yards prior to Periodical Overhaul (POH), extra time taken for POH for want of spares and materials etc. by stating that the Railways were able to meet the locomotive requirement of the Operating Department.

Since then a number of Audit Reports have also highlighted instances of abnormal detention of locomotives during their maintenance schedule on account of deficient material management, inadequate manpower and maintenance facilities and the detention of locomotives at exchange yards awaiting POH etc. In the last three years (2008-11) alone four[41] such paras were included in the Audit Reports highlighting issues such as detention of locos during maintenance due to non-availability of spare parts, failure in carrying out maintenance at specified intervals.

4.1.4 Audit Objectives

The objective of this audit was to evaluate whether:-

(i) Adequate capacity and infrastructure exist for maintenance of locomotives;

(ii) Repair and maintenance is being done with optimum efficiency; and

(iii) The quality and periodicity of repairs were sufficient for ensuring safety and optimum level of services.

4.1.5 Audit Scope and Sources of Criteria

The audit was conducted during the period October 2012 to January 2013 and covers the maintenance of Broad Gauge (BG) locomotives on all Zonal Railways except Metro Railways for the period from 2009-10 to 2011-12. It examines the adequacy of infrastructure available at the workshops and loco sheds and the quality of repair carried out. The Indian Railway Code for the Mechanical Department (Workshop), Railway Maintenance Manual of Diesel locomotives, Operating Manual of Indian Railways, Manual of Statistical Instructions of Indian Railways and the policy directives issued by the Railway Board and Zonal Headquarters relating to the maintenance of locomotives were the sources of our criteria while conducting the audit.

4.1.6 Audit Methodology

Records of the Operating, Mechanical and Electrical Departments as well as Workshops and sheds were reviewed in order to obtain the basic data. The reports/periodical returns submitted by the Divisions/ Workshops/ Sheds to the Zonal Railway Headquarters/ Railway Board and the basic records of Workshops and Loco Sheds have also been examined by Audit. These data were analysed and compared with the various norms fixed by the Railway Board and Zonal Railways.

[41] Para 4.1, 4.2 & 4.3 RAR No. 34 of 2010-11 & Para 6.4.6 of CA-19 of 2008-09

The results were then analysed with reference to their causes and conclusions drawn.

Since the volume of data was enormous a sampling procedure as underlined below was adopted for analysis.

4.1.7 Sample Size

4.1.7.1 Loco sheds: Activities of 16 Broad Gauge Diesel sheds (one shed from each Zonal Railway (except Metro Railway) out of the total 44 BG Diesel loco sheds and 12 Broad Gauge Electric loco sheds (one shed each from each Zonal Railway (except Metro Railway) having Electric Loco shed out of total 28 BG Electric loco sheds were audited. This constitutes 39 *per cent* of the total loco sheds.

4.1.7.2 Workshops: All the 12 BG Loco workshops (6 Diesel & 6 Electric) entrusted with Periodic Overhaul (POH) of locomotives were audited with reference to their performance relating to POH versus targets and delay in placement for POH etc.

The sheds and workshops selected are given below:

Table 4.1- Sample selection for micro study

Railway	Selected Diesel loco sheds	Selected Electric loco sheds	Diesel loco Workshops	Electric loco Workshops
CR	Kalyan/ KYN	Ajni	Parel/PRLW	Bhusawal/ BSL
ECoR	Visakhapatnam/VSKP	Visakhapatnam/ VSKP		
ECR	Mughalsarai/ MGS	Gomoh/ GMO		
ER	Andal/ UDL	Asansol /ASN	Jamalpur/ JMP	Kanchrapara/KPA
NCR	Jhansi/JHS	Kanpur /CNB		
NER	Gonda/Gd			
NFR	New Guwahati /NGC			
NR	Ludhiana/ LDH	Ghaziabad/ GZB	Charbagh, Lucknow	Charbagh, Lucknow
NWR	Abu Road /ABR		Ajmer/AIIW	
SCR	Kazipet /KZJ	Vijayawada /BZA		
SECR	Raipur/R	Bhilai/BIA		
SER	Bondamunda /BNDM	Tata	Kharagpur/ KGPW	Kharagpur/KGP
SR	Ponmalai /GOC	Arakkonam /AJJ	Ponmalai/ GOCW	Perambur/PEW
SWR	Krishnarajapuram/KJM			
WCR	New Katni Jn. /NKJ	Itarsi /ITA		
WR	Vatva /VTA	Vadodara Yd./BRCY		Dahod/DHD

4.1.8 Audit Findings

4.1.8.1 Adequacy of Infrastructure (Homing Capacity and Actual Holding) – Loco Sheds

The adequacy of the infrastructure of a loco shed depends on its installed capacity and the number of locomotives assigned to it. Each locomotive is assigned to a home shed which is responsible for its maintenance.

(i) Homing Capacity of Loco Sheds

Homing capacity of a loco shed is its installed capacity to repair a specified number of locomotives allotted to it during a financial year. Infrastructural facilities are designed accordingly. As per Paragraphs 4.1.3 of Indian Railway Maintenance Manual of Diesel locomotives, 1978, revised in 2005, "personalised attention is feasible when the number of locomotives in a shed is limited to a maximum of between 80 and 100. When the number increases beyond 100, attention gets diffused and when it exceeds 120, personalised attention fails".

A review of the total 72 BG loco sheds revealed the following:-

- The homing capacity of 25 sheds (Diesel -7 & Electric -18) had exceeded the 100 locomotive mark where personalised attention gets diffused;
- The homing capacity of 15 sheds (Diesel- 7 & Electric-8)[42] had exceeded the 120 locomotive mark where personalised attention fails;
- The homing capacity of diesel sheds was as high as 160[43] and for electric sheds it even went up to 175.[44]

Thus the guidelines regarding homing capacity were not followed by the Railway Administrations.

(Annexure XX)

(ii) Holdings of Loco Sheds

The holding of a loco shed is the actual number of locomotives assigned to it for homing and attending to scheduled repairs. For meeting the targets of maintenance and minimising the detention of locomotives awaiting maintenance, it is necessary that holdings are limited to the homing capacity of loco sheds.

Audit observed that there was an overall gap between the demands for homing capacity vis-a-vis the availability of homing capacity of sheds. The Railways failed to bridge this gap in capacity during the last three years. While the gap remained constant at 24 *per cent* for Diesel sheds, it widened from 19 to 25 *per*

---

[42] **(A) Diesel :**Vishakhapatnam(150), Ludhiana (140), Krishnarajpuram (125), New Katni Jn. -(160)Itarsi (141), Vatva (150), Tughlakabad (150)

(B) Electric: Vishakhapatnam-(150, Mughalsarai- (140), Bhialai (175), Bondamunda (175), Vadodara (150) Ghaziabad (150), Kanpur (150), Jhansi- (150)

[43] New Katni Jn

[44] Bhilai & Bondamunda

cent for Electric loco sheds. This occurred mainly because of greater increase in the number of electric locomotives.

Due to a shortage of loco sheds there was excess holding of locomotives at sheds. In case, the holding of loco sheds exceeds its homing capacity, it adversely affects the quality as well as timeliness of prescribed maintenance schedules. Audit reviewed the position of all loco sheds of IR as on 31st March 2012 and observed the following:

- Sixty five out of 72 locos sheds (90 *per cent*) had excess holding of locomotives;
- Further, in 39 sheds (54 *per cent*), the holding was 20 *per cent* more than homing capacity;
- In 12 sheds (eight diesel and four electric), the actual holding was more than 50 *per cent* of the homing capacity[45];
- In the Ernakulum loco shed, the excess holding was upto 195 *per cent* of the homing capacity (as on 31st March 2012).

Excess holdings in about 90 *per cent* of loco sheds and the extent of excess holding reaching upto double the homing capacity is a high risk factor and adversely impacts the schedule of maintenance and the reliability of locomotives. The high incidence of locomotive failures resulting in unscheduled repairs pointed out in subsequent Para No.4.1.8.6 (ii) is also indicative of this. Further, it can be seen from Para No. 4.1.9.10 that progress of works for upgrading /enhancing capacities of sheds was tardy in a number of cases.

(Annexure XXI)

4.1.8.2 Maintenance of Locomotives

Scheduled Maintenance of Locomotives and Shortfall in Maintenance

In accordance with Chapter 3 of Indian Railways Maintenance Manual for Diesel Locomotives, IR follows the system of preventive maintenance for its Rolling Stock. This envisages maintenance attentions at regular specified intervals and replacement of components before they actually fail in service due to ageing, wear and tear. Accordingly, IR prescribed fortnightly, monthly, quarterly and yearly maintenance schedules to be carried out by the homing sheds. Maintaining locomotives as per periodicity is of utmost importance for ensuring reliability and availability of locomotives**.** IR, in their Corporate Safety Plan 2003-2013 reiterated that they would strictly adhere to preventive maintenance by taking up proactive treatment consisting of checks, examination and supervisory inspection.

Audit examined the position of four types of maintenance schedules[46] out of six types of schedules prescribed for diesel locomotives and three[47] out of six types of

[45] **(A) Diesel Sheds**: Eranakulam (195%), Hubli (81%), Mughalsarai (65%), Jhansi(61%), Gonda (60%), kalyan (57%), AMV (57%),Patratu(55%)

(B) Electric sheds: Vijayawada (63%), GOMOH (63%), Lallguda (62%), Kalyan (55%)

[46] M-4, M-12, M-24 and M-48 schedules

[47] IC, AOH and IOH schedules

schedules prescribed for Electric locomotives for one year (2011-12) in respect of the selected 28 loco sheds. This revealed that against 4102 diesel locomotives where maintenance was due as per schedule, they were done only in 3244 locomotives, a shortfall of 21 *per cent*. However, there was no overall shortfall in carrying out maintenance schedules for Electric locomotives.

Audit examination (June to September 2012) of shed wise performance of maintenance schedules revealed the following:

- One hundred and twenty one diesel locomotives in the year 2011-12 altogether skipped some of the prescribed maintenance schedules mainly in three sheds [Jhansi(NCR), New Guwahati C(NFR) and Gonda (NER)];
- Thirty seven locomotives fell dead enroute in four loco sheds[48] during the year 2011-12, where maintenance schedules were skipped/delayed
- The shortfall in maintenance in the locomotives due for maintenance was 42 *per cent* in Jhansi (NCR) and 42 *per cent* in Raipur (SECR) Diesel loco sheds.

The delays and skipping of the scheduled maintenance is a risk factor adversely affecting safety and reliability of locos.

[Annexure XXII (a) and (b)]

4.1.8.3 Locomotives Overdue for POH in Service

As per Railway Board's instructions dated 18.01.2001, 21.12.2001 23.02.2007 and 25.04.2011, POH is a major activity required to be undertaken at an interval of 8 years (diesel locomotives) and 6 – 12 years (electric locomotives) depending on the type of locomotive. During POH, all major sub-assemblies are stripped, over hauled and reassembled. The POH of locomotives are carried out in loco workshops.

It is the responsibility of the homing shed of locomotives to send their locomotives to the workshop for POH in time. Running of locomotives which are overdue for POH is a safety risk. However, knowingly or unknowingly locomotives due for POH are not sent for POH but retained for service (hauling trains).

(a) Locomotives sent late for POH

Loco sheds frequently delay sending locomotives for POH. Audit examined the position in respect of the selected 28 sheds and in the following sheds the delays in sending locos for POH was maximum.

[48]Gonda, NER (23), Abu Road- NWR (6), New Guwahati shed of NFR (5) and Raipur- SECR(3)

Table 4.2- Sheds wise instances of locomotives sent late for POH

Railways	Shed	Traction	Instances	Average delay in days	No. of years in which delays repeated
NEFR	New Guwahati	Diesel	17	99	2
NCR	Jhansi	Diesel	10	80	3
WCR	New Katni	Diesel	8	71	2
NER	Gonda	Diesel	5	70	2
NCR	Kanpur	Electric	10	32	3
WR	Baroda	Electric	8	50	2

From the above, it can be seen that the loco sheds of NCR were repeated defaulters and sent locomotives late for POH every year. However, New Guwahati shed of NFR had the highest incidence of default (17 instances); the average delays in sending locomotives for POH was also maximum there (99 days).

Test check in Audit further revealed that 47 diesel locomotives and 26 electric locomotives were sent late over a period of three years with average delays of 86 days /82 days respectively.

[Annexure XXIII (a)]

(b) POH overdue locomotives that were not sent for POH

The position of locomotives that were overdue for POH but were still in service as on 31st March 2012 is given below:-

Table 4.3 -Staement showing locomotives overdue for POH running online

Railway	Shed	Traction	No of locomotives on line as on 31st March 2012	Total no. of locomotives overdue	Average overdue period in which the locomotives remained on line (in days)	Range
NCR	Jhansi	Diesel	108	6	95	5 to 187 days
NER	Gonda	Diesel	149	3	57	23 to 90 days
NEFR	New Guahati	Diesel	78	2	330	300 to 360 days
WCR	New Katni	Diesel	188	16	60	30 to 90 days
NR	Gaziabad	Electric	146	1	130	130 days

The above Table reveals that locomotives over due for POH have been kept on line for up to 360 days. This is a serious system failure and a safety risk.

While in most of the cases, the reasons for such delays were not supplied to audit, in some sheds the reason stated was 'being utilised in traffic'. Ghaziabad shed attributed it to 'Not demanded by Workshop' while BRCY shed stated that the locomotives had not completed 1.5 years since their Interim Over Haul(IOH) (a scheduled repair to be carried out in four to six years). However, the Rules do not permit a dislocation of schedule of repairs prescribed on the basis of time. Further, it is the responsibility of the shed to ensure that the maintenance schedule is maintained.

There is an inherent risk in running of POH overdue locomotives for the purpose of transport and is against the preventive maintenance policy adopted by the Railways. Not doing timely repairs is a safety hazard and likely to affect Railway operations and needs to be avoided.

(Annexure XXIII (b))

4.1.8.4 Failure of Locomotives

Reliability of locomotives is critical to the operation of train services enabling locomotives to run without failure till due for a scheduled maintenance. Their reliability in turn depends upon good maintenance. The indices generally used for judging the reliability of locos is 'loco failure per Loco on line'. Nevertheless statistics of other failures such as locomotives failed within 180 days of POH etc. are monitored by Railway Board.

IR in their Corporate Safety Plan 2003-2013 stated that equipment failure would be treated at par with accidents and all efforts would be made to reduce the frequency of equipment failures. To ensure this, periodic analysis of equipment failure will be carried out for identification of problems/ shortcomings in maintenance.

(i) Locomotive failure per locomotive on line

'Locomotive failure per locomotive on line' indicates the percentage of failure with relation to locomotives online. Audit examination of locomotive failure to online locomotives over the Zonal Railways revealed 'locomotive failure to locomotive online' was 86 *per cent* for Diesel locomotives, while it was 45 *per cent* for Electric locomotives. The overall position of locomotive failure was 67 *per cent* (5153 failures in 7733 locomotives online). This indicates a very high failure rate of locomotives[49] as the benchmark established by some Railways such as SCR, SWR, SER, SECR etc. is 30-40 *per cent.*

(Annexure XXIV)

(ii) Failure of locomotives within 180 days of POH

POH is a comprehensive maintenance carried out in workshops, taking a period of about 30 days and costing on an average ₹0.84 crore per locomotive. Apart from the inspection carried out before release of POHed locomotive from the workshop, a pre commissioning inspection is carried out in sheds before putting such POHed locomotives online. Thus failure of POHed locomotives should be rare and far between. Frequent failures of locomotives within six months of their POH reflects poor standard of maintenance in workshops and also indicates a defective inspection system.

Audit carried out a test check of such failures in the pre selected 16 diesel and 12 electric sheds. The findings are indicated in the Table below:

[49] As stated in Railway Board's letter No.2011/M(L)/466/6(7) dated 23 May 2011

Table – 4.4 Locomotives failed within 180 days of POH

Diesel locomotives	Electric locomotives
969 locomotives pertaining to 16 diesel sheds were POHed in various workshops during the period 2009-12. Out of the above, 614 Diesel locomotives (63%) failed within 180 days and 194 of them (20%) failed within 30 days.	791 locomotives pertaining to 12 electric sheds were POHed in different workshops during 2009-12. Out of the above, 537 Electric locomotives (68%) failed within 180 days and 139 of them (17.57%) failed within 30 days.

Audit also examined the shed wise position of such failures. This position is given in the Table below:

Table 4.5 - Shed wise analysis of locomotive failure within 180 days

Diesel Sheds	Electric Sheds
Sheds where such failure was maximum Percentage of failure within 180 days was 260 *per cent* in VSKP shed of ECoR, 220 *per cent* in VTA shed of WR, 180 *per cent* in JHS shed of NCR and 168 *per cent* in LDH shed of NR. Above indicates that locos failed repeatedly within 180 days of POH.	Sheds, where such failure was maximum Percentage of failure within 180 days was 223 *per cent* in BIA shed of SECR, 188 *per cent* in CNB shed of NCR and 185 in BRCY shed of WR.
Sheds, where such failure was minimum Percentage of failure within 180 days was minimum in GOC shed of SR i.e. just 9 *per cent* while it was 17 *per cent* in KYN shed of CR and 21 *per cent* in Andal of ER.	Sheds, where such failure was minimum Percentage of failure within 180 days was 13 *per cent* in PER shed of SR while it was 7 *per cent* in ASN shed of ER and 21.4 *per cent* in TATA shed of SER.

Para No 11.3 of Chapter 2 of CAG Report No.9 on Railways of 2003 highlighted the incidence of loco failure within 180 days of POH in 15 sheds. The average percentage of failure observed was 42.09 *per cent* during 1998-99 to 2001-02. Audit observed that during the period 2009-10 to 2011-12 this failure rate increased to 63 *per cent* in case of diesel locomotives and to 68 *per cent* for electric locomotives. Further, 20 *per cent* of them failed within 30 days of POH; both were alarming trends.

From the above Table, it can be seen that failure of locomotives within 180 days of POH remained above 60 *per cent* for both electric and diesel locomotives. This indicates a very serious operational lapse in the internal control systems of the Railways. The above highlights poor quality of maintenance provided in the workshops. Further a vast consistent difference in percentages of failures among workshops depicts that there is a wide variation in the quality of maintenance in different workshops in Indian Railways. This results in unnecessary expenditure on repairs as well as unnecessary detention of locomotives.

There is need for improvement in quality of POH as well as efficacy of the inspection conducted for passing the locomotives after POH in workshops. In the above context, DLS/VSKP of ECoR had stated that "POH quality of the KGPW/SE Railway needs improvement. Further the 'must changing' items during POH stipulated by RDSO have not been adhered to by KGPW resulting in continuation of problems for the locomotives till the next major schedule and/or replacement of the defective components." Thus, laxity in maintenance standards was admitted by Railway officials themselves.

(Annexure XXV)

4.1.8.5 Causes of locomotive Failure

Locomotive failure can be caused either by way of defective material/ equipments or poor workmanship.

Audit examined the causes leading to locomotive failures over the period 2009-10 to 2011-12. This revealed the following:

Table 4.6 - Causes of locomotive failure

Diesel sheds	Electric sheds
In 7 sheds[50], locomotive failure on account of material defects accounted for more than 60 % of the total failures.	In 3 sheds[52] where locomotive failure on account of material defect accounted for were more than 60 % of the total failures.
In 5 sheds[51] locomotive failure on account of bad workmanship accounted for more than 25 % of failures.	In 2 sheds[53] locomotive failure on account of bad workmanship was accounted for more than 25 % of failures

From the above, it is seen that in all the three years, defective materials/equipments and bad workmanship remained the single largest cause of loco failures. Use of defective material causing locomotive failures is a matter of concern as it compromises safety of train operations.

Thus, Railway's commitment expressed in their Corporate Safety Plan for periodic analysis of equipment failure and identification of problems/shortcomings in maintenance and their resolvements has not been met.

(Annexure XXVI)

4.1.8.6 Impact of locomotive failures

The repercussions of locomotive failures are enroute detention of trains and unscheduled repairs etc. leading to decline in the efficiency indicators.

[50] KZJ (73%), R (72%), VSKP (69%), JHS (67%), KJM (66%), UDL (66%), ABR (61%)

[51] GD (D) 38.9 %, LDH(D) 25.4%, BNDM (D) 28.8% GOC (D) 29.5% VTA (D) 29.1%

[52] GMO (E) 68.0%,Ajni (60.5%) and GZB(E) 76.5%

[53] AJJ(E) 62.2% and BZA 25%

(i) Enroute detention of trains due to locomotive failure

Failure of locomotives can lead to enroute detention of rolling stock. A review of the position on 16 zones, revealed:

- That out of total 672155 cases of enroute detentions in IR during the period from 2009-10 to 2011-12, locomotives failures were the reason for detention in 28060 (4.17 *per cent*) cases.
- On an average 9353 trains were detained per annum due to locomotive failures.

The enroute detention of trains on account of locomotive failure was maximum in the following Railways:

- Eastern Railway - 799 out of 1253(63.77%)
- East Central Railway - 761 out of 1568(48.53%)
- West Central Railway -403 out of 1386(29.08%)
- North East Frontier - 1324 out of 5693(23.26%)

The enroute detention of trains leads to idling of the entire rolling stock resulting in substantial loss of earning capacity.

(Annexure XXVII)

(ii) Unscheduled Repairs

Another repercussion of locomotive failure is unscheduled repairs. For attending failure of locomotives on line or when a serious problem with their working is reported by the drivers, an unscheduled repair is resorted to. High incidence of unscheduled repairs is a reflection of the deficiency in the quality of maintenance. Unscheduled repairs are attended to by the home sheds as well as other sheds located nearby.

The position of unscheduled repairs viz a viz holdings in respect of 16 diesel and 12 electric sheds(assuming that the locomotives of foreign Railways attended by all sheds are of equal proportion) was reviewed for three months from January to March of the years 2010, 2011 and 2012. The audit revealed that:

Table 4.7 – Unscheduled repair of locomotives

Diesel locomotives	Electric locomotives
Against the total holdings of 2025 locomotives , 3197 locomotives were given out of turn repair in nine months in 16 loco sheds;	Against the holdings of 2014 locomotives, 8429 locomotives were given out of repair in nine months in 12 loco sheds;
Thus the unscheduled repair per locomotive per annum averaged 2 per locomotive	Thus the unscheduled repair per locomotive per annum averaged 4 per locomotive.

The total number of ineffective days of locomotives on account of unscheduled repair totalled 15810.64 days (7384.16 diesel and 8426.48 electric) resulting in loss of earning capacity of ₹ 281.35 crore (Diesel ₹120.10 crore and Electric ₹ 161.25

crore). The expenditure on unscheduled repair is estimated at about ₹ 81 crore (₹diesel - ₹26 crore and electric - ₹55 crore) in respect of 11,937 locomotives. The repair cost per locomotive thus averaged ₹81 thousands per diesel locomotive and ₹ 63 thousand per electric locomotive.

The detention of locomotives and consequent loss of earning capacity and actual cost of repair would be substantial if the total unscheduled repairs are taken into account. The reasons attributed for unscheduled repair were mainly air leakage, lubricating oil leakage; pneumatic defects etc. which shows the poor level of maintenance during the schedule repairs. This call for an in-depth examination of causes for such large number of locomotive failure requiring unscheduled repairs at sheds and initiation of steps to bring down such instances to the minimum.

The High Level Safety Review Committee (Railways) while reviewing the asset failures including locomotive failure stated that the assets failure statistics maintained by Railways is apparently a fraction of actual position in the field.

The above statement of the Review Committee is supported by the audit findings which indicate an average number of unscheduled repairs per loco per annum as two and four for diesel and electric locomotives respectively.

(Annexure XXVIII)

4.1.9 Performance of workshops and sheds

Performance can be defined as an accomplishment of a given objective measured against preset known standards of completeness, accuracy, speed and cost. The performance of workshops and sheds are judged against the target fixed for the number of locomotives to be POHed/ repaired and the time frame given for completion of POH/repairs

4.1.9.1 Performance of workshop against the targets of POH

The POH of locomotives are carried out in Railway workshops. The targets of POH of Workshops are decided in the POH co-ordination meeting held every year by the Railway Board and attended by representative from RDSO and Zonal Railways.

(a) Target of POH &Actual Nos. POHed

Audit reviewed the performance of all the workshops of IR against targets fixed for POH for the period 2009-12. This revealed the following:

Shortfall in number of locomotives POHed against target for Workshops

- During the period 2009-12, Audit observed no overall shortfall in six Electric and two Diesel workshops.
- There were marginal shortages in some years in three Diesel Workshops (Ajmer, Kharagpur, and Jamalpur).
- However, there was consistent shortfall in Charbagh, Diesel Workshop of Northern Railway with an average shortfall of 33 *per cent*. The reason was stated to be less feed of locomotives by sheds/ Zonal Railways

(Annexure XXIX)

(b) Time frame fixed for POH and actual time taken

A time frame is prescribed for completing POH of locomotives and it varies from workshop to workshop. It is imperative that the given time is adhered to. Any extra detention of locomotives than due during POH results in the idling of locomotives, one of the costliest asset of IR, and consequent loss of its earning capacity.

A test check by audit over 12 loco workshops of IR for the last three years revealed the following:

Table 4.8 – Extra time taken in POH of locomotives in 12 BG loco workshops of IR

Diesel workshops	Electric workshops
Out of 986 locomotives POHed, in the case of 653 locomotives (66%) excess time was taken. Average excess detention was 9.70 days and ranged between 4 and 20 days. There was excess detention of 6984 days resulting in loss of earnings capacity of ₹112.75 crore.	Out of 929 Electric locomotives POHed in the case of 347 locomotives (37%) excess time was taken. Average excess detention was 10.30 days and ranged between 1and 46 days. There was excess detention of 3572 days resulting in loss of earnings capacity of ₹ 68.43 crore.

(Annexure XXX)

4.1.9.2 Causes of extra time taken in POH

The workshops attributed the reason for extra time taken for POH to shortage of spares, lack of capacity; want of manpower and to bunching, to poor workmanship and extra work. The workshops where maximum detention was on account of shortage of spare parts were as follows:

Table 4.9 - Workshops where extra time taken in POH due to want of spares parts was maximum

Name of workshop	No.of locomotives POHed	Extra time taken due to shortage of spares(No of locomotives)	Percentage of locomotives which took extra time with relation to no. of locomotives POHed
Parel	194	150	77
KGP	175	84	48
Perambur	182	36	20

In the Perambur workshop of SR, out of 182 locos POHed, extra time had been taken in 42 (23 *per cent*) locomotives due to poor workmanship. The excess time taken for POH was not justifiable especially as substantial portion of this detention was caused by manageable factors like non availability of materials, spare parts, poor workmanship etc. This could have been avoided with effective planning and co-ordination among Mechanical/Electric and Store Departments.

Audit further observed that in Ponmalai workshop (SR) and Jamalpur Workshop (ER), there was no system for recording the actual causes of detention. It would thus not be possible for the Administration to take corrective action in bringing down the POH time in the absence of any records.

It is essential that Railway Board streamlines the system and make it mandatory for the workshops to analyse causes that led to excess time taken in POH and to minimise the same through better monitoring and coordination.

(Annexure XXX)

4.1.9.3 Performance of loco sheds

It was observed that for each type of scheduled maintenance of electric locomotives, the time frame for completion of work has been prescribed by the Railway Board. However, for diesel locomotives no such time frame has been prescribed by it. However, Zonal Railways themselves (except SECR, WCR and WR) have fixed different time frames for different schedules.

Audit examined the time taken against the time fixed for maintenance schedules for the month of March 2012 in respect three types of maintenance schedules[54] in the selected 16 Diesel loco sheds and three types of maintenance schedules[55] in the selected 12 electric sheds. In sheds where no time shedule was prescribed, the minimum time taken by that shop for that particular maintenance schedule was taken as the time prescribed. The findings are tabulated below:-

Table 4.10 - Statement of excess time taken in scheduled maintenance of diesel and electric locomotives

Traction	Name of Schedule	Total no. of locomotives attended in March 2012 in selected sheds	No. of cases where excess time taken and *per cent* 3/2*100	Loss of engine days	Range of delays
1	2	3	4	5	6
Diesel	M 12 (D)	59	26(44%)	177.91	3 days to 31 days
Diesel	M 24 (D)	36	21(58%)	344.56	2 days to 59 days
Diesel	M 48 (D)	17	9(53%)	258	11 days to 70 days
Electric	IC	275	171(62.18%)	376.73	10 hrs to 1527 hrs (prescribed time 8 hours)
Electric	AOH	70	44(62.86%)	246.42	3 to 15 days (prescribed time 6 days)
Electric	IOH	26	19(73.08%)	87.78	1 to 11 days (prescribed time 12 days)

As can be seen from above that excess time for scheduled maintenance was taken in 52 *per cent* of the Diesel locomotives and 66 *per cent* of the Electric locomotives. As a result, there was a loss of 780.47 loco days of Diesel Locomotives entailing monetary loss of ₹14.54 crore in March 2012 alone and the loss was ₹ 14.23 crore in respect of Electric loco sheds.

[54] M12, M24 and M48
[55] IC, AOH&IOH

The extra time taken for scheduled repairs was stated to be mainly on account of shortage of manpower, waiting for repairs in respect of diesel sheds; whereas infrastructure constraint, shortage of manpower, non-availability of materials etc. were the reasons given in respect of electric loco sheds.

The reasons attributed for excess time taken for maintenance were avoidable through effective planning and better monitoring. Railway Board needs to take action to bring down the unnecessary detention of locomotives during the scheduled maintenance. Further they need to prescribe the time period for carrying out various scheduled maintenances in respect of diesel sheds.

(Annexure XXXI (a) & (b))

4.1.9.4 Detention of locomotives sent for POH

The locomotives sent for POH should be admitted for POH in workshops within the shortest possible time to avoid unnecessary detention of the valuable asset at exchange yards.

4.1.9.5 Detention of locomotives at yard awaiting POH

The locomotives coming to workshops for POH will remain in the exchange yard of workshop manned by the Operating Department till they are admitted in the Workshop for POH. Normally there should not be any delay for their admission in the Workshop. However, frequently due to bunching and extra time taken for POH of admitted locomotives etc. these locomotives have to wait in the exchange yards. Any undue detention of locomotives at yards results in loss of their earning capacity.

Audit examined the position (delay in yard of more than a day) in 12 loco workshops of IR for the period 2009-10 to 2011-12. The result is as follows:

Table 4.11 - Extra detention of locomotives at exchange yard awaiting POH

Diesel locomotives	Electric locomotives
Out of 883 Diesel locomotives brought for POH, 469 locomotives (53%) suffered detention at exchange yard of the workshop.	Out of 486 Electric locomotives brought for POH, 104 locomotives (21%) suffered detention.
Average detention was 5.31 days.	Average detention was 3.53 days.
The total loss on earning capacity was ₹42.41 crore for 2489 detention days.	The total loss on earnings capacity was ₹ 6.93 crore for 367 detention days.
The number of instances of delay was maximum in Parel Workshop, CR - 60 *per cent* (117 out of 194 POHed) whereas the total detentions was maximum in Ponnamalai workshop SR-991 days in 175 cases (5.66 days per locomotive).	

The reasons for such detention were mainly attributed to shortage of crew, want of berth and bunching. Had action been taken in time to overcome these constraints, these detentions could have been avoided. Thus, the responsibility for the delays vested with the Railways and it adversely impacted locomotives' earning capacity

by way of idling of engine hours. Railways need to take urgent action to reduce the detention period.

(Annexure XXXII)

4.1.9.6 Delay in despatch of locomotives after POH

Normally as soon as the POH is complete, the locomotives should be returned for traffic use. There are however, a number of cases where there has been delay in despatch of locomotives after POH. A review carried out by Audit in 12 Railway loco workshops for the period 2009-12 revealed the following:

Table 4.12 - Extra detention of locomotives after POH at yards

Diesel locomotives	Electric locomotives
Out of 654 locomotives POHed 179 locomotives (27%) were detained in the yard after POH in 3 Diesel[56] workshops.	Out 318 locomotives POHed 47 locomotives (15%) were detained in yard after POH in 2 Electric[57] workshops.
The average detention was 7.47 days.	The average detention was 32.8 days.
Total earning loss on the above detention was ₹ 22.28 crore (1337 locos days).	Total earning loss on the above detention was ₹ 29.37 crore (1540 loco days).
In Parel workshop of CR, detention was 56 *per cent* (108 locomotives were detained out of 194 POHed) and total detention was 990 days.	In Perambur workshop of SR, the total detention was 1539 loco days in 46 cases.

From the above, it is obvious that the detention of locomotives after POH at exchange yards was considerable resulting in loss of earning capacity. Jamalpur (ER) and Ponmalai (SR) Workshops have attributed the delays to the failure of Operating Department of Zonal Railways in taking over the POHed locomotives. Thus there is a coordination problem between the workshops and Operating Department at the zonal level and results in idling of locomotives after their POH hampering operational efficiency.

(Annexure XXXIII)

4.1.9.7 Delay in transfer of dead locomotives to shed

As per Railway Board's instructions dated January 2008, all dead locomotives should be attended to in the nearest sheds. If the dead locomotives were overdue for monthly (M-2) or higher maintenance schedules they should be attended at home sheds. Faster movement of dead locomotives would result in their being repaired early thus leading to increase in availability index of locomotives. It is, thus, necessary to have a system that ensures prompt delivery of dead locomotives to the sheds for necessary repairs.

[56] Parel, Jamalpur and Ponnamalai
[57] Perambur and Dahod

The time taken for bringing the dead locomotives to the sheds was reviewed by Audit (after allowing 1 day as a reasonable time) in respect of the test checked sheds (16 Diesel sheds and 12 Electric sheds) for the period 2009-2010 to 2011-2012 which revealed the following:

- 3572 locomotives fell dead and were brought to 12 diesel loco sheds after a delay of 1,59,064 Hours resulting in earning capacity loss of ₹107.80 crore.
- Similarly, 633 electric locomotives fell dead and were brought to six electric loco sheds after a delay of 40414 Hours resulting in earning capacity loss of ₹32.54 crore.

The incidence of locomotives falling dead enroute and extra time taken to send them to sheds are substantial. Thus there is scope for substantial reduction in detention of locomotives on this account.

(Annexure XXXIV)

4.1.9.8 Ineffective Locomotives

Ineffectiveness of locomotives represents those locomotives not available to traffic on account of repairs etc. Railway Board prescribes percentage of such ineffectiveness as targets, depending on the type of locomotive. Since 2001, the ineffectiveness percentage varies from 5 *per cent* (for WDG4 locomotives) to 12.5 *per cent* (for WDP1 and WDP2 locomotives).

The review of targets and actual ineffectiveness in respect of all 44 BG Diesel loco sheds for the period 2009-10 to 2011-12 revealed that on an average, 38 sheds out of total 44 (86 *per cent*) were able to keep their ineffective percentage within the ceiling limit of the target fixed. Further, 23 sheds (61 *per cent*) were able to keep their ineffective percent at 25 *per cent* less than the target.

Zonal Railways attributed induction of sophisticated locomotives, modified components, and improved systems etc. as factors for their ability to keep the ineffective percentage much below the target fixed. As such the ineffective percentage targets fixed were too low and were easily achievable. In view of above, there is a need to revisit the targets fixed for ineffective locomotives and for re-fixing them.

Audit further observed that in addition to the ineffective percentage allowed for repairs, an additional five to ten *per cent* was allowed for minor repairs for estimating the availability of Diesel locomotives for freight purposes. Therefore, the cushion provided for actual ineffectiveness is much more than the normal figures quoted as the ineffective *per cent* of locomotives.

(Annexure XXXV)

4.1.9.9 Comparison of unit cost of POH among workshops

The average unit cost of POH of IR was as follows:

Table 4.13 - Statement of Average Unit Cost of POH (₹ in crore)

Year	2009-10	2010-11	2011-12
Diesel	0.75	0.76	0.89
Electric	0.70	0.70	0.79

During the entire period 2009-10 to 2011-12, the POH cost of Diesel locomotives was higher than that of Electric locomotives. The average unit cost of POH of locomotives among the workshops for the year 2009-10 to 2011-12 was as follows:

Table 4.14 - Workshop wise unit cost of POH

Traction	Workshop/ Railway	Avg. cost of POH (₹ in crore)	Traction	Workshop/ Railway	Avg. cost of POH (₹ in crore)
Diesel	Charbagh /NR	0.95	Electric	KPA/ER	0.85
Diesel	Goc /SR	0.86	Electric	BSL/CR	0.80
Diesel	Ajmer/NWR	0.80	Electric	KGP/SER	0.69
Diesel	Parel/CR	0.80	Electric	PER/SR	0.68
Diesel	KGP/SER	0.73	Electric	Dahod/WR	0.62
Diesel	JMP/ER	0.63			

From the above, it can be seen that the unit cost difference of POH between the highest and lowest was ₹32 lakhs per loco in respect of Diesel locomotives (Charbagh/JMP) and ₹23 lakhs in respect of Electric locomotives (KPA/Dahod). The total extra expenditure incurred on POH over three years in respect of Charbagh, Workshop, NR is ₹103.04 crore [0.32*322 (total locomotives POHed)] while in respect of Kanchrapara Workshop of ER it was ₹50.37 crore (0.23*219 total locomotives POHed).

In view of the enormous financial implication, the wide variation in average unit cost of POH in different Workshops needs to be addressed by the Railway Board.

(Annexure XXXVI)

4.1.9.10 Infrastructure upgradation works in sheds during five years (2007-08 to 2011-12)

Audit had reviewed the ongoing and completed works for up-gradation of infrastructure in sheds each costing more than ₹ 1 crore, during the five years (2007-08 to 2011-12). Out of the 47 number of works taken up for review, nine works had been completed, 32 works were in progress, four works were yet to be commenced, one work had been dropped and one work was frozen.

It is observed that at least in 10 cases, the maintenance activity suffered due to delay in completing the works. The reasons were attributed to various factors including shortage of funds, delay in procuring of Machines and Plants, non-availability of regular power, delay in handing over site to contractor, delay in finalisation of tenders and contractor's failure in completing the work. From the above, it can be inferred that despite acute shortage in homing capacity of loco sheds, Railways did not attach priority to complete the infrastructure augmentation projects thereby affecting the repairs and maintenance.

(Annexure XXXVII)

4.1.10 Conclusions

Locomotives play a vital role in the Railways. Audit examination revealed that in many instances locomotives are not getting repaired/ POHed as per schedule and running overdue. Such locomotives create operational problems and are a safety risk in the system.

Quality of maintenance provided was poor. Sixty five *per cent* of locomotives overhauled were failed within 180 days. There were heavy incidences of unscheduled repairs and enroute detention of locomotives.

The figures of unscheduled repairs estimated by audit are much higher than the locomotives failure statistics reported by the Indian Railway's and hence require a detailed examination.

In addition there were incidences of extra time taken for POH and other scheduled repairs. Locomotives were found detained before and after POH in the exchange yards. There were inordinate delays in bringing back the dead locomotives to Loco sheds for repairs and putting them back on line within the prescribed time frame. The above incidences can be controlled by effective planning and management.

The total loss of potential earning capacity and the extra expenditure incurred brought out by audit was estimated as ₹733 crore and ₹234 crore respectively.

The matter was brought to the notice of Railway Board in June 2013; their reply has not been received (July 2013).

4.2 South Eastern, Western, : Northern and South East Central Railways — *Loss for train parting due to failure of Centre Buffer Coupler (CBC) components*

Procurement of poor quality Centre Buffer Coupler (CBC) components from RDSO approved firms with poor past performance led to train partings and consequential estimated loss of ₹ 125.27 crore

Centre Buffer Coupler (CBC) is a mechanism for connecting rolling stock in a train. Its components including knuckle, coupler body, coupler lock, coupler yoke etc. are safety items and procured by Zonal Railways from RDSO approved firms after inspection by RDSO. Whenever any portion of a train, while in motion, becomes detached, a parting occurs and results in loss of section capacity by way of disturbance to train operations, detention and consequential financial loss to the Railways.

The issue relating to the quality of CBC components, has been a cause of concern to Railway Board since 2006 due to marked deterioration by about 40 *per cent* in the parting of freight trains. Railway Board directed (March 2006) Zonal Railways to comply with directives issued by RDSO for improving the quality of CBC components and address operational problems. Accordingly, South Eastern Railway (SER) started intimating the position of train parting cases to RDSO and Railway Board.

Detailed analysis in Audit (October 2012 to March 2013) of the failure reports for the period from January 2008 to February 2011 sent to RDSO/Railway Board by the Mechanical Department revealed 260 trains parting cases due to manufacturing defects of CBC components only. The manufacturers of the components could be identified in only 145 (55.77 *per cent*) of the cases. In fact two firm's viz. M/s Raneka Industries Ltd (RIL) and M/s Orient Steel Industries Ltd. (OSIL) together contributed 96 cases (66.21 *per cent*) of the total identified cases.

The Railway Administration requested (November 2009) Railway Board to advise RDSO for deregistering the firms for supply of critical safety items like knuckle lock etc. as a penal measure. Instead of deregistering the firms, RDSO downgraded (March 2010) M/s RIL and M/s OSIL from Part- I to Part II. The penal action taken by RDSO was not acknowledged as sufficient by the Railway Administration. In view of the gravity of the situation, they once again requested (July 2010) RDSO to delist the above two firms for supply of critical CBC components.

Overlooking the sub-standard quality and poor past performance, during the period from 2006-07 to 2011-12, twenty-one purchase orders for supply of 12013 nos. of various CBC components valuing ₹ 7.94 crore were placed by Stores Department of SER on M/s RIL. During 2007-08 to 2011-12, 76 train parting cases occurred due to defective components supplied by M/s RIL/OSIL. According to an assessment by SER (March 2010), there was an average loss of 6.8 goods trains per incident and opportunity cost of approx. ₹ 9 lakh for each goods train lost.

A review by audit (October 2012 to March 2013) of the loss suffered by four other Zonal railways due to purchase of sub-standard CBC components from M/s RIL/OSIL during (2006-07 to 2011-12) is tabulated below:

Table 4.15

S. No.	Name of Railway	Quantity ordered/ PO issued/supplied	Train parting cases noticed	Loss as per SER assessment i.e. 6.8 goods train per incident	Total opportunity cost loss @ ₹9 lakh for each goods trains lost
1	SER	13748 (2007-08) to 2011-12)	76 (2007-08 to 2011-12)	76x6.8=516.8	516.8x9=46.51 crore
2	WR	6297(2006-07 to 2011-12)	32(2006-07 to 2011-12)	32	32x9=2.88 crore
3	SECR	6703(2007-08 to 2011-12)	92(2007-08 to 2011-12)	92x6.8=625.6	625.6x9=56.30 crore
4	NR	Not known	32 (Jan-08 to Sep-12)	32x6.8=217.6	217.6x9=19.58 crore
	Total		**232**	**1392**	**₹ 125.27crore**

It was observed that a total of 232 train partings occurred during the period 2007-2008 to September 2012, due to defective CBC components provided by M/s RIL and M/s OSIL.

The matter was taken up (February 2012) with the South Eastern Railway Administration. In reply, they stated (October 2012) that considering the findings of the audit team, an additional measure, has been implemented in SER to check marking details on CBC components at POH shops and all the depots before fitting on the wagons. Store field officers have also been instructed to ensure the availability of marking at the time of receiving the materials. A drive was conducted in February 2012 at stores depots on new materials when 943 locks, 3208 knuckle throwers and 112 knuckles were rejected due to 'no marking'. The Zonal Railway Administration has accepted the audit contention and started checking marking details on CBC components at POH shop and all the depots before fitting on the wagons.

Thus, due to lacunae in the system of inspection a large number of defective CBC components from a particular manufacturer got inducted in the system. The Zonal Railway Administration was aware of the issue relating to quality of products of this particular firm since July 1999 but failed to resolve the issue.

Despite being aware of the poor quality control in the CBC components being provided by M/s RIL and M/s OSIL, these continued to be fitted on trains and resulted in 232 number of train partings and an estimated loss of ₹ 125.27 crore during the period 2007-08 to September 2012.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

4.3 Southern Railway: Infructuous expenditure on procurement of material for manufacture of hybrid coaches

Inadequate planning before taking up production of new type of hybrid coaches resulted in surplus material worth ₹ 44.04 crore procured for their manufacture; the possibility of using surplus material is remote as production of such coaches has now been stopped

The Railways generally use conventional type of coaches made of corten steel for their Mail/ Express trains. Corrosion is a major problem on these coaches. This problem was not faced in the Stainless steel (SS) coaches of LHB design (Linke Hofman Busch) generally used in Rajdhani /Shatabdi train services. To derive the associated life cycle cost advantages of LHB design and overcome the problem of corrosion, Railway Board directed (November 2007) Rail Coach Factory (RCF) and Integral Coach Factory (ICF) to switch over to the manufacture of Self Generating (SG) Stainless Steel (SS) hybrid coaches i.e. coaches with SS shell of LHB design and conventional bogie of ICF make. A prototype of the hybrid coaches was developed by RCF. Railway Board decided (October 2007) that capital investment required for the switch over should be kept to a minimum and the Production Units could get ready-to-use sub-assemblies from vendors for manufacture of coaches.

Railway Board indicated (September 2008) a tentative plan for manufacture of SGSS coaches for rakes of identified/ un-identified trains. ICF, without ensuring their preparedness to produce the new type of coaches, projected a plan (September 2008) to manufacture 600 hybrid coaches in the tentative Production Programme for 2009-10 that was approved by the Railway Board (April 2009) for 303 coaches. ICF planned to obtain ready-to-use side walls, end walls and roof assemblies from trade and initiated procurement action for manufacture of 303 Nos SGSS coaches.

Audit observed in February 2012 the following:-

- The procurement action initiated by the ICF for obtaining ready- to- use sub-assemblies for 303 coaches was associated with a number of problems. Technical issues such as Garnet blasting and Skin tensioning involved in the series production of these coaches, which were raised in the 'Coach Production and Review Meeting' held in Railway Board (March 2009), were not addressed adequately. There were delays in the identification and development of capable vendors and their capabilities were not properly assessed. Further, the purchase orders for roof and side wall assemblies were placed as per drawings adopted by RCF. These posed problems while furnishing the hybrid coaches as furnishing requirements of ICF were different from RCF and alterations were required.
- ICF could not commence the manufacture of hybrid coaches till September 2009. Since the supply of side wall and roof assemblies from vendors was expected only by November 2009, ICF expected a likely shortfall in meeting their targets. They approached the Railway Board (October 2009) to revise the production target from 303 coaches to 80; this was approved. Even the

reduced target of 80 coaches could not be achieved. In fact, ICF did not manufacture even a single hybrid coach during 2009-10.

- ICF manufactured only 29 shells during three years (2009-12) out of which 15 shells were utilized for production of 15 hybrid coaches. Remaining 14 shells valuing ₹ 8.46 crore were lying unutilized (March 2012). It is pertinent to mention here that RCF met their annual targets fixed by the Railway Board and manufactured 410 hybrid coaches during 2008-09 to 2011-12.
- Railway Board decided (August 2011) to stop the production of hybrid coaches in view of their speed limitations and maintenance problems besides established superiority of LHB type coaches. As a result, stock comprising of 425 items valuing ₹39.27 crore procured for hybrid coaches were rendered surplus (January 2012). This stock increased to ₹ 44.04 crore by the end of September 2012 due to further receipt of material. In RCF, there was also a surplus of such items valuing ₹ 2.17 crore.
- Member Mechanical issued instructions (July 2010) to stop fresh procurement of material for hybrid coaches and operate minus option clause to reduce the ordered quantities of existing orders by 30 *per cent*. However, the clause was not operated in 198 Purchase Orders. Had it been done the inventory value would have been lower by ₹14.27 crore.

Inadequate planning by the ICF Administration before taking up production of new type of hybrid coaches resulted in non-achievement of production target and surplus of material worth ₹ 44.04 crore procured for a specific purpose. With Railway Board's decision to stop production of hybrid coaches (August 2011), the possibility of using the surplus materials appeared remote; save some material that can be used after some modification. This also defeated Railway Board's initial intention to keep the Capital investment on switch over to a minimum.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

4.4 South Western Railway: Idling of asset and non-realization of anticipated savings

Inordinate delay in commissioning of Oxygen Lancing System resulted in idling of an asset for which payment of ₹ 7.30 crore had been made and non- realization of anticipated savings of ₹15.20 crore up to July 2012

Railway Board sanctioned (April 2007) fitment of sidewall mounted Oxygen Lancing System including Carbon injector (Lancing System)[58] on three furnaces in Rail Wheel Factory, Yelahanka (RWF) at an estimated cost of ₹ 8.82 crore during augmentation of production capacity Phase-II. A continuous supply of liquid oxygen is essential for this system.

[58] The Lancing System provides benefits in the form of increase in productivity and reduction in consumption of electricity, electrodes and refractory consumption. The oxy fuel burner of the system heats up the scrap up to red-hot condition through which the oxygen can cut and melt the scrap. The carbon lost in scrap due to use of oxygen is compensated by blowing carbon into metal. This carbon also helps to generate the heat by exothermic reaction.

RWF floated a tender (July 2007) for the supply and fitment of the Lancing System. The oxygen was to be supplied through cryogenic low pressure liquid oxygen tanks. Against this tender, a single offer was received (September 2007). The tender was discharged (May 2008) in view of changes required in scope of the tender specifications mainly due to proposed installation of a liquid oxygen in-house Plant (BOOT Oxygen Plant)[59] in RWF. Fresh tender was floated (September 2008) with revised technical specification and contract[60] awarded (February 2009) to a Kolkata based firm at a cost of ₹10.34 crore. As per contract, the work was to be completed by November 2009.

Audit observed in May 2012 the following:

- As per Letter of Acceptance (LA) issued (February 2009), the contractor's offer was accepted strictly under the terms and conditions stipulated in the contract documents that included technical specifications. As per Clause 5.2.1.9 of the revised specification, the tenders were required to indicate specifically the benefits by fitting the proposed Lancing System with reference to certain parameters and minimum savings prescribed therein were to be ensured. Tender offers not meeting prescribed minimum savings were to be considered as unsuitable. With reference to LA, the contractor communicated (April 2009) that savings after fitment of Lancing System would be ₹ 1.90 crore per annum per furnace and this figure had been based on conservative calculations whereas savings in real terms would be much higher. Thus, savings at least to such extent were to accrue after the commissioning of the Lancing System.
- The contractor supplied the Lancing Systems (2009) and payment of ₹7.30 crore was released. The Lancing System however, could not be commissioned for any furnace (December 2012).
- As per technical specifications, the capacity of Oxygen Plant set up in November 2009 was capable of producing continuous supply pressure of 12 kg/ sqcm of oxygen at the consuming points. Thus, Lancing Systems supplied by the contractor could have been made operational on all the three furnaces in November 2009. However, it could not be commissioned due to insufficient liquid oxygen supply from the Plant and the Railway Administration felt the necessity of an additional Oxygen Plant (October 2011).
- Neither did the Railway Board's sanction for capacity augmentation Plan Phase II include any provision for an additional Oxygen Plant nor had RWF sent any proposal to Railway Board (July 2012).

[59] Scope of the work required a change as existing specification for Lancing System needed revision as BOOT Oxygen Plant provides nitrogen for oxygen lancing and facilities for putting oxygen Plant and storage of gases instead of cryogenic low pressure liquid oxygen tank were necessary.

[60] Design, manufacture, supply, erection, testing and commissioning of Sidewall mounted Oxy fuel burner and Oxygen lancing with Carbon injection system in the existing three Arc Furnaces as per technical specification and with associated facilities and modifications if any required in the existing system.

Due to non-commissioning of Lancing System on three furnaces in November 2009, RWF Administration could not reap the benefit of anticipated minimum saving of ₹ 1.90 crore per annum per furnace from 01.12.2009 to 31.07.2012 totaling ₹ 15.20 crore besides idling of an asset for which payment of ₹ 7.30 crore had been made in 2009.

RWF Administration while accepting the delay in commissioning the Lancing System stated (August 2012) that delays were due to inadequate arrangement of oxygen supply. Audit observed that the specification of Lancing System was revised keeping in view the specification of the proposed Oxygen Plant. As such, the RWF Administration failed to correctly match the specific oxygen requirement for the Lancing System resulting in idling of a costly asset procured for a specific purpose besides non-realization of proposed savings, which is of recurring nature.

The matter was brought to the notice of Railway Board in March 2013; their reply has not been received (July 2013).

Chapter 5 – Stores

The Stores Department is responsible for planning, procurement of various types of stores required for operations and maintenance of trains. These include supply of spare parts, components, fittings, sub-assemblies to production units, maintenance and manufacturing workshops. The Department is also responsible for total inventory management of all stores, their purchasing and distribution to consignees. Besides this, Stores Department also carries out disposal of scrap items through public auction and tenders (selected items).

The Stores Department at Railway Board is represented by Member Mechanical. However, Additional Member (Railway Stores) is the functional head of the Department and he is assisted by various Executive Directors and Directors. At the Zonal levels, Controller of Stores is the principal head of the Department who is assisted by Chief Material Managers and Deputy Chief Material Managers. The Division is headed by Senior Divisional Marketing Manager reporting to Divisional Railway Manager.

The total expenditure of the Stores Department during the year 2011-12 was ₹ 14,001 crore. During the year, apart from regular audit of vouchers and tenders etc., 466 offices of the Stores Department were inspected.

This chapter includes a Thematic Audit conducted across Zonal Railways on procurement of items under Proprietary Articles Certificate (PAC) over Indian Railways. In this theme, Audit has highlighted the deficiencies on the part of Zonal Railways/ Production Units in procurement of the PAC items which also cover the safety and vital items. Audit also commented on the variation of prices across Zones in procurement of these items.

5.1 Procurement of PAC items in Indian Railways

Executive Summary

Stores procured for Railway's operation include the items purchased under Proprietary Article Certificate (PAC). These items are required to be purchased from a specified firm on single tender basis and include safety and vital items and also emergency purchases. Considering the high risk involved in procurement of PAC items, Zonal Railways/ Production Units were advised by Railway Board (May 1982) to carefully evaluate the merits of each item before issuing a certificate regarding proprietary articles. The vendors should be empanelled by Research Designs Standards Organization (RDSO), Chittaranjan Locomotive Works (CLW) and Diesel Locomotive Works (DLW) of Indian Railways.

A Thematic Audit was conducted during the year 2012-13 covering the period from 2007-08 to 2011-12 to assess the adequacy of the system of procurement of PAC items and utilization thereof by Zonal Railways/ Production Units.

The audit revealed that basic documentation for certifying items as PAC items were not maintained. It also indicated that no effort had been made by the certifying authority to examine the existence of acceptable substitutes. Audit observed a large number of variations in prices across Zones leading to extra expenditure in procurement. Zonal Railways/ Production Units failed to comply with the Railway Board's directives regarding publication of rates, holding meetings for exchanging information. Requisite steps were not taken for development of additional vendors. The audit also revealed delays in receipt of material even after extended delivery periods dates. Even in emergency purchases, delivery dates were extended and materials were received belatedly.

5.1.1 Introduction

Stores play a very important role in Railway's operations, maintenance and in-house production activities. Stores also include proprietary articles[61], which are required to be purchased from a specified firm on single tender basis. These stores also include safety and vital items and also emergency purchases. Appropriate officer of the consuming department of the concerned Railway is required to issue Proprietary Article Certificate (PAC) during the procurement of proprietary articles. The vendors of PAC items should be empanelled by Research, Design and Standards Organization (RDSO), Chittaranjan Locomotive Works (CLW), and Diesel Locomotive Works (DLW).

[61] Proprietary articles are the articles for which some person/firm have exclusive right to manufacture or sell.

Proprietary certificate is to be issued in the proforma as prescribed in Railway Board's Circular of May 1982 and signed by the appropriate officer of the consuming department of the concerned Railway.

5.1.2 Audit Objectives

Audit focus has been on the adequacy of procedure adopted for procurement of PAC items and issuance of proprietary certificates. It also examined the compliance with Railway Board's directives/ instructions issues with regard to the procurement of PAC items on part of Zonal Railways/ Production Units.

5.1.3 Scope and Period of Audit

Audit has examined (August/ September 2012) the procurement of stock and non-stock[62] items through Proprietary Article Certificates. Audit covered five *per cent* of Purchase Orders (POs) issued for stock PAC items and two *per cent* of POs issued for non-stock items subject to a maximum of 25 POs issued during the period of 2007-08 to 2011-12.

In Indian Railways, procurement of store items (stock/ non-stock) are required to be made by quoting the price ledger (PL) number for each item. Material Management Information System (MMIS) implemented over Indian Railways envisaged adopting of a unique PL number for a particular item. However, the criteria used for adoption of PL numbers were not similar across the Zonal Railways. In the absence of unified/unique PL numbers, audit could not conduct a proper comparative study with regard to rates quoted for procurement of PAC items across all Zones. Comparative study was possible only in respect of six items procured by five Zonal Railways[63] where unified PL numbers were adopted. This limited the scope of the Audit.

5.1.4 Audit Findings

5.1.4.1 Documentation for treating item as PAC

In Indian Railways, proprietary articles are procured after issue of proprietary article certificate. For issuance of proprietary certificates, Railway Board issued a prescribed proforma vide its letter dated May 1982. In the certificate, the consuming department of the concerned Railway is required to certify that

(a) No other make/brand will be suitable;

(b) The firm is the only firm who is manufacturing/ stocking these items;

(c) Similar article is not manufactured or sold by any other firm which could be used in lieu.

The Railway Administration was directed to indicate whether the certificate was issued under item (a) or (c).

[62] Stock items are items which are frequently and regularly required and whose unit cost justifies incurring inventory carrying cost associated with these items and these are kept in the custody of the Stores Department. All items other than 'stock' items are called 'Non-stock' items

[63] CR, NCR, SECR, SWR and WCR

Railway Board in its above directives (May 1982) also advised that consuming department should carefully evaluate the merits before issuing certificate for the proprietary articles. They should satisfy themselves before indenting proprietary articles that no acceptable substitutes are available.

Audit revealed that proprietary articles certificates were issued as 'A' or 'C' certificate on the basis of the above directives. 'C' certificate was issued for items where it was possible to certify that 'similar article' is not manufactured or sold by any other firm which could be used in lieu. 'A' certificate was issued for the items for which such certificate could not be issued. These practices are contrary to Rule 154 of General Financial Rules (2005). These rules prescribe that while issuing certificate regarding proprietary articles, only certification that 'no other make or model is acceptable' and the reasons thereof are required. Also, the certificate is required to be provided before procuring items from a single source under Single Tender System.

Audit reviewed 239 POs files pertaining to the review period and the following was observed -

- No documentation was available on record to treat the items as a PAC item except the PAC certificate in the PO file;
- The basis on which the item has been treated as PAC under 'A' or 'C' certificate was not available on record;
- There was no indication in the file to conclude that the list of vendors empanelled by RDSO was gone through before issue of the certificate. Specific reasons for choosing a particular vendor were also not recorded;
- PAC items were procured through Open/ Limited Tender System also. This by itself is contrary to what the consuming department had certified during procurement of PAC items. Review of 130 items procured in the same financial year over five Zonal Railways (NFR, SR, SER, SWR and WR) and ICF revealed that in 86 cases, rates of single tender purchases of the same items were higher than purchases made through open/limited tenders. This resulted in excess expenditure of ₹ 0.72 crore. This indicates that purchases were categorized as PAC without proper checking of records.

In view of the above findings, it may be concluded that the manner of issuance of the certificate is questionable. It also indicates that no effort was made by the certifying authority to examine the existence of acceptable substitutes. There is thus, no assurance that a transparent system of procurement was followed for the items purchased through the PAC system.

5.1.4.2 Purchase of PAC items

Procurement of PAC items made through single tender involves high risk perception due to lack of competition in ensuring reasonableness of rates and the process of selection of vendors. The following Table shows procurement of PAC items in 17 Zonal Railways and three production units (DLW, CLW and ICF) over the period from 2007-08 to 2011-12.

Table 5.1

Year	Total Procurement		Procurement of PAC items		Percentage of PAC item procured	
	No. of Pos	Value (₹ in crore)	No. of Pos	Value (₹ in crore)	No. of Pos	Value (₹ in crore)
2007-08	77605	11277.35	4195	223.47	5.41	1.98
2008-09	88365	18116.37	5183	415.53	5.87	2.29
2009-10	94688	16650.34	5293	302.00	5.59	1.81
2010-11	88009	15655.25	5126	459.91	5.82	2.94
2011-12	87549	20461.73	5590	485.48	6.38	2.37
Total	**436216**	**82161.04**	**25387**	**1886.39**	**5.82***	**2.30***

**Represents percentage of total PAC items to total Procurement.*

From the above Table, it was seen that PAC items constituted on an average 2.30 *per cent* (₹ 1886.39 crore) of total value of items procured (₹ 82160.06 crore) during the period from 2007-08 to 2011-12.

Audit examined the type of items purchased through PAC. Results are given in the Table below:

Table 5.2

	Number	Value (₹ in crore)	Percentage	
			Number	Value
Total stock by PAC	12180	1215.32	-	-
Safety	933	417.79	7.66	34.37
Vital	1689	110.15	13.87	9.06
Other than safety and vital	9558	687.38	78.47	56.56
Emergency purchase	75	12.39	0.62	1.02

From the above Table, it can be seen that procurement of 'other than safety and vital items' constituted about 57 *per cent* (₹687.38 crore) of the total stock purchases. This indicates an area of concern as purchase of PAC items needs to be curtailed. Further, PAC purchase is being resorted to for areas where open tenders could be called for.

5.1.4.3 Procurement of PAC items under emergency purchases

Railway Board vide its order dated April 2008 directed that PAC purchases on emergency cases require proper justification.

Test-check of 378 POs of stock PAC items pertaining to all Zonal Railways and three Production Units (DLW, CLW and ICF) revealed that 32 Pos were related to emergency purchase. A review of these 32 POs revealed the following:

Table 5.3

Railway	Cases where POs were issued after 30 days from indent date		Cases where material received after 60 days from indent date		Time taken from date of receipt to date of utilization (days)
	No of POs	Range of delay in days	No of POs	Range of delay in days	
CR	3	53 to 203	4	67 to 833	17 to 169
ECR	3	121 to 638	3	270 to 284	60 to 374
NFR	2	77 to 106	2	260 to 348	0 to 98
SR	8	43 to 257	10	72 to 526	7 to 249
SECR	2	48 to 100	2	126 to 139	20 to 387
SWR	4	35 to 91	3	65 to 174	3 to 131
WCR	2	95 to 107	1	170	18
ICF	2	147 to 268	2	148 to 275	Not available
Total	**26**		**27**		

- 26 POs were issued 30 days after the date of indent. Out of these, 13 POs were issued three to six months from the date of indent and five POs were issued six to 12 months from the date of indent. Moreover, one PO was issued (ECR) after 21 months (638 days) from the date of indent.
- In these emergency cases, materials were also received belatedly. In 27 cases, material was received after 60 days from the date of indent. Out of which, in six cases, items were received after one year of indent date.
- Time taken to utilize these emergency items also indicated that emergency purchase was not justifiable in these cases. In 11 cases, received materials were utilized after 30 days of receipt and in two cases; consuming department of ECR and SECR took more than one year to utilize the received materials.

Audit also observed that in four cases of CR (two) and SR (two), extension of delivery date was granted (45, 201, 203 and 285 days) even though the indents were placed under emergency category.

Thus, the delay in placement of POs, receipt of material and utilization of received materials defeated the very purpose of indenting PAC items in emergency cases. It further indicated that emergency purchase was not warranted in some of the cases.

5.1.4.4 Delay/ short receipt of Stores involving Advance payment

As per Railway Board's order of July 2008, Zonal Railways can make advance payment against proforma invoice with finance concurrence. Review of POs issued for PAC items over Zonal Railways involving 100 *per cent* advance payment revealed the following:

Table 5.4

(₹ in lakh)

Railway/PU	No. of Items	Value	Delay in receipt (days)
CR	2	65.98	28 to 270
ECoR	33	35.38	19 to 259
NCR	2	8.69	134 to 455
NFR	12	87.58	30 to 256
NWR	7	343.05	68 to 255
SCR	2	91.65	21 to 312
SECR	1	1.57	51
ICF	5	9.47	19 to 92
CLW	3	94.26	36 to 603
DLW	2	66.83	30 to 131
Total	**69**	**804.46**	
		₹8.04 crore	

From the above Table, it can be seen that in ten Railways/ Production Units, POs were issued with advance payment (₹8.04 crore) for 69 PAC items. These items were received with delays ranging between 19 to 603 days from the initial scheduled date of delivery.

- In 60 cases (87 *per cent*), delay in receipt of material was more than 60 days.
- In 10 cases, material was received after 180 days of scheduled delivery date.
- In two cases, there were delays of more than a year to deliver the material.

Audit also noticed cases (nine) of short supply of materials where advance payment was made. Details are tabulated as under:

Table 5.5

(₹ in lakh)

Railway/ PU	No. of Cases	Advance Payment	Outstanding due to short supply
CR	1	12.89	1.40
NFR	5	26.23	26.23
SECR	1	24.51	3.50
CLW	1	51.48	7.95
DLW	1	2.04	2.04
Total	**9**	**117.15**	**41.12**
(₹ in crore)		**1.17**	**0.41**

From the above Table, it is seen that material worth ₹ 0.41 crore was pending with the supplier (till March 2012) for periods ranging between 7 to 57 months. On this being pointed out by Audit, Central Railway Administration

agreed to recover the outstanding amount of ₹ 1.40 lakh. There was no response from the other Zones.

Thus, delay/short receipt of material as per scheduled delivery period led to blocking of funds with the supplier.

5.1.4.5 Promoting transparency in procurement of PAC items

For uniformity of rates for procurement of PAC items and to avoid quotation of different rates to different Railways by the same firm, Railway Board directed (November 1985 and March 1987) Zonal Railways/ Productions units that

- PAC items purchased should be published in Railways Stores Bulletin/ Indian Trade Journal once in every six months.
- There should be a quarterly meeting of Railways where information regarding firms approved during the previous quarter for various items should be exchanged.

Audit, however, observed that that with the exception of NCR, none of the Railways/Production Units had taken action for publication of rates in Trade Journals. Further, quarterly meetings were not held regularly by the Railways. Only in NCR and WCR, these meetings were held as and when required.

Non-compliance of these directives caused procurement of similar PAC items at different rates in different Railways. Examination of procurement of similar items in the same financial year among Railways/ Production Units revealed the following:

- For comparison of rates over Zonal Railways, 39 items procured during 2007-08 to 2011-12 by CR were selected out of the sample selection of 171 stock items. However, comparison could not be made on an all-India basis for all 39 items due to absence of unified Priced Ledger (PL) numbers adopted over Zonal Railways/ Productions Units. Thus, comparison was limited to six items with unified PL number adopted by five Zonal Railways (CR, NCR, SECR, SWR and WCR).
- The comparison revealed that rates of four items were higher in NCR and WCR resulting in extra expenditure of ₹0.03 crore. Rates of two items were higher in CR in comparison to the rates in SECR and SWR causing extra expenditure of ₹0.42 crore.
- Audit also observed that in respect of other six items, where different PL number was adopted for the same item, rates were higher in four Railways (SECR, SR, SCR and NFR) than the rates in CR resulting in extra expenditure of ₹ 2.05 crore.
- On SER, WR and ICF, ten PAC items were purchased through PAC. These items were purchased through PAC despite availability of additional RDSO approved vendors.

Thus, even a very limited comparison conducted by Audit by taking a sample of 39 stock items indicated that prices of PAC items varied across Zones, resulting in excess expenditure.

5.1.4.6 Vendor Development Cell and Vendor rating

Procurement of stores on proprietary basis completely eliminates competition and could lead to higher prices. Considering these facts, Railway Board advised (September 1999) Zonal Railways/ Production Units

(i) To establish Vendor Development Cell to develop suitable vendor firms and to carry out vendor rating for assessing the technical and financial capability among the firms at the time of finalization of tender.

(ii) A quality file should be maintained containing the basic information of description, specification, approved sources, records of quality and delivery performance of the sources and other relevant information.

During examination of records of Zonal Railways/ Production units by Audit revealed that-

- The Vendor development cell was not established by Zonal Railways/ Production units with the exception of three Zonal Railways (ECR, NER, WCR) and two Production Units (ICF and DLW);
- A Vendor rating system was available only in WCR, ICF, DLW and RDSO whereas in other Zonal Railways/ Production units, the same was not adopted;
- The requisite quality file was not maintained in Zonal Railways. However, in WCR, ICF and DLW the quality file was maintained. No records in this regard were, however, made available to Audit by NR;
- On Metro Railway/ Kolkata, 24 PAC items were procured (January 2011) by single tender system from a firm which also supplied similar items earlier. Rate quoted in respect of two items were much higher (56 *per cent* and 341 *per cent*) than the last purchase rate (December 2007) of the same firm. Audit observed that no offer was received in response to the open tender invited (November 2010) for procurement of these items. As Metro Railway could not develop alternative source for procurement of these items, they were forced to purchase from the single available vendor at higher rates.

Lack of adequate effort to develop new vendors resulted in dependency on the existing vendor for procurement of PAC items. This led to monopoly of a number of existing vendors and deprived the Railways of the possibility of obtaining lower rates.

5.1.5 Conclusions

Considering the high risk involved in procurement of items under proprietary certificate through single tender, Zonal Railways/ Productions units were advised by Railway Board (May 1982) to carefully evaluate the merits of

items before signing such a certificate. However, the basic documentation for certifying an item as a PAC item was not maintained. Further, it was observed that some PAC items were being procured through open/ limited tender.

Zonal Railways/ Productions units failed to comply with the Board's directives regarding publication of rates, holding meeting for exchanging information. Requisite steps were not taken for development of more vendors. This led to monopoly of existing vendors and procurement of items on higher rates. Audit also noticed significant lead time was involved in issue of POs and receipt of PAC materials in emergency cases.

The matter was brought to the notice of Railway Board in May 2013; their reply has not been received (July 2013).

(Vijaya Moorthy)

New Delhi **Deputy Comptroller and Auditor General**

Dated:

Countersigned

(Shashi Kant Sharma)

New Delhi **Comptroller and Auditor General of India**

Dated:

Annexure 1
(Para 2.1.5.1 and 2.1.5.3)
List of routes by which the originating traffic of that Zone was regularly carried and charged

Railway	Name of the route		Distance (in Kms.)			Rates from booking point to destination (Rs. Per KM/ Ton)			Since when carried by longer route	Reasons for carriage by longer route	Whether any action was taken to remove the impediments in shorter route
	by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference	by rail	by road	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*
Central (total 39 routes)	Pune	PVR	464.00	190.00	274.00	463.00	979.00	516.00	2007	Over saturation of shorter route	No
	BPQ, ET	Kurudwadi-KNW-MKP	3426.00	2977.00	449.00	2121.00	7361.00	5240.00			
	Ballharshah- Itarsi	Latur Road-Nagpur	2230.00	1449.00	781.00	1677.00	4615.00	2938.00			
	Ballharshah- Itarsi	Latur Road-Nagpur	2705.00	1980.00	725.00	1874.00	5812.00	3938.00			
	Latur Road	Daund-Khandwa	2358.00	2208.00	150.00	2235.00	4880.00	2645.00			
Eastern (total 1 route)	Via JTL-SNT	Via UDL-SNT	273 to 1466	215 to 1405	28 to 61	424.55 to 1681.34	849.10 to 3362.68	424.55 to 1681.34	9 years to 10 years	Non-availability of direct approach line in UDL-SNT section	Yes, Andal-Sainathia-BG bypass line direct connection from quadruple line to branch line (2.565 km) has been sanctioned in 2012-13, doubling of Tinpahar-Bhagalpur sub-section under Sahibganj-Kiul section has been sanctioned.
Northern (total 4 routes)	Sanahwal-Tughlakabad-Palwal-Mundra Port Cargo Complex	Sanahwal-Hisar Jn-Mundra Port Cargo Complex	1529.00	1330.00	199.00	1216.00	2141.87	925.87	Mar-10	1. Shortage of crew in NWR, 2 Paucity of diesel locomotives, 3. Longer route is fully electrified	Electrification survey sanction in 2012-13
	Sanahwal-Tughlakabad-Palwal-Mundra Port Cargo Complex	Sanahwal-Rewari-Pune Jn-Mundra Port R&D Yard/Mundra Port Cargo complex	1529.00	1376.00	153.00	1216.00	2215.36	999.36	Mar-06		Identified for Electrification(Vision 2020)
	Kol Kapura Jn-Tugalakabad-Palwal-Pune	Kol kapura Jn-Bhatinda Jn-Palanpur Jn-PUNE	1894.00	1760.00	134.00	1378.50	2834.35	1455.85	2008-09		Not Known in Northern Railway, as the section pertains to North Western Railway. North Western Railway did not made any proposal.
	Kol Kapura Jn-Tugalakabad-Palwal-Mathura Jn-Pune Jn	Kol kapura Jn-Bhatinda Jn-Palanpur Jn-Pune Jn	2161.00	2039.00	122.00	1495.40	3283.66	1788.26	2008-09		
Southern (total 48 Routes)	MVTS-RU-WHM	MVTS-OML-DPJ-DMM-WHM	1884.00	1713.00	171.00	1632.17	4773.00	3140.83	Jan-97	Shorter route via Omalur Dharmapuri has steep raising gradient of 1 in 70, inadequate Super Elevation and sharp deep cure of 5 degrees/ 6 degres	Section now pertains to South Western Railway. The existing gradient requires operation of three coupled locos in the section, which is not possible as the bridge structure and super structure would not permit the load of three engines.
	Port of New Tuticorin Siding-Renigunta Jn-Gulbarga	Port of Tuticorin Siding-Omalur-Dharmapuri-Dharmavaram Jn-Gulbarga	1150.00	883.00	267.00	1061.96	2466.00	1404.04			
	Mecheri Road-Renigunta Jn -Rahuri	Mecheri Road-Omalur-Dharmapuri-Dharmavaram Jn-Rahuri	1356.00	1182.00	174.00	1746.79	3624.00	1877.21			

Railway	Name of the route		Distance (in Kms.)			Rates from booking point to destination (Rs. Per KM/ Ton)			Since when carried by longer route	Reasons for carriage by longer route	Whether any action was taken to remove the impediments in shorter route
	by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference	by rail	by road	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*
	SPIC Siding-Renigunta Jn-Gulbarga	SPIC Siding-Omalur-Dharmapuri-Dharmavaram Jn-Gulbarga	1387.00	1216.00	171.00	1197.81	2892.00	1694.19			
	Fertilisers and Chemicals Travancore Siding- Dharmavaram Jn-Bellary Jn	Fertilisers and Chemicals Travancore Siding-Irumpanam-Omalur-Dharmapuri-Jadchaira	1235	1120	115	1217.83	2331	1113.17			
Western (Total 17 routes)	Gandhidham-Viramgam-Annand-Godhra-Nagda-Tuglakabad	Gandhidham-Palanpur-Marwar Jn-Rewari-tuglakabad	1313.00	1068.00	245.00	857.90	1484.90	627.00	Dec-06	Shortage of Diesel Locomotives	The electrifiction of the charged route i.e. GIM-BHILDI-PNU was proposed by Wsterbn Railway Administration to RB in May 2010. The same has been appeared in a blue print for Railway Electrification work prepared by RB in April 2011.
East Central (Total 2 routes)	Sindri-Mughalsarai-Danapur	Gaya-Patna Jn-Danapur	628.00	326.00	302.00	416.10	1515.00	1098.90	2006	Engine reversal	NO
	Pethardih Jn-Gomoh-Pradhankhunta-Mughalsarai	Patherdih-Pradhankhunta Jhajha-Simaria-Chapra Kutchheri	733.00	609.00	124.00	738.60	2830.00	2091.40		Constraint over Simaria bridge	Proposal for rationalisation sent to Railway Board.
North Central (total 1 route)	IOC Siding, Baad-Mathura-Palwal-IOC siding, Aonla	IOC Siding, Baad-Yamuna Bridge-Tundla-IOC Siding, Aonla	399	286	113	625.6	500.5	125.10	For last 5-6 years	Due to heavy traffic in JAB-TDL section and difficult engine reversal at AGC causing detention to rolling stock.	Out of five on going works for improvement of traffic i.e. removal of congestion etc. one work namely doubling between JAB and TDL had been completed on 11-04-2011.
North Estern (Total - 15 Routes)	Basti-Renigunta Jn	Ayodhya-Faizabad	3192	2384	808	1582	3895	2313	More than 10 years	Operational problems	NO
	Kashipur - Lumding Jn	Moradabad--Barauni	2364.00	1557.00	807.00	1621.90	4295.00	2673.10			
	Chhalesar-Singwal	Barabanki	3013	2289	724	1685.1	3950	2264.9			
	Rudrapur city- Rangiya Jn	Sitapur Cantt-Gorakhpur Cantt	2099.00	1524.00	575.00	1152.60	4245.00	3092.40			
	Gorakhpur-Patna	Ayodhya-Mughalsarai	688	510	178	345.4	1425	1079.6			

Railway	Name of the route		Distance (in Kms.)			Rates from booking point to destination (Rs. Per KM/ Ton)			Since when carried by longer route	Reasons for carriage by longer route	Whether any action was taken to remove the impediments in shorter route
	by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference	by rail	by road	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*
South Central (total 3 routes)	Warangal-Krishna Canal Junction-Nallapadu-Nandyal-Dhone	Kazipet-Moula Ali-Saithafalmandi-Gadwal-Dhone	608 to 1060	549 to 904	131 to 157	617.40 to 989.90	1383.30 to 2150.64	741.10 to 1262.74	Apr-98	Ssingle line non-electrified and non-availability of standard loop lines.	No
	Warangal-Krishna Canal Junction-gudur-Renigunta		1182 to 1309	904 to 1038	193 to 405	1057.80 to 1210.10	1994.04 to 2617.83	783.94 to 1517.73			
	Warangal-Vijayawada-Guntur-Miryalguda	Kaziper-Pagidipalli-Bibinagar-Nadikude	612.00	287.00	325.00	566.10 to 588.80	754.29	165.49 to 188.19	Prior to Jan 2000	Non-availability of direct approach and junction facilities at Bininagar Jn. Steel gradient requiring banker and change of traction involved.	No
	Via Renigunta	Gooty - Dharmavaram	518 to 1078	326 to 787	131 to 361	479.79 to 1011.90	707.31 to 1934.01	208.41 to 1109.01	Apr-09	Raising gradient of 1 in 100 for a distance of 11 km requiring banker or double locos	Action has been initiated. Electrification of Gooty-Dharmavaram Junction was sanctioned in 2010-11 and entrusted to RVNL for execution.
South Eastern (total 15 routes)	Hindusthan Steel Plant Ltd. Siding, Rourkela(HSPG)-Sanat Nagar Goods Complex (SNAG) via Nimpura-Bhadrak	HSPG to SNAG via Jharsuguda-Bilaspur	1755.00	1225.00	530.00	2844.88 to 1857.52	5689.76 to 3715.04	2844.88 to 1857.52	Since 2009	Change of traction and single line section beyond Jharsuguda of Jharsuguda-Sambalpur section, the train take more time via Jharsuguda despite the distance being less	No action initiated
	HSPG-Korukkupet (goods) (KOKG) via Nimpura-Bhadrak	HSPG to KOKG via Jharsugua-Sambalpur	1822	1435	387	2844.88 to 1896.38	5689.76 to 3793.66	2844.88 to 1896.38	Since 2009		
	HSPG-Vishakapatnam New Goods Complex, Madras (VNCW) via Nimpura-Bhadrak	HSPG to VNCW via Jharsuguda-Sambalpur	1046.00	660.00	386.00	1682.95 to 1138.83	3365.90 to 2277.66	1682.95 to 1138.83	Since 2009		
	Tisco Works site to Boisar via Tisso Works Site-Muri-Barkakhana	Tisco Works site to Boisar via Tisso Works Site-Jharsuguda-New Katni Jn	2131.00	1769.00	362.00	3231.80 to 2041.63	6463.60 to 4083.26	3231.80 to 2041.63	Since 2011-12		

Railway	Name of the route		Distance (in Kms.)			Rates from booking point to destination (Rs. Per KM/ Ton)			Since when carried by longer route	Reasons for carriage by longer route	Whether any action was taken to remove the impediments in shorter route
	by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference	by rail	by road	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*
	Rajarappa Washery to Vishakapatnam Steel Plant siding via Rajarappa Washery-Muri-Nimpura-Bhadrak	Rajarappa Washery to Vishakapatnam Steel Plant siding via Chandil-Jharsuguda-Sambalpur	1058.00	949.00	109.00	1402.51 to 970.83	2805.02 to 1941.66	1402.51 to 970.83	Since 2009		
South Western (total 2 routes)	Ranajitpura to Kundremukh Iron Ore Co. Siding via Madagao	Ranajitpura to Kundremukh Iron Ore Co. Siding via Arsikere Jn	888.00	661.00	227.00	985.00	1300.00	315.00	Apr-07	Due to restrictions in movement of number of trains in Ghat section between Hassan (HAS)-Mangalore (MAQ)	No work taken up in the Ghat section. Also the request for re-rationalisation of the longer route via Madagao (MAO) was rejected by Raly Board and instructed the Rly Admn to carry the traffic via Arisikere which is shorter route.
	Yeshwantnagar to Kundremukh Iron Ore Co. siding via Madagao	Yeshwantnagar to Kundremukh Iron Ore Co.Siding via Arsikere	872.00	709.00	163.00	960.00	1365.00	405.00	Apr-07		
South East Central (Total - 40 routes)	AQX	NKJ	1956	1845	111.00	2035.80	5600.00	3564.20	Jan-09	Operational constraint due to single line between Anuppur-Chulha.	Doubling work between Salka Road-Khongsara sanctioned in 2004-05 of Bilaspur-Anuppur section is in progress for improving traffic via Newkatni Jn.
	RVH	IB	497	390	107.00	480.60	900.00	419.40			
	Himgir	Barwala	1886	1513	373.00	1654.20	2600.00	945.80			
	Kirodimalnagar	Mandi Govindgarh	1897	1532	365.00	1985.00	3000.00	1015.00			
	Bhilai Steeel Plant siding	Mandi Govindgarh	1641	1530	111.00	1778.90	3100.00	1321.10			
12 Zonal Rlys	**187 Routes**										**Proposal made for rationalisationfor 43 routes, No proposal made for rationalistion - 141 routes (75%)**

Note

In Central Railway, traffic in in 39 routes are carried through the longer route.
In Southern Railway, traffic in 48 routes are carried through the longer route
In Western Railway, traffic in 17 routes are carried through longer route.
In North Eastern Railway, traffic in 15 routes are carried through longer route
In South Eastern Railway, traffic in 15 routes are carried through the longer route.
In South East Central Railway, traffic in 40 routes are carried through the longer route.

Although traffic in a number of routes are carried through the longer routes over the above mentioned Zonal Railways, in Annexure, only 4 to 5 routes where the diference is the maximum between the carried route and the charged route are taken. In addition, one route of each Zonal Railway is also taken for calculating the distance range betwen the maximum additional distance and the minimum additional distance of that particular Zonal Railway. For Micro Audit, only 187routes over the period 2009-10 to 2010-11, where the distance difference in the charged (shorter route) and the actual carried route (longer route) is more than 100 kms were test-checked. Figures of this Annexure are extracted from Annexure I and Annexure VII (for Total no. of routes) of Zonal Railways.

For South Eastern Railway the road freight is calculated on the basis of twice the rate of rail freight, because in most of the cases it was noticed that the road freight was almost double that of the rail freight inb most of the Zonal Railways.

Annexure II
(Para 2.1.5.2-i)
Statement showing 1 to 5 selected stations of each Zonal Railway where the traffic is carried by the longer route and the freight is charged by the shorter route

Railway	**Name of the selected stations**	**Five selected stations of each Zonal Railway where the traffic is carried by the longer route and the freight is charged by the shorter route covering extra distance of ____ kms. to ____ kms**	**Loss of revenue due to short collection of freight (Rs. in crore)**
1	***2***	***3***	***4***
Central	Kurudwadi, Pamdharpur, Kolhapur Gurmarket, Sangli	150 to 952	18.19
Eastern	MJP, SLJ, SBG	113 to 163	6.87
Northern	Sanehwal, Kotkapura, Mukatsar, Rampuraphul, Gangsar Jaito	122 to 199	6.29
Southern	Mecheri Road, FACT siding/ Irumpanam & Kalamaserry, Karaikal Port Siding, Milavittan, SPIC Siding and Port of New Tuticorin Siding	67 to 267	9.71
Western	Reliance Rail Terminus, Kanalus, Kandla Port, GandhidhamMundra Port Cargo complex, Pipavav Port siding	163 to 245	87.00
East Central	SNFC/ Sindri	225 to 302	2.49
East Coast	PRPL, PMIP	7 kms	0.14
North Central	IOCG, MJAC, KBR	33 to 113	5.03
North Eastern	BST, KPV, GD, RUPC, BV	178 to 808	11.00
Northeast Frontier	AZA, NGC, JID, TXOT, CGF	26 to 52	4.49
North Western	Laxmi Cement siding, Banas	306 kms	1.68
South Central	Ramagundam, Mancherial, Kalamallah, Jutru, Sedam	131 to 405	35.74
South Eastern	HSPG, UCSD, TWS, BSCS, RWGR	109 to 530	46.30
South Western	RNJP, MRH, YTG, SLU, SGWF	124 to 227	28.16
South East Central	Bhilai, Kirodimal Nagar, Gevra Road, Belpahar, Himgir	107 to 458	159.65
Total			**422.74**

Details of this Annexure are extracted from Annexure VII and write-ups of the Zonal Railways

Annexure III
(Para 2.1.5.2-ii)
Detail of sections where traffic was carried via longer routes due non-availability of direct appproach line requiring engine reveral

Railway	Name of the route		Distance (in kms.)			Whether it was feasible to construct direct approach line	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rs. in crore)
	by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*
Eastern	via Jhapater Dhal-Sainthia Jn.	via Andal Jn-Sainthia Jn	273 to 1466	215 to 1405	28 to 61	Yes	2477.68	4.92
Western	Dahisara-Vakaner-Viramgam	Maliya Miyana-Viramgam	181.02	143.02	38	Yes	816.76	2.27
East Central	Sindri-Mughalsarai - Danapur	GAYA-Patna Jn-Danapur	628.00	326.00	302.00	No. However, after completion of RRI work at Patna, movement of traffic Ex-Sindri-Danapur is under consideration via Jhajha-Patna.	1082.42	0.46
	Sindri-Mughalsarai-Ara Jn	GAYA-Patna Jn-Ara	588.00	363.00	225.00			
East Coast	Talcher-Rajath Garh-Nergudi Jn-Cuttack-Paradeep	Talcher-Rajath Garh-Barang-Cuttack-Paradeep	192.70	192.10	0.60	No	1231.68	0.22
North Central	Indian Oil corporation siding, Baad, Mathura, Palwal, Indian Oil corporation siding, Banthra	Indian Oil corporation siding, Baad, Yamuna Bridge, Tundla, Palwal, Indian Oil corporation siding, Banthra	465	370	95	Yes via Baad-Bhainsa	535.82	0.41
	Indian Oil corporation siding, Baad, Mathura, Palwal, Indian Oil corporation siding, Aonla	Indian Oil corporation siding, Baad, Yamuna Bridge, Tundla, Indian Oil corporation siding, Aonla	399	286	113	Yes via Baad-Bhainsa		

Railway	Name of the route		Distance (in kms.)			Whether it was feasible to construct direct approach line	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rs. in crore)
	by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*
North Eastern	Gonda Jn-Futuha	Ayodhya-Mughalsarai Jn	733	506	227	Not feasible due to less traffic	1158.12	0.28
	Basti-Renigunta Jn	Ayodhya-Faizabad Jn	3192	2384	808			
	Basti-Royapuram	Ayodhya-Faizabad Jn	2513	2263	250			
	Gorakhpur-Patna Jn	Ayodhya-Mughalsarai Jn	688	510	178			
Northeast Frontier	Azara -Golapara Town-New Bongaigaon Jn	Azara-Kamakhya Jn-Rangiya Jn-New Bongaigaon Jn Azara-Goalpara Town-New Bongaigaon Jn	192	160	32	Not technically feasible as the junction station is situated at upstream of the normal flow line of the traffic and acordingly there is no engine reversal facility at Kamakhya station.	Not applicable	
South Central	Warangal - Vijawada Jn-Nallapadu - Chityala	Kazipet Jn-Pagidipalli - Bibinagar Jn-Chityala	612	287	325	Yes	1023.37	0.24
Total	**13**					**Yes-4, No-9**		**8.80**

Rs.8.80 crore

Note: Figures of Col.8 (Cost of hauling a goods train per km) are adopted as per Col.24 of Statement 15 of Indian Railway Annual Statistical Statement
Figures of this Annexure are extracted from Annexure II of the Zonal Railways

Annexure IV

(Para 2.1.5.2-iii)

Detail of sections where traffic was carried via longer routes due non-electrificatinof shorter routes requiring change of traction

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
Eastern	1	via Jhapater Dhal-Sainthia Jn.	via Andal Jn-Sainthia Jn	258	187	71	0.74	2477.68	4.75
									4.75
Northern	4	SNL-TKD-PWL-MTJ-MDPT/MDCC	SNL-RE-PNU-MDPT/MDCC	1529	1376	153	0.05	1072.02	0.30
		SNL-TKD-PWL-MTJ-MDPT/MDCC	SNL-HSR-MTD-BLDI-MDPT/MDCCDPT/MDCC	1529	1330	199	0.31	1072.02	2.41
		KKP-TKD-PWL-MTJ-PUNE	KKP-BTI-PNU-PUNE	1894	1760	134	0.04	1072.02	0.21
		KKP-TKD-PWL-MTJ-MRJ	KKP-BTI-PNU-MRJ	2161	2039	122	0.04	1072.02	0.19
									3.11
Western	1	Gandhidham-Viramgam-Annand-Godhra-Nagda-Tuglakabad	Gandhidham-Palanpur-Marwar Jn-Rewari-Tuglakabad	1313	1068	245	6	816.76	43.82
									43.82
East Coast	1	VZP-Bhadrak-Kharagpur-Bokaro Steel City	VZP-Titagarh-Sambalpur-Jharsuguda Jn--Bokaro Steel City	1012	937	75	0.16	1231.68	0.54
									0.54
South Central	40	GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-RENIGUNTA JN-MYSORE CEMENTS SIDING S/B AMMASANDRA	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-DHARMAVARA JN-MYSORE CEMENTS SIDING S/B AMMASANDRA	1182	964	218	0.02	1023.37	0.16
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-BOTHRA SHIPPING AND SERVICES AND GUPTA TRADING CO.	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-BOTHRA SHIPPING AND SERVICES AND GUPTA TRADING CO.	799	642	157	0.02	1023.37	0.12
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-BELLARY CANTT.	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-BELLARY CANTT.	817	660	157	0.02	1023.37	0.12
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-DAROJI	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-DAROJI	838	682	156	0.05	1023.37	0.29
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-DHARMAVARA JN-DODBALLAPUR	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-DHARMAVARA JN-DODBALLAPUR	980	823	157	0	1023.37	0.00
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-HAGARI	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-HAGARI	798	641	157	0.02	1023.37	0.12

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-KUMARAPATNAM POLYFIBERS SIDING S/B HARIHAR	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-KUMARAPATNAM POLYFIBERS SIDING S/B HARIHAR	1060	904	156	0.01	1023.37	0.06
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-RENIGUNTA JN-JTJ-KUMARAPATNAM POLYFIBERS SIDING S/B HARIHAR	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-KUMARAPATNAM POLYFIBERS SIDING S/B HARIHAR	1309	904	405	0.01	1023.37	0.15
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-M/S BHARATHI CEMENTS CORPORATION LIMITED	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-M/S BHARATHI CEMENTS CORPORATION LIMITED	877	720	157	0.02	1023.37	0.12
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-BMM ISPAT LTD SIDING	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GUNTAKAL JN-BMM ISPAT LTD SIDING	901	744	157	0	1023.37	0.00
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-MALKAPURAM	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-MALKAPURAM	680	549	131	0.07	1023.37	0.34
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-RENIGUNTA JN-MYSORE NEW GOODS TERMINAL	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-DHARMAVARA JN-MYSORE NEW GOODS TERMINAL	1200	1007	193	0.01	1023.37	0.07
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-M/S PENNA CEMENTS INDUSTRIES LTD S/B JUTURU	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-M/S PENNA CEMENTS INDUSTRIES LTD S/B JUTURU	802	645	157	0.09	1023.37	0.53
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-ZUARI CEMENTS LIMITED SIDING	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-ZUARI CEMENTS LIMITED SIDING	871	714	157	0.01	1023.37	0.06
		GODAHAVARI KHANI NO. 1 COLLIERY-VIJAYAWADA JN-NANDYAL-ULTRA TECH CEMENT LTD	GODAHAVARI KHANI NO. 1 COLLIERY-GADWAL-GOOTY JN-ULTRA TECH CEMENT LTD	798	644	154	0.12	1023.37	0.69

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-RENIGUNTA JN-KATPADI JN-MYSORE CEMENTS SIDING S/B AMMASANDRA	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GOOTY JN-DHARMAVARA JN-MYSORE CEMENTS SIDING S/B AMMASANDRA	1186	968	218	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-BOTHRA SHIPPING AND SERVICES AND GUPTA TRADING CO.	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GUNTAKAL JN-BOTHRA SHIPPING AND SERVICES AND GUPTA TRADING CO.	803	646	157	0.01	1023.37	0.06
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-BELLARY CANTT.	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GUNTAKAL JN-BELLARY CANTT.	821	664	157	0.01	1023.37	0.06
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NALLAPADU-CHITYALA	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-BIBINAGAR JN-CHITYALA	611	287	324	0.02	1023.37	0.24
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-DAROJI	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GUNTAKAL JN-DAROJI	842	686	156	0.02	1023.37	0.12
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-DODBALLAPUR	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GOOTY JN-DHARMAVARA JN-DODBALLAPUR	984	827	157	0.02	1023.37	0.12
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-BAY-HAGARI	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GUNTAKAL JN-HAGARI	802	645	157	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-M/S BHARATHI CEMENTS CORPORATION LIMITED	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-Bibinagar Jn.-GADWAL-M/S BHARATHI CEMENTS CORPORATION LIMITED	881	724	157	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-BMM ISPAT LTD SIDING	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GUNTAKAL JN-BMM ISPAT LTD SIDING	905	748	157	0.03	1023.37	0.18

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-MALKAPURAM	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-MALKAPURAM	684	553	131	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-RENIGUNTA JN-MYSORE NEW GOODS TERMINAL	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GOOTY JN-DHARMAVARA JN-MYSORE NEW GOODS TERMINAL	1204	1011	193	0.01	1023.37	0.07
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-M/S PENNA CEMENTS INDUSTRIES LTD S/B JUTURU	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GOOTY JN-M/S PENNA CEMENTS INDUSTRIES LTD S/B JUTURU	806	649	157	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-MUNIRABAD	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GUNTAKAL JN-MUNIRABAD	887	730	157	0.02	1023.37	0.12
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-RENIGUNTA JN-KATPADI JN-Nanajangud Town	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GOOTY JN-DHARMAVARA JN-Nanajangud Town	1233	1038	195	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-RAYALCHERUVU	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-GADWAL-GOOTY JN-RAYALCHERUVU	776	619	157	0.01	1023.37	0.06
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-MOO-RAYALASEEMA THERMAL POWERPLANT AND SIDING	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-Bibinagar Jn.-GADWAL-MOO-RAYALASEEMA THERMAL POWERPLANT AND SIDING	859	703	156	0	1023.37	0.00
		LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-VIJAYAWADA JN-NANDYAL-ULTRA TECH CEMENT LTD	LOW TEMPERATURE CARBONISATION PLANT COLLIERY SIDING-Bibinagar Jn.-GADWAL-ULTRA TECH CEMENT LTD	802	645	157	0	1023.37	0.00
		INDIA CEMENTS LIMITED SIDING-RENIGUNTA JN-MYSORE NEW GOODS TERMINAL	INDIA CEMENTS LIMITED SIDING-GOOTY JN-DHARMAVARA JN-MYSORE NEW GOODS TERMINAL	674	526	148	0.03	1023.37	0.17

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
		INDIA CEMENTS LIMITED SIDING-RENIGUNTA JN-WHITEFIELD SATELLITE GOODS TERMINAL	INDIA CEMENTS LIMITED SIDING-GOOTY JN-DHARMAVARA JN-WHITEFIELD SATELLITE GOODS TERMINAL	518	387	131	0.07	1023.37	0.34
		ULTRA TECH CEMENT LTD-RENIGUNTA JN-MYSORE NEW GOODS TERMINAL	ULTRA TECH CEMENT LTD-GOOTY JN-DHARMAVARA JN-MYSORE NEW GOODS TERMINAL	758	465	293	0.02	1023.37	0.22
		ULTRA TECH CEMENT LTD-RENIGUNTA JN-MANDYA	ULTRA TECH CEMENT LTD-GOOTY JN-DHARMAVARA JN-MANDYA	717	423	294	0	1023.37	0.00
		ULTRA TECH CEMENT LTD-RENIGUNTA JN-WHITEFIELD SATELLITE GOODS TERMINAL	ULTRA TECH CEMENT LTD-GOOTY JN-DHARMAVARA JN-WHITEFIELD SATELLITE GOODS TERMINAL	603	326	277	0.03	1023.37	0.31
		VASAVADATTA CEMENT LTD-GOOTY JN-RENIGUNTA JN-MYSORE NEW GOODS TERMINAL	VASAVADATTA CEMENT LTD-DHARMAVARA JN-MYSORE NEW GOODS TERMINAL	1078	717	361	0	1023.37	0.00
		VASAVADATTA CEMENT LTD-GOOTY JN-RENIGUNTA JN-SALEM MARKET	VASAVADATTA CEMENT LTD-DHARMAVARA JN-SALEM MARKET	920	787	133	0.01	1023.37	0.05
		VASAVADATTA CEMENT LTD-GOOTY JN-RENIGUNTA JN-WHITEFIELD SATELLITE GOODS TERMINAL	VASAVADATTA CEMENT LTD-DHARMAVARA JN-WHITEFIELD SATELLITE GOODS TERMINAL	922	574	348	0.01	1023.37	0.13
									5.06
South Eastern	11	UCSD to CTC via DTV -NMP-BHC	UCSD to CTC via DTV - JSG-SBP	683	324	359	0.078	1161.07	1.19
		UCSD to MCS via DTV -NMP-BHC	UCSD to MCS via DTV - JSG-SBP	704	322	382	0.034	1161.07	0.55
		UCSD to JJKR via DTV -NMP-BHC	UCSD to JJKR via DTV - JSG-SBP	611	372	239	0.051	1161.07	0.52
		UCSD to BHC via DTV -NMP-BHC	UCSD to BHC via DTV - JSG-SBP	567	415	152	0.074	1161.07	0.48
		RWGW to VSPS via RWGR -MURI-NMP-BHC	RWGR ro VSPS via CNI-JSG-SBP	1058	949	109	0.218	1161.07	1.01
		BSCS to SNAG via BKSC-BJE-NMP-BHC	BSCS to SNAG via BKSC-CNI-JSG-SBP	1725	1494	231	0.008	1161.07	0.08

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
		BSCS to SAIN via BKSC-CNI-NMP-BHC	BSCS to SAIN via BKSC-CNI-JSG-SBP	1752	1526	226	0.005	1161.07	0.05
		HSPG to SNAG via NMP-BHC	HSPG to SNAG via DTV - JSG-BSP	1755	1225	530	0.068	1161.07	1.53
		HSPG to SAIT via NMP-BHC	HSPG to SAIT via JSG-SBP	1821	1434	387	0.052	1161.07	0.85
		HSPG to KOKG via NMP-BHC	HSPG to KOKG via JSG-SBP	1822	1435	387	0.059	1161.07	0.97
		HSPG to VNCW viaNMP-BHC	HSPW to VNCW via JSG-SBP	1046	660	386	0.016	1161.07	0.26
									7.47
South Western	1	Whitefield Satellite goods Terminal (SGWF) to Tugalakabad (TKD) via Jolarpettai Jn (JTJ)	Whitefield Satellite goods Terminal (SGWF) to Tugalakabad (TKD) via Dharmavaram Jn (DMM)	2454	2276	178	0.1767	1130.38	1.30
									1.30
South East Central	17	Lajkura Open Cast Mine to Visakhapatnam Port		825	581	244	0.342	913.4	2.79
		Raipur R-V Block Hut	Sambalpur						
		Lajkura Open Cast Mine to Visakhapatnam Steel Plant Siding		833	589	244	0.068	913.4	0.56
		Raipur R-V Block Hut	Sambalpur						
		Lajkura Open Cast Mine to Damanjodi		814	571	243	0.096	913.4	0.78
		Raipur R-V Block Hut	Sambalpur						
		Lajkura Open Cast Mine to M/s-NTPC's Simhadri Thermal Power Station		850	606	244	0.036	913.4	0.29
		Raipur R-V Block Hut	Sambalpur						
		Belpahar Open Cast Mine to Visakhapatnam Port		832	588	244	0.619	913.4	5.04
		Raipur R-V Block Hut	Sambalpur						
		Belpahar Open Cast Mine to Visakhapatnam Steel Plant Siding		840	596	244	0.170	913.4	1.38
		Raipur R-V Block Hut	Sambalpur						
		Belpahar Open Cast Mine to Damanjodi		821	578	243	0.099	913.4	0.80
		Raipur R-V Block Hut	Sambalpur						
		Belphar open Cast Mine to M/s-NTPC's Simhadri Thermal Power Station		857	613	244	0.058	913.4	0.47
		Raipur R-V Block Hut	Sambalpur						
		Himgir to Visakhapatnam Port		805	587	218	0.156	913.4	1.13
		Raipur R-V Block Hut	Sambalpur						

Railway	No. of route	Name of the route		Distance (in Kms.)			Average number of trains carried by long route per day	Cost of hauling a goods train per km (figure in Rupees)	Excess expenditure incurred due to carriage of trains via longer route (Rupees in crore) [Col.7*Col.8*365*Col9]
		by which the traffic was carried	by which the freight is charged	carried route	charged route	Difference			
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
		Himgir to Rayagada		619	402	217	0.038	913.4	0.28
		Raipur R-V Block Hut	Sambalpur						
		Himgir to Damanjodi		794	577	217	0.082	913.4	0.59
		Raipur R-V Block Hut	Sambalpur						
		Himgir to Visakhapatnam Steel Plant Siding		813	596	217	0.044	913.4	0.32
		Raipur R-V Block Hut	Sambalpur						
		Brajrajnagar to M/s-NTPC's Simhadri Thermal Power Station		852	590	262	0.041	913.4	0.36
		Raipur R-V Block Hut	Sambalpur						
		Kirodimalnagar to Visakhapatnam Port		760	632	128	0.082	913.4	0.35
		Raipur R-V Block Hut	Sambalpur						
		Bhupadeopur to Doikallu		497	390	107	0.148	913.4	0.53
		Raipur R-V Block Hut	Sambalpur						
		Kirodimalnagar to Korukkupet Goods		1629	1403	226	0.025	913.4	0.19
		Ajni Yard (TXR)	Sambalpur						
		Kirodimalnagar to High Pressure Boiler Plant Board Gauge Siding		1970	1745	225	0.022	913.4	0.16
		Ajni Yard (TXR)	Sambalpur						
									16.01
Grand Total	**76**								**82.06**

Note: Figures of Col.8 (Cost of hauling a goods train per km) are adopted as per Col.24 of Statement 15 of Indian Railway Annual Statistical Statement

Annexure-V (para 2.2.6.1-a and c)

Parties who had not submitted requisite documents at all (Amount in ₹)

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	freight at class 170 / 180	freight at class 200X	Difference	No of rake	freight without DBC	freight with DBC	Difference			
1	*1(a)*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	12	13
			Parties who had not submitted requisite documents at all										
A	**South Eastern Railway (SER)**												
1.	**Manufacturers of iron & steel booking iron ore to their sidings - with undercharge and penalty**												
1		Godawari Power & Ispat Ltd	5	15743530	37086121.17	21342591.17	3	9379855	13680818.66	4300963.665	25643555	203067759	203067759
2		M.S.P Sponge & Ferro Alloys Ltd.	1	2030509	4837379.275	2806870.275	0	0	0	0	2806870	19349517	19349517
3		Raipur Handling & Infrasstucture (P) Ltd .	3	8116448	20024604	11908156	0	0	0	0	11908156	80098416	80098416
4		Top worth Steels & Power Pvt. Ltd.	11	37403234.15	89985212.82	52581978.67	6	20499281	27457831.3	6958550.297	59540529	469772176	469772176
5		Anjani Steel Ltd.	0	0	0	0	4	9618358	42196235.35	32577877.35	32577877	168784941	168784941
6	SER	Aryan Ispat & Power (P) Ltd.	0	0	0	0	1	1847451	9552812.001	7705361.001	7705361	38211248	38211248
7		Calstar Sponge Ltd.	0	0	0	0	3	4840320	8201945.519	3361625.519	3361626	32807782	32807782
8		Jaiswal Nicco Industries Ltd.	0	0	0	0	2	6127382	17649336.9	11521954.9	11521955	70597348	70597348
9		Monet Ispat & Energy Ltd.	0	0	0	0	3	6401102	13214889.83	6813787.829	6813788	52859559	52859559
10		Nacast Sponge Iron Ltd. mandhar	0	0	0	0	1	3074979	4524172.994	1449193.994	1449194	18096692	18096692
11		SKS Ispat & power Ltd.	0	0	0	0	1	3204378	4591744.591	1387366.591	1387367	18366978	18366978
12		Shree Bajrang Power Ispat Ltd.	0	0	0	0	3	8612393	12374902.5	3762509.504	3762510	49499610	49499610
13		Shyam Iron & Steel Co. Ltd.	0	0	0	0	1	2302667	10436339.36	8133672.358	8133672	41745357	41745357
			20				28			**Sub Total**	**176612459**	**1263257383**	**1263257383**
2.	**Manufacturers of iron & steel booking iron ore to terminals other than their sidings - with undercharge and penalty**												
1		Ankit Matel & Power Ltd	2	3293199	7181828.817	3888629.817	7	10248790	25610681.63	15361891.63	19250521	131170042	131170042
2		Baldev Alloys Pvt. Ltd.	1	3114632	7328916.672	4214284.672	0	0	0	0	4214285	29315667	29315667
3		Bhusan Power & Ispat Ltd.	1	1703035	4184836.289	2481801.289	2	3634951	7174081.045	3539130.045	6020931	45435669	45435669
4		Calstar Sponge Ltd.	7	13444080	29609580.87	16165500.87	0	0	0	0	16165501	118438323	118438323
5		Godawari Power & Ispat Ltd	15	46996028	115281799.7	68285771.71	3	9011406	12724826.63	3713420.631	71999192	512026505	512026505
6		Jai Balaji Industries Ltd.	1	1628976	3565338.789	1936362.789	1	1876348	6962252.742	5085904.742	7022268	42110366	42110366
7		Jharkhand Ispat (P) Ltd.	3	4892096	10747834.7	5855738.704	0	0	0	0	5855739	42991339	42991339
8		Lal ferro Alloys Co. (P) Ltd.	1	1455655	3294104.178	1838449.178	0	0	0	0	1838449	13176417	13176417
9		MSP Sponge Iron Ltd.	1	2032959	4999048.406	2966089.406	1	2040024	4462094.963	2422070.963	5388160	37844573	37844573
10		Prakash Industries Pvt Ltd.	2	4701419	11366739	6665319.998	1	2489911	7132479.479	4642568.479	11307888	73996874	73996874
11		Ramgarh Sponge Iron (P) Ltd.	1	1583885	3810826.402	2226941.402	2	2891735	5660711.419	2768976.419	4995918	37886151	37886151
12		Rungta Mines Ltd.	1	1442160	3263847.54	1821687.54	0	0	0	0	1821688	13055390	13055390

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	freight at class 170 / 180	freight at class 200X	Difference	No of rake	freight without DBC	freight with DBC	Difference			
1	*1(a)*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	12	13
13		S.A.L Steel Ltd.	1	8021138	21323675.81	13302537.81	0	0	0	0	13302538	85294703	85294703
14		Satyam iron & Steel Co. (P) Ltd.	1	1222987	2498434.624	1275447.624	2	3966125	14219374.8	10253249.8	11528697	66871238	66871238
15		Shree Bajrang Power Ispat Ltd.	3	9165005	22504215.21	13339210.21	1	3265656	3646945.074	381289.074	13720499	104604641	104604641
16		Top worth Steels & Power Pvt. Ltd.	8	28132049	56340898.82	28208849.82	8	28306445	49045865.73	20739420.73	48948271	421547058	421547058
17		Anyani Steel (P) Ltd. A/c. Raigarh Ispat & Power (P) Ltd.	0	0	0	0	1	2198406	4323512.911	2125106.911	2125107	17294052	17294052
18		Aryan Ispat & Power (P) Ltd.	0	0	0	0	1	1990621	10503595.47	8512974.47	8512974	42014382	42014382
19		Atibir Industries Co. Ltd.	0	0	0	0	1	1308933	1928588.368	619655.3676	619655	7714353	7714353
20		B.L. Seth Agro Mills Ltd	0	0	0	0	1	7870159	8707698.467	837539.4669	837539	34830794	34830794
21		Bonai Industrial Co. Ltd.	0	0	0	0	1	3644987	4912502.907	1267515.907	1267516	19650012	19650012
22		Bravo Sponge Iron Pvt Ltd	0	0	0	0	1	1646222	9829558.363	8183336.363	8183336	39318233	39318233
23		Crest Steel & Power Ltd	0	0	0	0	1	3563864	7736938.952	4173074.952	4173075	30947756	30947756
24		Gagan Ferrotech Ltd	0	0	0	0	1	1435503	4532411.361	3096908.361	3096908	18129645	18129645
25		Govind Management	0	0	0	0	1	954896.86	1710819.129	755922.2694	755922	6843277	6843277
26		Howrah Gases Ltd.	0	0	0	0	1	1890465	4081721.563	2191256.563	2191257	16326886	16326886
27	**SER**	Kohinoor Steel (P) Ltd.	0	0	0	0	1	933108	4138471.35	3205363.35	3205363	16553885	16553885
28		Krishna Traders	0	0	0	0	1	2918208	3605517.666	687309.6656	687310	14422071	14422071
29		Raipur Handling & Infrasstucture (P) Ltd .	0	0	0	0	1	3105896	4712777.582	1606881.582	1606882	18851110	18851110
30		Ramswarup Lohh Udyog	0	0	0	0	2	2513909	8701649.583	6187740.583	6187741	34806598	34806598
31		Saladar Steel Power Ltd A/c API Ispat & Powertech Pvt Ltd	0	0	0	0	1	3044821	8222903.709	5178082.709	5178083	32891615	32891615
32		Shanti Gopal Concast Ltd.	0	0	0	0	2	7019947	10951673.05	3931726.046	3931726	43806692	43806692
33		Shyam Sel & Power Ltd.	0	0	0	0	1	2030751	10624205.56	8593454.558	8593455	42496822	42496822
34		Shyam Steel & Industries Ltd	0	0	0	0	1	1830637	8436564.35	6605927.35	6605927	33746257	33746257
35		Vandana Global Ltd	0	0	0	0	1	3368924	9907811.693	6538887.693	6538888	39631247	39631247
			49				49			**Sub Total**	**317679210**	**2286040643**	**2286040643**
		Total of A	**69**				**77**			**Total**	**494291669**	**3549298026**	**3549298026**
B	**East Coast Railway (ECoR)**												
1	ECoR	BSL	10	16124920	36083888	19958968	0	0	0	0	19958968	144335552	144335552
2		Maa Mahamaya	3	9273672	15121986	5848314	0	0	0	0	5848314	60487944	60487944
3		Maithan Steel	8	10391632	23348416	12956784	0	0	0	0	12956784	93393664	93393664
4		MIL	20	32395646	72474512	40078866	0	0	0	0	40078866	289898048	289898048

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	freight at class 170 / 180	freight at class 200X	Difference	No of rake	freight without DBC	freight with DBC	Difference			
1	*1(a)*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	12	13
5		MISL	23	28685326	64417258	35731932	0	0	0	0	35731932	257669032	257669032
6		NINL	17	19498218	47354384	27856166	0	0	0	0	27856166	189417536	189417536
7		Rashmi Metallik	1	1654900	3645720	1990820	0	0	0	0	1990820	14582880	14582880
8		Rashmi Sponge	4	12568026	31760780	19200754	0	0	0	0	19200754	127043120	127043120
9	ECoR	Rathi Udyog	1	2161174	3253484	1092310	0	0	0	0	1092310	13013936	13013936
10		Surya Sponge	2	2909090	6699286	3790196	0	0	0	0	3790196	26797144	26797144
11		Bonai Industries Ltd., VPTG	0	0	0	0	5	18877070	27282290	8405220	8405220	109129160	109129160
12		Essels Mining & Industries Ltd.	0	0	0	0	1	3775414	5456458	1681044	1681044	21825832	21825832
13		Rungta Son's Ltd., MGPV	0	0	0	0	3	11326242	16369374	5043132	5043132	65477496	65477496
14		Bonai Industries Ltd., MGPV	0	0	0	0	1	3775414	5456458	1681044	1681044	21825832	21825832
15		Rungta Son's Ltd., PPTG	0	0	0	0	1	3028676	7399740	4371064	4371064	29598960	29598960
		Total of B	89				11			**TOTAL**	**189686614**	**1464496136**	**1464496136**
C	**South Western Railway (SWR)**												
	2. Manufacturers of Iron and Steel booking iron ore to terminals other than their sidings												
1		Aparantha Iron & Steel Pvt Ltd	3	4819445	12756744	7937299	3	5259468	16714726	11455258	19392557	117885880	117885880
2		Dankuni Steels	0	0	0	0	5	19966603	25105503	5138900	5138900	100422012	100422012
3		Essar Steel	0	0	0	0	1	3913470	6285270	2371800	2371800	25141080	25141080
4	**SWR**	Gopani Iron & Power Ltd	1	3413811	9036558	5622747	0	0	0	0	5622747	36146232	36146232
5		Ispat Industries	0	0	0	0	6	27195059	37472859	10277800	10277800	149891436	149891436
6		Jindal Saw Ltd	0	0	0	0	1	6647589	10482589	3835000	3835000	41930356	41930356
7		Kamachi Sponge & Power Coporation Ltd	0	0	0	0	8	19524657	38636623	19111966	19111966	154546492	154546492
8		SBQ Steels	0	0	0	0	6	13405414	22686267	9280853	9280853	90745068	90745068
9		Sesa Industries	0	0	0	0	2	2877784	9779722	6901938	6901938	39118888	39118888
10		Tata Maettalics Ltd	0	0	0	0	8	18534826	29493491	10958665	10958665	117973964	117973964
11		V.S.Ltd & sons	0	0	0	0	2	891402	3188411	2297009	2297009	12753644	12753644
			4				**42**				**95189235**	**886555052**	**886555052**
	3. Manufacturers of Iron Pellets												
1	**SWR**	**BMM Ispat/Danapur**	**0**	**0**	**0**	**0**	**167**	**199266450**	**1230377303**	**1031110853**	**1031110853**	**4921509212**	**4921509212**
		Total of C	**4**				**209**				**1126300088**	**5808064264**	**5808064264**
		Total of A,B & C	**162**				**297**				**1810278371**	**10821858426**	**10821858426**

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	freight at class 170 / 180	freight at class 200X	Difference	No of rake	freight without DBC	freight with DBC	Difference			
1	*1(a)*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	12	13
Parties who had not submitted requisite documents at all and submission of inaccurate/mis-leading Affidavits and Forwarding Notes with undercharges and penalty (Amount in Rs.)													
A		**South Eastern Railway (SER)**											
1		**Manufacturers of iron & steel booking iron ore to their sidings who did not submit requisite documents at all - with undercharges and penalty**											
1		GSAL India Ltd	2	7648651	18277077.63	10628426.63	0	0	0	0	10628427	73108310.5	73108310.5
2		Godawari Power & Ispat Ltd	18	57134372	133161904.5	76027532.54	42	131199359	220411320.5	89211962	165239494	1414292900	1414292900
3		Khaitan Sponge & Infrastructure Pvt. Ltd.	1	3046827	7296487.155	4249660.155	1	3052198	9910264.589	6858067	11107727	68827006.97	68827006.97
4		Raipur Handling & Infrasstucture (P) Ltd .	2	5408121	13602580.68	8194459.675	0	0	0	0	8194460	54410322.7	54410322.7
5	SER	Shree Nakoda Ispat Ltd.	1	2765125	7016401.094	4251276.094	0	0	0	0	4251276	28065604.38	28065604.38
6		Top worth Steels & Power Pvt. Ltd.	1	3459883	8220587.964	4760704.964	2	6813904	11070172.6	4256269	9016974	77163042.27	77163042.27
7		BPSL	0	0	0	0	2	3603645	7790825.547	4187181	4187181	31163302.19	31163302.19
8		Bhusan Steel Ltd	0	0	0	0	17	35296324	146336383.5	111040059	111040059	585345534	585345534
9		GR Minerals and Idustries Ltd	0	0	0	0	1	3013463	3353664.222	340201	340201	13414656.89	13414656.89
10		Jaiswal Nicco Industries Ltd.	0	0	0	0	3	8856325	12814042.96	3957718	3957718	51256171.83	51256171.83
11		Jharkhand Ispat & Pvt. Ltd.	0	0	0	0	1	1233626	2502453.242	1268827	1268827	10009812.97	10009812.97
12		Kalinga Materials Ltd	0	0	0	0	1	3014985	4013236.399	998251	998251	16052945.59	16052945.59
13		LMJ International Ltd	0	0	0	0	1	2360692	4147696.593	1787005	1787005	16590786.37	16590786.37
14		Monet Ispat & Energy Ltd.	0	0	0	0	2	4290706	8800929.028	4510223	4510223	35203716.11	35203716.11
15		Nacast Sponge Iron Ltd. mandhar	0	0	0	0	1	3143487	4608637.49	1465150	1465150	18434549.96	18434549.96
16		Shree Bajrang Power Ispat Ltd.	0	0	0	0	2	6268664	12327629.4	6058965	6058965	49310517.59	49310517.59
17		Shyam Ispat India (P) Ltd.	0	0	0	0	1	2236648	4235716.865	1999069	1999069	16942867.46	16942867.46
18		Shyam Steel & Industries Ltd	0	0	0	0	2	3809189	15849371.09	12040182	12040182	63397484.38	63397484.38
19		Tarini Minerals (P) Ltd.	0	0	0	0	1	2962681	7537370.987	4574690	4574690	30149483.95	30149483.95
20		Vaswami Industries Ltd.	0	0	0	0	2	6020264	15617946.54	9597683	9597683	62471786.16	62471786.16
			25				82				**372263562**	**2715610803**	**2715610803**
2.		**Manufacturers of iron & steel booking iron ore to terminals other than their sidings who did not submit requisite documents at all - with undercharges & penalty**											
1		AIRAN Steel and Power Pvt. Ltd.	2	4956846	12623277.38	7666431.384	0	0	0	0	7666431.384	171076393	171076393
2		Ankit Metal & Power Ltd	1	1473517	3453618.574	1980101.574	5	8350498	30145820.79	21795322.79	23775424.36	13814474	13814474
3		Bikash Metal & Power Ltd.	1	1550578	3223495.856	1672917.856	0	0	0	0	1672917.856	12893983	12893983
4		Brand Alloys Ltd.	1	1659277	3706250.517	2046973.517	2	3511319	7139696.715	3628377.715	5675351.232	43383789	43383789
5	SER	Emmar Alloys (P) Ltd.	1	1019626	2138640.629	1119014.629	0	0	0	0	1119014.629	8554563	8554563
6		Gayatri Ispat Pvt Ltd.	1	1708980	3631210.561	1922230.561	0	0	0	0	1922230.561	14524842	14524842
7		Jai Balaji Industries Ltd.	2	3701094	7890525.373	4189431.373	5	9027973	17141307.4	8113334.399	12302765.77	100127331	100127331
8		Jharkhand Ispat & Pvt. Ltd.	5	9867229	17439219.97	7571990.972	1	1149638	2458368.861	1308730.861	8880721.833	79590355	79590355
9		Kalinga Materials Ltd	1	1178138	3069700.265	1891562.265	0	0	0	0	1891562.265	12278801	12278801

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	freight at class 170 / 180	freight at class 200X	Difference	No of rake	freight without DBC	freight with DBC	Difference			
1	*1(a)*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	12	13
10		Kohinoor Steel (P) Ltd.	1	995667	2097492.321	1101825.321	3	3231951	11624792.44	8392841.439	9494666.759	54889139	54889139
11		MSP Metallics Ltd	1	1939626	3251171.913	1311545.913	0	0	0	0	1311545.913	13004688	13004688
12		Monet Ispat Ltd	1	995656	2174447.641	1178791.641	0	0	0	0	1178791.641	8697791	8697791
13		Nakoda Ispat A/C Bandana Global	1	3441949	7294720.944	3852771.944	0	0	0	0	3852771.944	29178884	29178884
14		Prakash Industries Pvt Ltd.	1	2285491	3991967.27	1706476.27	5	13173877	34999809.44	21825932.44	23532408.71	155967107	155967107
15		Ramgarh Sponge Iron (P) Ltd	1	1685760	3747874.982	2062114.982	0	0	0	0	2062114.982	14991500	14991500
16		Rashmi Ispat Ltd.	1	1455764	3431251.755	1975487.755	0	0	0	0	1975487.755	13725007	13725007
17		Rungta Mines Ltd.	1	1549587	3293648.857	1744061.857	0	0	0	0	1744061.857	13174595	13174595
18		S.K Saragi & Co. Pvt. Ltd.(SKPL)	8	25662181	58075460.13	32413279.13	8	24695148	31296059.08	6600911.081	39014190.21	357486077	357486077
19		Sen Ferro Alloys Ltd.	1	1791848	4218473.18	2426625.18	0	0	0	0	2426625.18	16873893	16873893
20		Shree Bajrang Power Ispat Ltd.	4	12239936	30341689.76	18101753.76	3	9719725	29783317.39	20063592.39	38165346.15	240500029	240500029
21		Shree Balaji Traders	1	5230055	6295865.621	1065810.621	0	0	0	0	1065810.621	25183462	25183462
22		Shree Nakoda Ispat Ltd.	1	3614750	7272475.336	3657725.336	0	0	0	0	3657725.336	29089901	29089901
23		Sivrama Sponge	1	1272768	1781262.905	508494.9052	0	0	0	0	508494.9052	7125052	7125052
24		Sponge udyog Pvt Ltd	2	2711890	6970358.534	4258468.534	0	0	0	0	4258468.534	27881434	27881434
25		Top worth Steels & Power Pvt. Ltd.	6	21143836	50385082.12	29241246.12	2	7173003	16527310.15	9354307.15	38595553.27	267649569	267649569
26		Anjani Steel Ltd	0	0	0	0	2	4497940	7723690.922	3225750.922	3225750.922	30894764	30894764
27	SER	Aryan Ispat & Power (P) Ltd.	0	0	0	0	1	1990325	10028565.06	8038240.06	8038240.06	40114260	40114260
28		Bhusan Steel Ltd	0	0	0	0	3	5410313	10201586.11	4791273.111	4791273.111	40806344	40806344
29		Bimaldeep Minerals(P) Ltd	0	0	0	0	1	1552692	6571798.486	5019106.486	5019106.486	26287194	26287194
30		Calstar Sponge Ltd	0	0	0	0	1	1568026	3865556.292	2297530.292	2297530.292	15462225	15462225
31		G&A Metals (P) Ltd.	0	0	0	0	1	1660037	3692782.306	2032745.306	2032745.306	14771129	14771129
32		Godawari Power & Ispat Ltd	0	0	0	0	2	6462184	16011200.75	9549016.753	9549016.753	64044803	64044803
33		Jaiswal Nicco Industries Ltd.	0	0	0	0	1	3136911	4737436.769	1600525.769	1600525.769	18949747	18949747
34		KIC Metalicks Ltd.	0	0	0	0	1	1759232	7152413.763	5393181.763	5393181.763	28609655	28609655
35		Krishna Traders	0	0	0	0	1	1599357	3028260.336	1428903.336	1428903.336	12113041	12113041
36		Lloyds Metals Engneers Ltd.	0	0	0	0	1	4531210	8567136.572	4035926.572	4035926.572	34268546	34268546
37		Mark Steel Ltd.	0	0	0	0	1	1257725	2997839.896	1740114.896	1740114.896	11991360	11991360
38		Neo Mateliks Ltd	0	0	0	0	1	1972944	6923014.494	4950070.494	4950070.494	27692058	27692058
39		Nilachal Iron & Power Ltd	0	0	0	0	1	939061	3899983.977	2960922.977	2960922.977	15599936	15599936
40		Param Industries Ltd.	0	0	0	0	1	3052278	10292926.49	7240648.488	7240648.488	41171706	41171706

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	freight at class 170 / 180	freight at class 200X	Difference	No of rake	freight without DBC	freight with DBC	Difference			
1	*1(a)*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	12	13
41		Prakash Industries Ltd	0	0	0	0	1	2371421	10112113.65	7740692.651	7740692.651	40448455	40448455
42		Ramswarup Lohh Udyog	0	0	0	0	5	7088801	14956932.7	7868131.698	7868131.698	59827731	59827731
43		Rathi steel & Power Ltd	0	0	0	0	1	2173958	4402977.216	2229019.216	2229019.216	17611909	17611909
44		S.A Iron and Alloys Ltd	0	0	0	0	1	3298347	9803991.593	6505644.593	6505644.593	39215966	39215966
45		SKM (under W/S & Repate allowed)	0	0	0	0	2	6256332	8593855.279	2337523.279	2337523.279	34375421	34375421
46	SER	Satya Ispat Pvt. Ltd. A/C Mangal Sponge & Steel Pvt. Ltd.	0	0	0	0	1	2819544	4662724.941	1843180.941	1843180.941	18650900	18650900
47		Satyam iron & Steel Co. (P) Ltd.	0	0	0	0	1	2047111	9852789.764	7805678.764	7805678.764	39411159	39411159
48		Shiv Shakti steel Pvt Ltd	0	0	0	0	2	4412296	8786880.869	4374584.869	4374584.869	35147523	35147523
49		ShivShakti Steels Ltd.	0	0	0	0	1	2318242	10277825.59	7959583.593	7959583.593	41111302	41111302
50		Shivam Iron & Steel Co. Ltd. (SIVS)	0	0	0	0	1	2134317	9754110.408	7619793.408	7619793.408	39016442	39016442
51		Shree Gopal Govind Sponge Pvt. Ltd.	0	0	0	0	1	2082868	4133865.995	2050997.995	2050997.995	16535464	16535464
52		Shyam Iron & Steel Co. Ltd.	0	0	0	0	1	2247835	3035635.986	787800.9859	787800.9859	12142544	12142544
53		Shyam Metalics & Energy Ltd	0	0	0	0	1	2233705	8039025.607	5805320.607	5805320.607	32156102	32156102
54		Shyam Sel & Power Ltd.	0	0	0	0	1	1726864	6975788.565	5248924.565	5248924.565	27903154	27903154
55		Shyam Steel & Industries Ltd	0	0	0	0	2	4143279	14543016.01	10399737.01	10399737.01	58172064	58172064
56		Shyamsel Ltd.	0	0	0	0	4	6865804	14699534.97	7833730.974	7833730.974	58798140	58798140
57		Vikash Metal & Power Ltd.	0	0	0	0	6	8066746	17292299.07	9225553.072	9225553.072	69169196	69169196
58		Vimala Infrastructure India Ltd.	0	0	0	0	1	3113333	4738154.998	1624821.998	1624821.998	18952620	18952620
			47				86				**401315161**	**2813085520**	**2813085520**
			72				168			**TOTAL**	**773578723**	**5528696323**	**5528696323**
		Grand Total	**234**				**465**						**16350554749**

Annexure-VI (para 2.2.6.1-b and c)

Parties who submitted requisite documents partially (Amount in Rs)

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
		Parties who submitted requisite documents partially											
A		*South Eastern Railway (SER)*											
1. Manufacturers of iron & steel booking iron ore to their sidings who submitted requisite documents partially - with undercharge and penalty													
1		Bhusan Power & Ispat Ltd.	2	3807147	9032803.445	5225656.445	12	22799592	69310208.19	46510616.19	51736272.64	313372047	313372047
2		Bihar Spong Iron Ltd	63	58995851	127644542	68648690.95	75	63413289	359587690.6	296174401.6	364823092.5	1948928930	1948928930
3		JSPL	321	624222533	1565591686	941369152.8	1359	2702386609	9133198734	6430812125	7372181278	42795161680	42795161680
4		M.S.P Steel & Power Pvt. Ltd.	1	2029902	4836156.634	2806254.634	17	34178123	100893169.8	66715046.81	69521301.44	422917306	422917306
5		Monet Ispat & Energy Ltd.	1	1963677	4937320.718	2973643.718	39	92477825	267771356.7	175293531.7	178267175.4	1090834710	1090834710
6		Nakoda Ispat A/C Bandana Global	1	3133928	7597709.857	4463781.857	0	0	0	0	4463781.857	30390839	30390839
7	SER	Shree Bajrang Power Ispat Ltd.	1	3000384	7263779.017	4263395.017	4	12223123	17157450.99	4934327.986	9197723.003	97684920	97684920
8		TATA	1220	920514764	2322775105	1402260341	2144	1601116682	10393887358	8792770676	10195031017	50866649853	50866649853
9		Top worth Steels & Power Pvt. Ltd.	3	10398338	24824362.77	14426024.77	3	10670565	13081151.08	2410586.082	16836610.86	151622055	151622055
10		Aryan Ispat & Power (P) Ltd.	0	0	0	0	3	5412353	21510057.82	16097704.82	16097704.82	86040231	86040231
11		Bandana Global (P) Ltd.	0	0	0	0	1	2829378	3494272.873	664894.873	664894.873	13977091	13977091
12		Bhushan Steel Ltd.	0	₹	0	0	1	2118174	10499713.4	8381539.4	8381539.4	41998854	41998854
13		Crest Steel & Power Ltd	0	0	0	0	6	20644551	52333039.76	31688488.76	31688488.76	209332159	209332159
14		Electro Steel Casting Pvt. Ltd.	0	0	0	0	4	8923155	31528185.52	22605030.52	22605030.52	126112742	126112742
15		G&A Metals Pvt Ltd	0	0	0	0	1	1547462	3088271.553	1540809.553	1540809.553	12353086	12353086
16		G.R. Metaliks and Industries (P) Ltd.	0	0	0	0	1	3170195	11102952.21	7932757.206	7932757.206	44411809	44411809
17		GR Metalick and industries Pvt ltd.	0	0	0	0	1	3054015	10202992.2	7148977.203	7148977.203	40811969	40811969
18		Gagan Ferrotech Ltd	0	0	0	0	2	3776079	16205258.53	12429179.53	12429179.53	64821034	64821034
19		Godawari Power & Ispat Ltd	0	0	0	0	2	6267243	14242395.23	7975152.233	7975152.233	56969581	56969581
20		Gopal Sponge And Power Ltd.	0	0	0	0	4	12302215	33021674.52	20719459.52	20719459.52	132086698	132086698
21		Kalinga Metaliks Ltd.	0	0	0	0	2	7546646	7931104.763	384458.7628	384458.7628	31724419	31724419
22		Kamal Sponge Steel & Power Ltd.	0	0	0	0	2	8824427	22193494.51	13369067.51	13369067.51	88773978	88773978
23		Kaypee Enterprises	0	0	0	0	2	6205073	20555921.72	14350848.72	14350848.72	82223687	82223687
24		Lloyds Metals & Engineers Ltd	0	0	0	0	1	4577960	11034314.56	6456354.559	6456354.559	44137258	44137258
25		Monet Ispat & Iron Ltd.	0	0	0	0	1	2084786	7445637.014	5360851.014	5360851.014	29782548	29782548
26		Neelachal Ispat Nigam Ltd.	0	0	0	0	29	41321497	163915193.9	122593696.9	122593696.9	655660776	655660776
27		SKS Ispat & power Ltd.	0	0	0	0	8	25752881	52874174.92	27121293.92	27121293.92	211496700	211496700
28		Shubh Infrastructure Ltd. A/c Gopal Sponge And	0	0	0	0	5	15359525	24750212.44	9390687.444	9390687.444	99000850	99000850
29		Steel Exchange India Ltd.	0	0	0	0	1	3866309	8185426.162	4319117.162	4319117.162	32741705	32741705
30		Vandana Global Ltd	0	0	0	0	1	2838124	6049273.994	3211149.994	3211149.994	24197096	24197096
		Total of 1	**1613**				**3731**			**Total of 1**	**18605799773**	99846216611	99846216611

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
2. Manufacturers of iron & steel booking iron ore to terminals other than their sidings who submitted requisite documents partially -with undercharge and penalty													
1		Ankit Matel & Power Ltd	11	16759850	37059128.36	20299278.36	30	44128694	107289501.1	63160807.14	83460085.5	577394518	577394518
2		Baldev Alloys Pvt. Ltd.	1	2474924	7000513.338	4525589.338	0	0	0	0	4525589.338	28002053	28002053
3		Bandana Global (P) Ltd.	1	3023501	7785093.304	4761592.304	0	0	0	0	4761592.304	31140373	31140373
4		Bhushan Power & Steel Ltd.	3	5067936	12407735.07	7339799.072	19	40138009	148927824.7	108789815.7	116129614.7	645342239	645342239
5		Bhushan Steel Ltd.	1	1643081	3814257.254	2171176.254	1	1748831	3841688.245	2092857.245	4264033.499	30623782	30623782
6	SER	Bihar Spong Iron Ltd	2	1876612	4714153.504	2837541.504	15	15781370	83030366.04	67248996.04	70086537.55	350978078	350978078
7		Brand Alloys Ltd	9	14028123	32231330.01	18203207.01	2	3214286	6642449.13	3428163.13	21631370.14	155495117	155495117
8		Calstar Sponge Ltd.	1	1915104	4076366.048	2161262.048	4	7735180	12326303.99	4591123.99	6752386.039	65610680	65610680
9		GSAL India Ltd	1	3528179	8818644.922	5290465.922	0	0	0	0	5290465.922	35274580	35274580
10		Gayatri Ispat Pvt Ltd.	1	1471260	3226439.849	1755179.849	0	0	0	0	1755179.849	12905759	12905759
11		Godawari Power & Ispat Ltd	1	2858947	7396650.005	4537703.005	0	0	0	0	4537703.005	29586600	29586600
12		Haldia Steels Ltd.	3	5222028	11785979.38	6563951.379	7	12487741	35532055.18	23044314.18	29608265.56	189272138	189272138
13		Jai Balaji Industries Ltd.	5	8801652	20196181.36	11394529.36	2	3517073	5723909.702	2206836.702	13601366.07	103680364	103680364
14		Jharkhand Ispat (P) Ltd.	3	4723401	10105153.06	5381752.062	0	0	0	0	5381752.062	40420612	40420612
15		Kamal Sponge Steel & Power Ltd.	1	4024060	10549608.28	6525548.28	0	0	0	0	6525548.28	42198433	42198433
16		Kohinoor Steel (P) Ltd.	1	969468	2019038.482	1049570.482	9	9108661	27682209.2	18573548.2	19623118.68	118804991	118804991
17		Kunj Behari Steel Ltd.	2	2967305	6576558.913	3609253.913	0	0	0	0	3609253.913	26306236	26306236
18		Lal ferro Alloys Co. (P) Ltd.	1	1495322	3622081.4	2126759.4	1	1449602	2767994.09	1318392.09	3445151.49	25560302	25560302
19	SER	Ma Chhinnamasta Sponge Iron Ltd	1	1725592	3430804.199	1705212.199	4	6971793	21056889.72	14085096.72	15790308.92	97950776	97950776
20		Ma Chhinnamastika Sponge Iron Ltd	3	5044396	11017366.17	5972970.166	1	1674550	3733800.294	2059250.294	8032220.46	59004666	59004666
21		Maa Chinamathi steel and Power Ltd.	1	1273171	2580848.203	1307677.203	2	2799500	12144220.68	9344720.678	10652397.88	58900276	58900276
22		Maithan Steel and Power Ltd.	1	1759149	3259057.68	1499908.68	2	3343454	19263111.76	15919657.76	17419566.44	90088678	90088678
23		Neo Mateliks Ltd	2	4068977	6669415.926	2600438.926	6	10158940	22211686.8	12052746.8	14653185.72	115524411	115524411
24		Santpuriya Alloys (P) Ltd	1	1598375	3707444.161	2109069.161	0	0	0	0	2109069.161	14829777	14829777
25		Satyam iron & Steel Co. (P) Ltd.	2	3177549	7065694.657	3888145.657	0	0	0	0	3888145.657	28262779	28262779
26		ShivShakti Steels (P) Ltd.	1	2410886	5547112.072	3136226.072	0	0	0	0	3136226.072	22188448	22188448
27		Shivalayas Ispat & Pvt. Ltd.	1	2903210	7163887.498	4260677.498	0	0	0	0	4260677.498	28655550	28655550
28		Shree Bajrang Power Ispat Ltd.	6	19332258	45792897.21	26460639.21	0	0	0	0	26460639.21	183171589	183171589
29		Shree Nakoda Ispat Ltd.	1	3116081	7688854.004	4572773.004	0	0	0	0	4572773.004	30755416	30755416
30		Shyamsel Ltd.	1	1804694	3643783.33	1839089.33	0	0	0	0	1839089.33	14575133	14575133
31		Sree Nakoda Ispat Ltd.	3	9169354	22962926.69	13793572.69	0	0	0	0	13793572.69	91851707	91851707
32		Sri Bajrang Ispat Ltd.	1	3058436	7760965.948	4702529.948	0	0	0	0	4702529.948	31043864	31043864
33		Top worth Steels & Power Pvt. Ltd.	12	42482742	103467806.1	60985064.11	1	3355437	4733127.397	1377690.397	62362754.5	432803734	432803734
34		Vijay Sponge & Ispat Ltd	1	1335180	2324724.281	989544.2805	0	0	0	0	989544.2805	9298897	9298897
35		Vikash Metal & Power Ltd.	3	4574475	10146713.42	5572238.417	7	9440380	22179305.8	12738925.8	18311164.22	129304077	129304077
36		Adhunik Coorporation Ltd	0	0	0	0	1	1796022	7483088.172	5687066.172	5687066.172	29932353	29932353
37		Ahluwala Mining Ltd	0	0	0	0	1	4571064	11843419.29	7272355.288	7272355.288	47373677	47373677
38		Ankit Metal Ltd	0	0	0	0	1	1664251	6733327.482	5069076.482	5069076.482	26933310	26933310

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
39		Aryan Ispat & Power (P) Ltd.	0	0	0	0	2	3301942	7800064.777	4498122.777	4498122.777	31200259	31200259
40		Atibir Industries Co. Ltd.	0	0	0	0	5	6896571	15572985.63	8676414.626	8676414.626	62291943	62291943
41		BSPL	0	0	0	0	1	2040609	7880383.113	5839774.113	5839774.113	31521532	31521532
42		Howrah Gases Ltd.	0	0	0	0	1	1813889	3883893.937	2070004.937	2070004.937	15535576	15535576
43		Jolla Steel Pvt. Ltd.	0	0	0	0	6	7066736	16858986.65	9792250.647	9792250.647	67435947	67435947
44		Lloyds Metals & Engineers Ltd	0	0	0	0	3	14523230	29437186.09	14913956.09	14913956.09	117748744	117748744
45		M.B Sponge & Pvt Ltd.	0	0	0	0	1	1228857	3808615.254	2579758.254	2579758.254	15234461	15234461
46		MB Ispat Corporation Ltd	0	0	0	0	1	1347010	3666024.239	2319014.239	2319014.239	14664097	14664097
47		Maheswary Ispat Pvt (Ltd) A/c Sova Ispat	0	0	0	0	4	6775585	14709330.76	7933745.764	7933745.764	58837323	58837323
48		Nav Durga Fuel(p) Ltd	0	0	0	0	1	2367965	5734048.825	3366083.825	3366083.825	22936195	22936195
49		Nilachal Iron & Power Ltd	0	0	0	0	1	1046993	1981732.799	934739.7992	934739.7992	7926931	7926931
50		Niranjan Metaliks Ltd.	0	0	0	0	2	2557255	7174511.959	4617256.959	4617256.959	28698048	28698048
51		Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Pov	0	0	0	0	1	2127695	3389571.194	1261876.194	1261876.194	13558285	13558285
52		Prakash Industries Pvt Ltd.	0	0	0	0	1	2596847	6816590.771	4219743.771	4219743.771	27266363	27266363
53		Ramgarh Lohh Udyog Ltd	0	0	0	0	1	1270157	3042571.383	1772414.383	1772414.383	12170286	12170286
54		Ramswarup Lohh Udyog	0	0	0	0	1	1201437	2887341.932	1685904.932	1685904.932	11549368	11549368
55		Rashmi Ispat (P) Ltd.	0	0	0	0	1	1159369	2898262.265	1738893.265	1738893.265	11593049	11593049
56		Rathi Steel & Power Ltd.	0	0	0	0	1	2070116	3376063.145	1305947.145	1305947.145	13504253	13504253
57		SMC Power Generation Ltd.	0	0	0	0	1	1979785	4079698.933	2099913.933	2099913.933	16318796	16318796
58		Savitri Sponge Iron (P) Ltd.	0	0	0	0	1	1370091	2991124.945	1621033.945	1621033.945	11964500	11964500
59		Shree Bajrang Power Ispat Ltd.	0	0	0	0	3	9448062	13859904.84	4411842.837	4411842.837	55439619	55439619
60		Shree Nakoda Ispat Ltd.	0	0	0	0	1	2788846	4767482.671	1978636.671	1978636.671	19069931	19069931
61	SER	Shyam Sel & Power Ltd.	0	0	0	0	1	1664515	4004415.229	2339900.229	2339900.229	16017661	16017661
62		Shyam Steel & Industries Ltd	0	0	0	0	2	4052185	19961708.45	15909523.45	15909523.45	79846834	79846834
63		Sova Ispat Pvt Ltd	0	0	0	0	1	1335635	2671723.155	1336088.155	1336088.155	10686893	10686893
64		Sri Venkatesh Iron & Alloys (India) Ltd.	0	0	0	0	1	1736872	9267630.128	7530758.128	7530758.128	37070521	37070521
65		Super smelters LTD	0	0	0	0	4	7022596	27044102.5	20021506.5	20021506.5	108176410	108176410
66		Venkatesh Iron & Alloys India Ltd	0	0	0	0	2	3911824	19809063.11	15897239.11	15897239.11	79236252	79236252
		Total of 2	89				167			**Total of 2**	**788663721.6**	5048546050	5048546050
		Total of A (1+2)	**1702**				**3898**			**Total of A (1+2)**	**19394463494**	**104894762661**	**104894762661**

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
B	East Coast Railway (ECoR)												
1		Aarti Steel	1	1383770	3615852	2232082	0	0	0	0	2232082	14463408	14463408
2		Ninl	2	2293908	5571104	3277196	7	8093392	42066342	33972950	37250146	190549784	190549784
3		Rashmi Sponge	1	3091224	8198424	5107200	0	0	0	0	5107200	32793696	32793696
4		Kj Ispat	1	1233860	2937552	1703692	0	0	0	0	1703692	11750208	11750208
5		Surya Sponge	2	2831304	6493288	3661984	0	0	0	0	3661984	25973152	25973152
6		Mil	1	1612492	3615852	2003360	0	0	0	0	2003360	14463408	14463408
7		Aapl	0	0	0	0	2	2653160	19417544	16764384	16764384	77670176	77670176
8	ECoR	Aarti Sponge	0	0	0	0	1	3278184	10135132	6856948	6856948	40540528	40540528
9		Anjani Steel	0	0	0	0	1	2511458	10774140	8262682	8262682	43096560	43096560
10		Bajrang Power&Ispat	0	0	0	0	1	3145032	10135132	6990100	6990100	40540528	40540528
11		Bsl	0	0	0	0	4	6224932	18417308	12192376	12192376	73669232	73669232
12		Dankuni Steel	0	0	0	0	2	6437504	19960412	13522908	13522908	79841648	79841648
13		Dinabandhu Steel	0	0	0	0	1	1155504	8792744	7637240	7637240	35170976	35170976
14		Gopal Sponge	0	0	0	0	1	3278184	10135132	6856948	6856948	40540528	40540528
15		Govinda Impex	0	0	0	0	1	1768558	10135132	8366574	8366574	40540528	40540528
16	ECoR	Gr Metalllik	0	0	0	0	2	5919754	19203680	13283926	13283926	76814720	76814720
17		Haldia Steel	0	0	0	0	1	2068112	9998408	7930296	7930296	39993632	39993632
18		Maa Chinamastika	0	0	0	0	1	1896846	9700640	7803794	7803794	38802560	38802560
19		Maithan Steel	0	0	0	0	2	2683940	11488692	8804752	8804752	45954768	45954768
20		Mil	0	0	0	0	4	6606528	14137102	7530574	7530574	56548408	56548408
21		Misl	0	0	0	0	3	4055778	25931542	21875764	21875764	103726168	103726168
22		Mmil	0	0	0	0	1	3135798	4087470	951672	951672	16349880	16349880
23		Mongal Sponge	0	0	0	0	2	5838662	20765898	14927236	14927236	83063592	83063592
24		Msp Metallik	0	0	0	0	2	4487952	21773620	17285668	17285668	87094480	87094480
25		Msp Steel&Power	0	0	0	0	1	2207344	10964634	8757290	8757290	43858536	43858536
26		Niros	0	0	0	0	1	4513640	9603892	5090252	5090252	38415568	38415568
27		Ramgarh Sponge &Iron	0	0	0	0	1	1715776	6649012	4933236	4933236	26596048	26596048
28		Rashmi Cement	0	0	0	0	1	2243976	10402918	8158942	8158942	41611672	41611672
29		Rashmi Metallik	0	0	0	0	1	2243976	10402918	8158942	8158942	41611672	41611672
30		Sa Iron	0	0	0	0	1	3452110	11255296	7803186	7803186	45021184	45021184
31		Sfis	0	0	0	0	2	8844196	23155756	14311560	14311560	92623024	92623024
32		Shanti Gopal Concast	0	0	0	0	1	3764926	12680486	8915560	8915560	50721944	50721944
33		Shivalaya Ispat	0	0	0	0	1	3494100	10306132	6812032	6812032	41224528	41224528
34		Shivaram Iron &Steel	0	0	0	0	1	2422728	10618948	8196220	8196220	42475792	42475792
35		Shyam Ispat	0	0	0	0	1	2511458	10774140	8262682	8262682	43096560	43096560
36		Shyam Sel & Power	0	0	0	0	3	5305674	30405396	25099722	25099722	121621584	121621584
37		Singhal Entrps.	0	0	0	0	1	2511458	10774140	8262682	8262682	43096560	43096560
38		Super Smeltor	0	0	0	0	1	1896846	9698664	7801818	7801818	38794656	38794656
39		Ugml	0	0	0	0	2	11663378	21483908	9820530	9820530	85935632	85935632
40		Vgl	0	0	0	0	1	3493150	9884940	6391790	6391790	39539760	39539760
41		Visa	0	0	0	0	6	7704348	35386360	27682012	27682012	141545440	141545440

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
42		Vision	0	0	0	0	1	1810548	7817740	6007192	6007192	31270960	31270960
43		Jharkhand Ispat Pvt Ltd	0	0	0	0	2	3965376	38338808	34373432	34373432	153355232	153355232
44		Visa Steel Ltd, Sukinda	0	0	0	0	10	12932388	92533040	79600652	79600652	370132160	370132160
45		Rishavh Sponge Iron	0	0	0	0	3	5485338	31471296	25985958	25985958	125885184	125885184
46		Concast Bengal Steel	0	0	0	0	2	4376384	20389052	16012668	16012668	81556208	81556208
47		MB Ispat Corporation Ltd	0	0	0	0	5	10620544	51025640	40405096	40405096	204102560	204102560
48		Haldia Steels Ltd	0	0	0	0	1	2308272	10805376	8497104	8497104	43221504	43221504
49		Sova Ispat	0	0	0	0	2	4193414	19662758	15469344	15469344	78651032	78651032
50		MB Sponge Iron	0	0	0	0	2	4312088	20304550	15992462	15992462	81218200	81218200
51		Bhushan Power and Steel	0	0	0	0	1	2156044	10152270	7996226	7996226	40609080	40609080
52		Rajashree Metal	0	0	0	0	1	2261760	10723942	8462182	8462182	42895768	42895768
53		Shivalaya Ispat & Power Ltd	0	0	0	0	2	6710990	20569780	13858790	13858790	82279120	82279120
54		Sree Nakoda Ispat Ltd	0	0	0	0	1	3157838	9655990	6498152	6498152	38623960	38623960
55		Anjali Steel Ltd	0	0	0	0	1	3366914	10322244	6955330	6955330	41288976	41288976
56		Bravo Sponge Iron	0	0	0	0	2	3706710	19915952	16209242	16209242	79663808	79663808
57		Rashmi Cement Ltd	0	0	0	0	2	3509604	18455840	14946236	14946236	73823360	73823360
58		SPS Steel & Power	0	0	0	0	2	4933312	19702240	14768928	14768928	78808960	78808960
59		Phil SP Sponge Iron	0	0	0	0	1	3177902	10952018	7774116	7774116	43808072	43808072
60		Howrah Gases	0	0	0	0	1	2533422	9114642	6581220	6581220	36458568	36458568
61		Crest Steel & Power Ltd	0	0	0	0	1	3405522	9607122	6201600	6201600	38428488	38428488
62		Brahmaputra TMT Bar Ltd	0	0	0	0	1	5650486	6337716	687230	687230	25350864	25350864
63		Shree Ganapati Concast	0	0	0	0	1	6951264	7801286	850022	850022	31205144	31205144
64		Mideast Integrated Steel Ltd	0	0	0	0	2	2368160	5266268	2898108	2898108	21065072	21065072
		Total of B	**8**				**112**				**771292052**	**4131445008**	**4131445008**
C		**South Western Railway (SWR)**											
	1.	**Manufacturers of Iron and Steel booking iron ore to their siding**											
1	***SWR***	**JSW/Macheri Road/Salem Tamilanadu**	**0**	**0**	**0**	**0**	**120**	**279157656**	**889377370**	**610219714**	**610219714**	**3557509480**	**3557509480**
		Total of A,B, & C									**20775975260**		**112583717149**

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
A		South Eastern Railway (SER)									.		
1.		Manufacturers of iron & steel booking iron ore to their sidings who submitted requisite documents partially and submission of inaccurate/mis-leading Forwarding Notes and Affidavits -with undercharges and penalty											
1		Arsh Iron & Steel Ltd.	1	3202174	7418124.761	4215950.761	0	0	0	0	4215951	29672499	29672499
2		BPSL	2	3720129	8268182.733	4548053.733	2	3649808	10851954.92	7202146.919	11750201	76480551	76480551
3		Bhashan Power & Steel Ltd.	3	5181315	12643056.79	7461741.794	10	18741070	73768052	55026982	62488724	345644435	345644435
4		G.R. Sponge & Power Ltd. (Inkentry and Power Lt	1	2655234	6629432.696	3974198.696	0	0	0	0	3974199	26517731	26517731
5		Godawari Power & Ispat Ltd	1	3188035	7728761.177	4540726.177	2	6139181	8904489.732	2765308.732	7306035	66533004	66533004
6		Lloydes metals & Eng. Ltd.	1	5943166	12501869.72	6558703.718	1	4718224	9042433.774	4324209.774	10882913	86177214	86177214
7	SER	Shree Bajrang Power Ispat Ltd.	1	3024486	7292995.837	4268509.837	4	11708443	16769295.04	5060852.041	9329362	96249164	96249164
8		Shree Nakoda Ispat Ltd.	2	7040818	15097952.81	8057134.81	0	0	0	0	8057135	60391811	60391811
9		Sunil & Sponge (P) Ltd.	1	2973823	7070654.005	4096831.005	0	0	0	0	4096831	28282616	28282616
10		Electro Steel Casting Ltd.	0	0	0	0	4	8396630	17241057.31	8844427.305	8844427	68964229	68964229
11		GSAL India Ltd	0	0	0	0	1	3797236	4660096.433	862860.4327	862860	18640386	18640386
12		Harekrishna Sponge Iron Ltd	0	0	0	0	1	2959559	4508482.758	1548923.758	1548924	18033931	18033931
13		Jaiswal Nicco Industries Ltd.	0	0	0	0	2	6406666	20966060.69	14559394.69	14559395	83864243	83864243
14		Jharkhand Ispat & Pvt. Ltd.	0	0	0	0	1	1149638	2351716.861	1202078.861	1202079	9406867	9406867
15		Kamal Sponge Steel & Power Ltd.	0	0	0	0	1	3117084	7919276.108	4802192.108	4802192	31677104	31677104
16		Khaitan Sponge & Infrastructure Pvt. Ltd.	0	0	0	0	1	3119671	7345835.755	4226164.755	4226165	29383343	29383343
17		Maa Mongla Ispat Pvt. Ltd.	0	0	0	0	1	2208518	4075154.22	1866636.22	1866636	16300617	16300617
18		Monet Ispat & Energy Ltd.	0	0	0	0	4	8809424	25463007.94	16653583.94	16653584	101852032	101852032
19		Nacast Sponge Iron Ltd. mandhar	0	0	0	0	1	2903727	4291220.436	1387493.436	1387493	17164882	17164882
20		Shyam Steel & Industries Ltd	0	0	0	0	5	9568596	37168583.08	27599987.08	27599987	148674332	148674332
21		Sri Shyam Ispat (India) Pvt. Ltd.	0	0	0	0	2	4860211	18573366.89	13713155.89	13713156	74293468	74293468
22		Steel Exchange India Ltd	0	0	0	0	1	4012127	7961870.175	3949743.175	3949743	31847481	31847481
23		Uttam Galva Metaliks Ltd.	0	0	0	0	3	14348796	26395358.88	12046562.88	12046563	105581436	105581436
24		Vandana Global Ltd	0	0	0	0	3	9024245	21975434.74	12951189.74	12951190	87901739	87901739
25		Vaswami Industries Ltd.	0	0	0	0	1	2761155	9744959.952	6983804.952	6983805	38979840	38979840
		Total of 1	**13**				**51**				**255299549**	**1698514953**	**1698514953**

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
2. Manufacturers of iron & steel booking iron ore to terminals other than their sidings who submitted requisite documents partially - with undercharges and penalty													
1		AIRAN Steel and Power Pvt. Ltd.	2	5936045	12961574.39	7025529.386	0	0	0	0	7025529	51846298	51846298
2		Adhunik Alloys & Power Ltd.	1	1083895	2184505.725	1100610.725	7	7642779	54155616.86	46512837.86	47613449	225360490	225360490
3		Amiya Steel Pvt Ltd.	1	1521368	3371604.245	1850236.245	1	1692461	2968533.941	1276072.941	3126309	25360553	25360553
4		Anindita Traders and Investment	1	1525537	3148891.064	1623354.064	1	1822033	3310663.956	1488630.956	3111985	25838220	25838220
5		Anjani Steel Ltd	1	2567137	5333802.964	2766665.964	4	8931858	17731699.58	8799841.577	11566508	92262010	92262010
6		Ankit Metal & Power Ltd	2	2857211	6391159.806	3533948.806	5	7969919	22051009.08	14081090.08	17615039	113768676	113768676
7		B.S. Sponge Pvt. Ltd.	1	2085907	4697114.409	2611207.409	0	0	0	0	2611207	18788458	18788458
8		Balmukund Sponge & Iron Ltd.	1	1472635	3377379.952	1904744.952	0	0	0	0	1904745	13509520	13509520
9	SER	Bhagwati Sponge Pvt Ltd	1	2009870	4190496.542	2180626.542	1	1612618	2667280.103	1054662.103	3235289	27431107	27431107
10		Boldev Allyoes Pvt. Ltd.	2	6412269	13899354.94	7487085.942	0	0	0	0	7487086	55597420	55597420
11		Brand Alloys Ltd.	3	4783053	10803864.64	6020811.643	1	1845394	3958433.54	2113039.54	8133851	59049193	59049193
12		Calstar Sponge Ltd	3	5305206	12040460.95	6735254.949	5	8851411	27046555.29	18195144.29	24930399	156348065	156348065
13		Emmar Alloys (P) Ltd.	2	2095237	4330753.296	2235516.296	0	0	0	0	2235516	17323013	17323013
14		GSAL India Ltd	1	4093264	9511452.109	5418188.109	0	0	0	0	5418188	38045808	38045808
15		Gayatri Ispat Pvt Ltd.	2	3449868	6657093.514	3207225.514	0	0	0	0	3207226	26628374	26628374
16		Gitanjali Ispat and Power(P) Ltd	1	3193595	6134565.942	2940970.942	0	0	0	0	2940971	24538264	24538264
17		Haldia Steel Ltd	1	1620542	3558941.376	1938399.376	5	9464675	19147529.72	9682854.719	11621254	90825884	90825884
18		Howrah Gases Ltd.	2	4346291	8512516.228	4166225.228	5	9393060	30791944.74	21398884.74	25565110	157217844	157217844
19		Jagatharim Ispat Pvt Ltd	3	4866391	10723651.36	5857260.356	0	0	0	0	5857260	42894605	42894605
20		Jai Balaji Industries Ltd.	16	28674792	66129646.89	37454854.89	43	75533454	209212852.5	133679398.5	171134253	1101369998	1101369998
21		Jharkhand Ispat & Pvt. Ltd.	13	21449153	45333192.82	23884039.82	10	16347975	49834566.5	33486591.5	57370631	380671037	380671037
22		Kohinoor Steel (P) Ltd.	2	2151359	5009397.937	2858038.937	10	10193173	34367546.84	24174373.84	27032413	157507779	157507779
23		Kung Bihari Steel (P) Ltd	1	2074287	3933045.525	1858758.525	0	0	0	0	1858759	15732182	15732182
24		Kung Iron Products Ltd.	1	1880446	3326885.858	1446439.858	0	0	0	0	1446440	13307543	13307543
25		Lall Ferros alloys Co. Pvt. Ltd	1	1455655	3294104.178	1838449.178	0	0	0	0	1838449	13176417	13176417
26		Lloyds Metals Engneers Ltd.	1	3305907	8069703.126	4763796.126	3	14678577	20115268.65	5436691.645	10200488	112739887	112739887
27		MSP Metallics Ltd	1	2186115	4241932.698	2055817.698	4	6513922	19368281.23	12854359.23	14910177	94440856	94440856
28		Maa Chhinamastika Sponge Iron Ltd	9	15455725	32653715.04	17197990.04	2	3412411	12804830.5	9392419.497	26590410	181834182	181834182
29		Maa Chinamathi steel and Power Ltd.	3	4351154	9531999.735	5180845.735	3	4657148	7826446.066	3169298.066	8350144	69433783	69433783
30		Mark Steel Ltd.	1	1366467	2988416.426	1621949.426	4	5046048	12773908.2	7727860.198	9349810	63049298	63049298
31		Neo Mateliks Ltd	2	3292203	7287672.463	3995469.463	4	7552451	19597602.97	12045151.97	16040621	107541102	107541102
32	SER	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	1	1861242	4393521.952	2532279.952	2	3894017	6430753.005	2536736.005	5069016	43297100	43297100
33		PRS Metaliks	1	1418662	3070314.342	1651652.342	0	0	0	0	1651652	12281257	12281257
34		Raigarh Ispat Power(P) Ltd.	2	4765569	10774220.1	6008651.102	1	2249836	8061578.807	5811742.807	11820394	75343196	75343196
35		Ramgarh Sponge Iron (P) Ltd	2	3136205	6882318.828	3746113.828	7	10859963	30308375.42	19448412.42	23194526	148762777	148762777
36		Ramswarup Lohh Udyog	1	1539156	3543953.991	2004797.991	5	6265276	14265628.03	8000352.03	10005150	71238328	71238328
37		Rashmi Ispat Ltd.	1	1565966	3313414.412	1747448.412	5	8516964	40318744.48	31801780.48	33549229	174528636	174528636
38		Rashmi Spong Iron & Power Industries Ltd.	2	6134998	14021969.96	7886971.962	0	0	0	0	7886972	56087880	56087880

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
39		Reliance Minarels	2	7096363	14977854.09	7881491.091	0	0	0	0	7881491	59911416	59911416
40		S.A.L Steel Ltd.	1	8006826	20688766.46	12681940.46	0	0	0	0	12681940	82755066	82755066
41		S.K Saragi & Co. Pvt. Ltd.(SKPL)	2	5537344	13517089.01	7979745.012	1	3090548	4092362.107	1001814.107	8981559	70437804	70437804
42		SMC Power Generation Ltd.	1	2125785	4607403.698	2481618.698	3	5862433	12001593.65	6139160.646	8620779	66435989	66435989
43		Sanferro Alloys (P) Ltd	1	1656123	3454133.822	1798010.822	0	0	0	0	1798011	13816535	13816535
44		Satyam iron & Steel Co. (P) Ltd.	4	6742942	15011126.56	8268184.561	0	0	0	0	8268185	60044506	60044506
45		ShivShakti Steels Ltd.	1	2409243	5544870.249	3135627.249	8	18747277	69626151.65	50878874.65	54014502	300684088	300684088
46		Shivalaya Ispat & Power Ltd.	1	3100156	6976050.172	3875894.172	0	0	0	0	3875894	27904201	27904201
47		Shree Bajrang Power Ispat Ltd.	6	19130483	45886242.5	26755759.5	5	14920890	22179231.74	7258341.737	34014101	272261897	272261897
48		Shri Sita Ispat and Power Pvt Ltd.	1	2915605	7339850.703	4424245.703	0	0	0	0	4424246	29359403	29359403
49		Vedvyas Ispat Ltd	1	1675252	3699327.768	2024075.768	0	0	0	0	2024076	14797311	14797311
50		Venkateswar Sponge & Iron Company (P) Ltd.	2	2802072	6630356.538	3828284.538	1	1590974	2694324.212	1103350.212	4931635	37298723	37298723
51	SER	Vijay Sponge & Ispat Ltd	1	1345800	2367945.907	1022145.907	0	0	0	0	1022146	9471784	9471784
52		Vikash Metal & Power Ltd.	3	4656344	9967640.541	5311296.541	2	2096677	17584853.03	15488176.03	20799473	110209974	110209974
53		Vishal Sponge Pvt Ltd.	5	7809029	16835424.97	9026395.967	6	8121836	18330560.46	10208724.46	19235120	140663942	140663942
54		Alok Steel Industries Ltd /BBN	0	0	0	0	2	2465068	5661818.125	3196750.125	3196750	22647272	22647272
55		Ambika Ispat Pvt. Ltd.	0	0	0	0	2	5220925	15057835.56	9836910.556	9836911	60231342	60231342
56		Aryan Ispat & Power (P) Ltd.	0	0	0	0	2	3724171	10022069.37	6297898.37	6297898	40088277	40088277
57		Astharvinayak Metals Minerals	0	0	0	0	1	1408470	2580104.007	1171634.007	1171634	10320416	10320416
58		BPSL	0	0	0	0	2	5895248	9330978.34	3435730.34	3435730	37323913	37323913
59		Balaji Industries Ltd.	0	0	0	0	1	1834000	2770323.627	936323.6267	936324	11081295	11081295
60		Bhusan Steel Ltd	0	0	0	0	6	10849664	21432709.4	10583045.4	10583045	85730838	85730838
61		Divyajoyti Sponge Iron Pvt. Ltd.	0	0	0	0	1	1354729	2973185.03	1618456.03	1618456	11892740	11892740
62		Dudhani fuels	0	0	0	0	1	1310214	2820159.987	1509945.987	1509946	11280640	11280640
63		G&A Metals (P) Ltd.	0	0	0	0	2	3489944	8027616.751	4537672.751	4537673	32110467	32110467
64		Gagan Ferrotech Ltd	0	0	0	0	2	2489641	15422229.64	12932588.64	12932589	61688919	61688919
65		Gayatri Ispat Pvt Ltd.	0	0	0	0	2	2563017	5687357.943	3124340.943	3124341	22749432	22749432
66		KIC Metalicks Ltd.	0	0	0	0	1	1322249	3913355.677	2591106.677	2591107	15653423	15653423
67		Kaliriti Ispat Ltd	0	0	0	0	1	2827918	4653432.426	1825514.426	1825514	18613730	18613730
68		Khaitan Sponge & Infrastructure Pvt. Ltd.	0	0	0	0	1	3468634	8259722.681	4791088.681	4791089	33038891	33038891
69		LOI Ferro Alloys Co Ltd	0	0	0	0	1	1201047	2770720.27	1569673.27	1569673	11082881	11082881
70		Ljetam sponge & infrostructure Pvt. Ltd.	0	0	0	0	1	3086852	10789836.61	7702984.606	7702985	43159346	43159346
71		M.B Sponge & Pvt Ltd.	0	0	0	0	2	3818369	13634865.7	9816496.703	9816497	54539463	54539463
72		Maithan Steel & Power Ltd.	0	0	0	0	10	14567309	59310834.52	44743525.52	44743526	237243338	237243338
73		Nabheram Power & Steel Pvt Ltd	0	0	0	0	2	4647266	15196538.58	10549272.58	10549273	60786154	60786154
74		Nav Durga Fuel(p) Ltd	0	0	0	0	4	8719420	17689242.75	8969822.752	8969823	70756971	70756971
75		Nilachal Iron Pvt. Ltd.	0	0	0	0	1	990681	2170397.887	1179716.887	1179717	8681592	8681592
76		Niranjan Hitech Ltd.	0	0	0	0	2	2118923.56	5402275.01	3283351.45	3283351	21609100	21609100
77		Niranjan Metaliks Ltd.	0	0	0	0	2	2557445	5910382.682	3352937.682	3352938	23641531	23641531
78		Niros Ispat Pvt Ltd	0	0	0	0	1	3621149	10993219.76	7372070.762	7372071	43972879	43972879

Sl.no	Name of the Zonal Railway	Name/Code Name of the Party	Period 22.5 2008 to 5.6.2009				Period (1) Dt. 6/6/09 to 31/3/12				Total from 22.5.08 to 31.3.12	Penalty charges fallen due @ 4 times of applicable freight rates	Penalty charges outstanding
			No of rake	Freight at class 170 / 180	Freight at class 200X	Difference	No of rake	Freight without DBC	Freight with DBC	Difference			
1	1(a)	2	3	4	5	6	7	8	9	10	11	12	13
79		Prakash Industries Pvt Ltd.	0	0	0	0	1	2591615	7556033.119	4964418.119	4964418	30224132	30224132
80		Rabindra Enterprises Pvt .Ltd.	0	0	0	0	3	4366535	18849120.36	14482585.36	14482585	75396481	75396481
81		Radha Madhav Industries Pvt. Ltd. (Inkentry)	0	0	0	0	1	2819554	4649785.997	1830231.997	1830232	18599144	18599144
82		Rahul Iron & Steel (P) Ltd	0	0	0	0	1	1325690	2816919.668	1491229.668	1491230	11267678.67	11267679
83		Rathi steel & Power Ltd	0	0	0	0	10	22040293	47693985.61	25653692.61	25653693	190775942.5	190775942
84		S.A Iron and Alloys Ltd	0	0	0	0	2	7095796	18450384.49	11354588.49	11354588	73801537.95	73801538
85		S.P.S Steel & Power Ltd.	0	0	0	0	2	4636904	19232377.31	14595473.31	14595473	76929509.23	76929509
86		Saluja Steel & Power (P) Ltd	0	0	0	0	1	1373143	3083102.607	1709959.607	1709960	12332410.43	12332410
87	SER	Sarad International Ltd	0	0	0	0	1	1264667	2796865.918	1532198.918	1532199	11187463.67	11187464
88		Savitri Sponge Iron (P) Ltd.	0	0	0	0	3	3939056	8642416.338	4703360.338	4703360	34569665.35	34569665
89		Sen Ferro Alloys Ltd.	0	0	0	0	1	2058450	7724890.915	5666440.915	5666441	30899563.66	30899564
90		Shanti Gopal Concast Ltd.	0	0	0	0	8	27516025	63540957.71	36024932.71	36024933	254163830.8	254163831
91		Shiv Shakti steel Pvt Ltd	0	0	0	0	1	2276534	4422940.728	2146406.728	2146407	17691762.91	17691763
92		Shivam Dhatu Udyog Ltd	0	0	0	0	1	1132375	7602183.219	6469808.219	6469808	30408732.88	30408733
93		Shree Gopal Govind Sponge Pvt. Ltd.	0	0	0	0	2	3181235	6909126.754	3727891.754	3727892	27636507.02	27636507
94		Shree Sanyeeji Sponge & Alloys (P) Ltd	0	0	0	0	1	1069071	2822803.653	1753732.653	1753733	11291214.61	11291215
95		Shri Babu Viswanath Iron Pvt. Ltd	0	0	0	0	1	3322222	7977859.93	4655637.93	4655638	31911439.72	31911440
96		Shyam Sel & Power Ltd.	0	0	0	0	3	5614559	21194802.84	15580243.84	15580244	84779211.35	84779211
97		Shyam Steel & Industries Ltd	0	0	0	0	2	2834543	7801638.49	4967095.49	4967095	31206553.96	31206554
98		Shyamsel Ltd.	0	0	0	0	1	1763967	3873221.234	2109254.234	2109254	15492884.93	15492885
99		Sri Venkatesh Iron & Alloys Ltd.	0	0	0	0	4	7376271	36341177.03	28964906.03	28964906	145364708.1	145364708
100		Steel Exchange India Ltd	0	0	0	0	1	1212483	4031677.181	2819194.181	2819194	16126708.72	16126709
101		Super Smeltrs Ltd	0	0	0	0	5	9141776	38301592.45	29159816.45	29159816	153206369.8	153206370
102		Top worth Steels & Power Pvt. Ltd.	0	0	0	0	1	3255483	7731168.444	4475685.444	4475685	30924673.78	30924674
103		Uttam Galva Metaliks Ltd.	0	0	0	0	1	4511204	8543255.224	4032051.224	4032051	34173020.9	34173021
104		Venkatesh Iron & Alloys (Ind.) Ltd	0	0	0	0	3	5634782	28621289.72	22986507.72	22986508	114485158.9	114485159
		Total of 2	**124**				**278**				**1251865815**	**8065800835**	**8065800835**
		Total of 1 & 2	**137**				**329**				**1507165364**	**9764315788**	**9764315788**
		GRAND TOTAL	**1847**				**4459**						**122348032937**

ANNEXURE- VII(A) (Para 2.2.6.1-d)

Statement showing quantity of Iron Ore transported at concessional rates of Rail Freight but utilized for non-domestic purposes-East Coast Railway

Sl.No.	Particulars of the company with excise registration No.	Period		OB	Qty. of iron ore transported through rail under declaration of domestic consumption (in MT)	Qty. of sponge iron ,pig iron and steel produced by the Company as shown in the monthly returns submited by the Co. to Excises Dept. (in MT)	Total iron ore consumed in manufacturing sponge /pig iron and steel (as per Co. 's financial statements) in MT	Qty. of iron ore not consumed for domestic manufacturing i.e. put into use for non-domestic purpose (in MT)
		From	To					
1	2	3	4	5	6	7	8	9
1	M/S SHREE SHYAM SPONGE & POWER LTD.	Apr-09	Mar-10	11931.18	55489.541	21198.76	35685.41	13606.82
	AAHCS1901NXM001	Apr-10	Mar-11	16624.415	47170.25	20102.76	35601.68	15304.905
2	HITECH POWER & STEEL LTD.	Apr-08	Mar-09	7153.253	87944.767	41132.14	77644	8078.36
	AACCM8028RXM001	Apr-09	Mar-10	9375.66	95119.195	43669	72332.17	11162.46
3	NAV DURGA FUEL(P) LTD.	Apr-09	Mar-10	24655.355	122642.115	63695	75180.085	19541.33
	AABCN9131FXM001	Apr-10	Mar-11	24546.48	123900	69283	93973	37129.42
4	RAIGARH ISPAT & POWER PVT. LTD.	Apr-08	Mar-09	2193.47	81952.07	28290.1	62656.05	13545.98
	AACC8540FXM001	Apr-09	Mar-10	7943.51	72763.58	33885	66661.75	3205.92
5	PRAKASH INDUSTRIES LTD.	Apr-08	Mar-09	16848	1125543	754983	1122318	2908
	AABCP6765HXM001	Apr-09	Mar-10	17165	1242667	871900	1244829	1270
		Apr-10	Mar-11	13733	1402955	923796	1378338	1139
6	MONNET ISPAT AND ENERGY LTD. AAACM0501GXM006	Apr-10	Mar-11	145702.53	811981.52	446794.41	722738.88	35455.43
7	MAA SHAKAMBARI STEEL LTD.	Apr-08	Mar-09	25980.054	80302.391	33046.56	87385.38	5085.3
	AADCM8579JXM001	Apr-09	Mar-10	40574.695	82623.048	35287.42	97061.34	1217.25
8	CREST STEEL & POWER PVT. LTD. AACCC3836HXM001	Apr-08	Mar-09	18682.034	163900.94	104360.635	109909.164	4943.16
9	VANDANA GLOBAL LTD.	Apr-08	Mar-09	50093.293	212373.865	133257.905	195053	17851.44
	AAACV2018EXM001	Apr-09	Mar-10	46103.725	321723.35	156116.8	282997	37642.736
		Apr-10	Mar-11	44491.833	291171.213	148271.22	250844.783	31242.166
10	VASWANI INDUSTRIES LTD. AABCV9564EXM001	Apr-10	Mar-11	6151.615	127016.315	59503.155	102047.95	5829.71
11	SHREE NAKODA ISPAT LTD. AAHCS2143QXM001	Apr-09	Mar-10	35062.325	92877.08	39914.4	74509	15810.97
		Apr-10	Mar-11	37619.435	70651.84	31612	59847	11400.01
12	M/S GOPAL SPONGE & POWER (P) LTD.	Apr-08	Mar-09	8134.515	63647.71	48990	95910	248.04
	AACCG1525FXM001	Apr-09	Mar-10	5157.58	51697.82	42280	76680	2247.7
		Apr-10	Mar-11	5676.56	25984.48	46570	80120	5176.7

Sl.No.	Particulars of the company with excise registration No.	Period		OB	Qty. of iron ore transported through rail under declaration of domestic consumption (in MT)	Qty. of sponge iron ,pig iron and steel produced by the Company as shown in the monthly returns submited by the Co. to Excises Dept. (in MT)	Total iron ore consumed in manufacturing sponge /pig iron and steel (as per Co. 's financial statements) in MT	Qty. of iron ore not consumed for domestic manufacturing i.e. put into use for non-domestic purpose (in MT)
		From	To					
1	2	3	4	5	6	7	8	9
13	GHANKUN STEELS PVT. LTD. AACCG0141RXM001	Apr-09	Mar-10	21696.073	113841.507	43436.315	107403.025	6387.64
14	SUNIL SPONGE PRIVATE LIMITED. AAHCS7999AXM001	Apr-09	Mar-10	32274.715	66730.381	67556.16	63867.835	11542.061
15	SHRI BAJRANG POWER & ISPAT LIMITED AACCB2944DXM001	Apr-08	Mar-09	20376.362	288616.875	162995.594	231036	7505.35
		Apr-09	Mar-10	70451.887	269742.29	161701.74	231550.997	70989.21
		Apr-10	Mar-11	37653.98	208090.66	152801.38	189025	46398.19
16	REAL ISPAT & POWER LTD. AABCR9986LXM001	Apr-08	Mar-09	21115.525	128784.565	63643	88213.997	40942.595
		Apr-09	Mar-10	17188.357	143358.448	52736.83	650781.942	8427.75
		Apr-10	Mar-11	26503.12	124840.57	50735	86800.016	1500
17	MONNET ISPAT AND ENERGY LTD. AAACM0501DXM001	Apr-08	Mar-09	21305.951	196774.94	122168.835	180378	5080.31
		Apr-09	Mar-10	35201.131	191748.68	116483.255	188372	73830.78
		Apr-10	Mar-11	1662.421	168860.99	96541	156166	12000
18	MONNET ISPAT AND ENERGY LTD. UNIT-II AAACM0501DXM002	Apr-08	Mar-09	25647.6	339035.29	383347.92	299968	26511.667
		Apr-09	Mar-10	45078.47	292731.55	366794.37	279280	19117.65
		Apr-10	Mar-11	39229.16	262301.04	148761	239799	40980.02
19	M/S DEVI IRON & POWER PVT. LTD. AABCD9753GXM001	Apr-08	Mar-09	14076.58	35375.11	19211.22	34092.025	8926.52
		Apr-09	Mar-10	13982.84	85511.19	35719.11	59520.02	20613.863
		Apr-10	Mar-11	16877.08	96938.817	42983.6	77679.65	10611.555
20	AARTI SPONGE AND POWER LIMITED AAECA7235NXM001	Apr-08	Mar-09	7943.559	79427.54	56041.51	62396.935	4017.56
		Apr-09	Mar-10	20956.604	96914.37	66734.725	72179.874	25666.92
		Apr-10	Mar-11	20024.18	83751.57	63254.26	64064.85	29192.92
21	BALDEV ALLOYS PVT. LTD. AACCB3070GXM001	Apr-08	Mar-09	7995.097	49724.866	16956.19	31908.711	18352.675
		Apr-09	Mar-10	7458.577	71407	22360.3	40013.399	28450.9
		Apr-10	Mar-11	11504.081	79842.23	27882.2	50111.814	6921.11
22	G.R. SPONGE & POWER LIMITED AAACG8765HXM001	Apr-08	Mar-09	18990.73	82386.65	34146.51	64713.29	42.47
		Apr-09	Mar-10	36621.62	72286.64	33974.47	63272.17	20934.57
		Apr-10	Mar-11	24701.52	58062.985	28828.59	51489.985	3149.64
23	RASHMI SPONGE IRON & POWER INDUSTRIES LTD. AAACJ2311GXM001	Apr-09	Mar-10	27628.764	68939.399	20935.5	52318.178	26872.736
		Apr-10	Mar-11	17377.249	101526.694	29987.1	58156.71	42894.72
	Total			**1283122.75**	**10711650.94**	**6686656.949**	**10274882.07**	**918904.189**

Annexure-VII B (Para 2.2.6.1-d)

Statement showing quantity of Iron Ore transported at concessional rates freight but utilised for non-domestic purpose - South Eastern Railway

Sl. No.	Name of the Zonal Audit Office	Particulars of the company with excise registration No.	Period		Qty. of iron ore transported through rail under declaration of domestic consumption (in	Qty. of Sponge iron, Pig iron and steel produced by the company as shown in the monthly returns submitted by the company to Central. Excise deptt. (in MT)	Total ironn ore consumed in manufacturing spong /Pig iron and steel (as per Col.(in MT)	Qty. of iron ore not consumed for demestic manufauring i.e. put inro use for non-domestic use (in
			From	To				
1	2	3	4	5	6	7	8	9
1	**SER**	M/S RASHMI ISPAT LTD AABCR8203NXM001	May-08	Mar-09	58733.340	28050.470	44836.900	2241.845
2		SPS ROLLING MILLS LTD AAHRS8719GXM001	May-08	Mar-09	102236.810	37339.450	63477.110	12901.130
3		HOWRAH GAS LTD AAACH6649BXM002	May-08	Mar-09	75075.048	30490.000	47284.000	40816.720
4		Haldia Steel Ltd. (Unit-II) AAACH6712KXM002	May-08	Mar-09	256888.000	77638.370	170919.822	6025.640
5		Neo Metaliks Ltd. AABCN8514GXM001	May-08	Mar-09	152463.450	59332.000	108620.130	56794.650
				TOTAL	**645396.648**	**232850.290**	**435137.962**	**118779.985**
					6.45 lakh MT		**4.35 lakh MT**	**1.19 lakh MT**

ANNEXURE-VIII (Para 2.2.6.2)

Status of Show-Cause Notices Served on companies by SER for alleged freight Evasion in Iron Ore Transportation

SL. No.	Zonal Railway	Name of Compay	Amt. (Cr.)	Show Cause issued on	Whether Sub-Judice
1	2	3	4	5	6
1	SER	Rashmi Cement Limited	255.45	19.09.2012	Yes (WP - 22813 of 2012) Appeal Pending
2		Gagan Ferrotech Private Limited	47.42	03.12.2012	Yes
3		Maa Chhinnamastika Spong Pvt.Ltd.	16.22	30.01.2013	Yes
4		Ankit Metal & Power Limited	45.58	19.03.2013	Yes
5		M.B. Ispat Corporation Limited	149.47	13.09.2012	Yes
6		Neo Metaliks Limited	54.26	13.09.2012	Yes
7		Rashmi Ispat Limited	77.29	19.09.2012	Yes
8		Mark Steels Limited	25.19	05.10.2012	Yes
9		Aryavrata Steel Private Limited	49.21	05.10.2012	Yes
10		Ramswarup Lohh Udyog	34.6	13.09.2012	
11		Haldia Steel Limited	48.19	03.12.2012	
12		Shyamsel and Power Ltd. (2008-10)	49.03	22.01.2013	
13		Vishal Sponge Pvt. Ltd.	53.38	30.01.2013	
14		Atibir Industries Co. Ltd.	108.34	19.03.2013	
		Grand Total	1013.63		

Annexure IX
(Para 2.2.7)
Statement showing belated submission of the Monthly Excise Returns by the Iron and Steel manufacturing Companies.

Sl. No.	Name of the Company	Monthly Excise Return	
		Pertaining to the period	Month of submission
One timers			
1	Tata Steel Ltd.	July 2008 to June 2011	July 2011
2	Jindal Steel and Power Ltd.	2008-09 to 2010-11	April 2011
3	Monnet Ispat & Energy Ltd.	April 2009 to April 2011	May 2011
4	Bhushan Power & Steel Ltd.	August 2008 to March 2011	Submitted between April 2011 and July 2011
5	Neelachal Ispat Nigam Ltd.	April 2009 to May 2011	Submitted between June 2011 and July 2011
6	GSAL India Ltd.	May 2008 to May 2011	Not submitted till July 2011
		September 2011 to January 2012	February 2012
7	M.S.P. Steel & Power Ltd.	April 2009 to March 2011	Submitted between April 2011 to July 2011
8	Crest Steel & Power Pvt. Ltd.	August 2008 to May 2011	Submitted between April 2011 and July 2011.
Other than one-timers			
9	Vikram Ispat	August 2009 to May 2011	Not submitted till May 2011
10	Usha Martin Ltd.	August 2008 to July 2010	Not submitted till July 2011
		August 2010 to May 2011	Submitted between June 2011 and July 2011
11	Rourkela Steel Plant	April 2009 to March 2011	Submitted between April 2011 and July 2011
12	Bokaro Steel Plant	July 2008 to May 2011	Submitted between April 2011 and August 2011
13	Bhilai Steel Plant	April 2009 to December 2010	Not Submitted between April 2011 and July 2011
		January 2011 to June 2011	Not submitted till July 2011
14	IND Synergy Ltd.	July 2008 to May 2011	Not submitted till July 2011
15	IISCO Steel Plant	May 2008 to March 2009 July 2009 to March 2010	Not submitted till August 2011

Annexure X

(Para 2.2.7)

Statement showing deficiencies found in the documents submitted by the parties for availing concessional freight rate

Sl. No.	INDENT_NO_DATE	RR_NO	DATE	NAME_OF_THE_CONSIGNOR	NAME_OF_THE_CONSIGNEE	FROM	TO	REPLY OF RAILWAYS	RESULT OF CURRENT VERIFICATION (23.07.13 TO 26.07.13)
1	520 dated 16.8.10	211000286	8/21/2010	Adhunik Alloys & Power Ltd.	Adhunik Alloys & Power Ltd.	DJHR	Kandra Jn. (KND) (DTC)	FL available .IEM is being searched	Relevant records were not supplied to audit.
2	151 dt.10.4.2011	211000361	4/29/2011	Free grade & Co Pvt Ltd.	Rashmi Ispat Ltd.	DJHR	JGN (DTC)	Affidavit available	Affidavit No. 074747 is incomplete without signature of Deponent . Forwarding Note is incomplete without declaration of domestic consumption .
3	541 dt 15.07.2009	211000657	7/17/2009	M/s Ankit Metals & Power Ltd	Ankit Matel & Power Ltd	NOMD	Jhantiphari	CLA, CFO available	(i) No application for extension was submitted.Labour contract was valid upto 31.12.2008.
4	1688 dated 17.6.09	211001530	6/20/2009	Venkateswar Sponge & Iron Company (P) Ltd.	Venkateswar Sponge & Iron Company (P) Ltd.	BJMD	VAA	CERC available . Rest are to be searched	.Name of the competent was not mentioned imn CERC. In course of verification Railway Aufthority produced MER of march 2009 but the required document was for May 2009 .
5	1711 dated 19.6.09	211001532	6/21/2009	Neo Metaliks Ltd	Neo Mateliks Ltd	BJMD	Radhanagar	Affidavit available	Affidavit signed by the Advocate without seal.
6	752 05-07-09 (WIS Scheme)	212000130	7/14/2009	Rungta Mines Ltd.	Kohinoor Steel (P) Ltd.	DJHR	Chandil Jn.	MER available	MER not submitted for the required month .
7	967 dated 04.09.08 (WIS Scheme)	212000401	9/7/2008	S.K Saragi & Co. Pvt. Ltd.(SKPL)	S.K Saragi & Co. Pvt. Ltd.(SKPL)	NOMD (OTC)	BIA (DTC)	Affidavit available . Remaining are being searched .	The affidavit produced dated 12.06.09 but the date of R.R was 09.07.08 . This indicates irregularity.
8	899 dated 17.08.09 (WIS Scheme)	212000517	8/19/2009	S.K Saragi & Co. Pvt. Ltd.(SKPL)	S.K Saragi & Co. Pvt. Ltd.(SKPL)	NOMD (OTC)	BIA (DTC)	Affidavit available . Remaining are being searched .	Afidavit produced is without seal

Sl. No.	INDENT_NO_DATE	RR_NO	DATE	NAME_OF_THE_CONSIGNOR	NAME_OF_THE_CONSIGNEE	FROM	TO	REPLY OF RAILWAYS	RESULT OF CURRENT VERIFICATION (23.07.13 TO 26.07.13)
9	2659 dated 11.12.08	212001768	4/1/2009	Satya Power & Ispat (P) Ltd	AIRAN Steel and Power Pvt. Ltd.	BJMD	USL (DTC)	MER, I.Bond , Affidavit all are available	i) Affidavit is without signature date and seal of Advocate (Affidavit No. A 643362) (ii) Without signature & date & seal of Advocate in I/Note No. 01AA 620011 (iii) MER is submitted for the month of 9,10,11/2008 instead of 12/2008 is submitted
10	1368 dt. 6.6.08	212001825	9/11/2008	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	Banspani	LPG	Affidavit available	The affidavit No. 533863 was executed in favour of 'Aryan Ispat and Power (P) Ltd'> In the Affidavit the RR was 212001825. It was written that the consignment of iron ore was meant for the factory located at Sambalpur where as the destination in the RR was Lapanga and the consignee names shown both on F/Note and RR was Nixon Steel Power(P) Ltd. In the wagon particulars statement the consignee was Nixon Steel & Power (P) Ltd. Moreover , there was no seal of the advocate on the Affidavit.
11	1236 dated 25.5.09	212002138	5/25/2009	Neo Mateliks Ltd	Neo Mateliks Ltd	BJMD	ANN	Affidavit available	(i) The identifying Advocate did not appix his stamp under his signature on the Affidavit No.529682 .
12	837 dt. 15.5.09	212002426	6/9/2009	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	Banspani	LPG	Affidavit available	The affidavit No. 535486 was executed in favour of 'Aryan Ispat and Power (P) Ltd'. In the Affidavit the RR was 212002624. It was written that the consignment of iron ore was meant for domestic consumption for the factory at Sambalpur whereas the destination in the RR was LPG. The consignee names shown on F/Note and Wagon statement were same Nixon Steel Power(P) Ltd.
13	1197 dt. 1.7.09	212002524	7/12/2009	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	Nixon Steelx Power (P) Ltd A/c. Aryan ispat & Power (P) Ltd.	Banspani	LPG	Affidavit available	Affidavit signed by advocate without seal .
14	699 dated 24.6.09	212002550	7/8/2009	Bhushan Steel Ltd.	Bhusan Steel Ltd	DJHR	Nirgundi Jn. NRG (DTC)	IEM and MER available	i) IEM is illegible. Ii) MER for May 2009 instead of June 2009 is submitted.

Sl. No.	INDENT_NO_DATE	RR_NO	DATE	NAME_OF_THE_CONSIGNOR	NAME_OF_THE_CONSIGNEE	FROM	TO	REPLY OF RAILWAYS	RESULT OF CURRENT VERIFICATION (23.07.13 TO 26.07.13)
15	1237 dated 20.10.09	212002688	10/24/2009	Feegrade and Co. (Pvt.) Ltd.	Rathi steel & Power Ltd	DJHR	Hirakud (HKG) (DTC)	Affidavit and I.Bond available . MER is being searched.	i) Affidavit is not signed by the deponent concerned. ii) Spl Rate Circular No. is not mentioned in the indeminity note and the same is not signed by the indemnifier.
16	3608 dated 16.12.09	212002720	11/12/2010	Shri Baba Viswanath Iron Pvt. Ltd	Shri Baba Viswanath Iron Pvt. Ltd	BJMD	MGS Jn	Affidavit availabe	(i) The Affidavit No 980340 was incomplete
17	394 dt. 30.9.09	212002772	6/6/2009	Shyamsel Ltd. A/c Sen ferror Alloys Ltd.	Shyamsel Ltd.	Banspani	TOP	All adocuments are available at present	The date of R/R was 06.06.09.But IEM,CLA,CERC,MER and Indemnity Bond have been signed by the advocate on 02.07.09 i.e after laspe of one month after despatcdh of trhe rake . FL was valid up to 31.12.2007
18	377 dt.25.5.2010	212002864	6/19/2010	M/s Tarini Minerals (P) Ltd.	Ramgarh Sponge Iron (P) Ltd	DJHR	BRKA (DTC)	Affidavit and I.Bond available .	i) Signature of Advocate & R.R No is absent in Affidavit NO.981869. ii) Indeminity Note is incomplete
19	434 dated 26.6.10	212002884	7/4/2010	D.S.A. Loha Pvt. Ltd.	Shanti Gopal Concast Ltd.	DJHR	Chunar Jn. (CAR) (DTC)	F.L, &MER Available	i) Monthly Excise Return for May'2010 instead June '2010 is submitted.
20	468 dated 11.7.10	212002901	7/18/2010	D.S.A. Loha Pvt. Ltd.	Shanti Gopal Concast Ltd.	DJHR	Chunar Jn. (CAR) (DTC)	MER & IEM available	i) Monthly Excise Return for June'2010is signed by the range officer without office seal.
21	493 dt.23.7.2010	212002918	8/5/2010	M/s Tarini Minerals (P) Ltd.	Ramgarh Sponge Iron (P) Ltd	DJHR	BRKA (DTC)	All adocuments are available at present .	i)MER has been submitted upto Jun instead of July'10. ii) Seal of Advocate is absent in Affidavit No. 9759
22	562 dt.11.9.2010	212002957	9/15/2010	Bonai Indstrial Company Ltd.	Neo Mateliks Ltd	DJHR	ASN Jn.	All documents available at present	Affidavit without stamp.
23	556 dated 09.9.10	212002960	9/18/2010	D.S.A. Lota Pvt. Ltd.	Shanti Gopal Concast Ltd.	DJHR	Chunar Jn. (CAR) (DTC)	MER & IEM available	i) Monthly Excise Return forJuly'2010 instead Aug '2010 is submitted.

Sl. No.	INDENT_NO_DATE	RR_NO	DATE	NAME_OF_THE_CONSIGNOR	NAME_OF_THE_CONSIGNEE	FROM	TO	REPLY OF RAILWAYS	RESULT OF CURRENT VERIFICATION (23.07.13 TO 26.07.13)
24	93 dated 24.01.11	212003116	1/28/2011	Tourian Iron and Steel company Pvt. Ltd.	Sri Venkatesh Iron & Alloys (India) Ltd.	BJMD	Barkakana Jn.	Affidavit and I.Bond available	Affidavit signed by advocate without seal . I.Bond accepted.
25	638 dt:21/10/10	212003169	9/27/2010	Arya Iron & Steel Co.(P) Ltd.	Shyam Steel & Industries Ltd	BBN	Durgapur	Presently all documents are available	i) Affidavit is signed by the Advocate without seal. ii) IEM is illegible. Iiii) CFO is expired on 31.3.11 & not applied for renewal.
26	480 dated 9.6.11	212003216	6/14/2011	M/S Jay Durga Mineral	Sri Venkatesh Iron & Alloys (Ind.) Ltd	BJMD	Barkakhana (DTC)	MER available	Relevant records were not supplied to audit.
27	392 dt.01.10.2011	261000010	10/4/2011	Free grade & Co Pvt Ltd.	Rashmi Ispat Ltd.	DJHR	JGN (DTC)	MER available	Monthly Excise Return has been submitted upto April'11

Annexure XI

(Para 2.2.7)

Statement showing cases were Audit re-verification revealed that prescribed documents are valid.

Sl. No.	Indent No. and Date	RR No.and Date	Name of the Consignor	Name of the Consignee	Freight actually charged (₹)	Freight should have been charged (₹)	Less realization of freight (₹) [Col.7- Col.6]	Penal charge (₹)[Col.7 X4]
1	2	3	4	5	6	7	8	9
1	129 dtd. 18.02.10	211000229 dtd. 20.02.10	SSS Lohh Mareting	Ramswarup Lohh Udyog	1238856	2994082	1755226	11976328
2	298 dtd. 26.07.11	211000403 dtd. 03.08.11	Adhunik Alloys & Power Ltd.	Adhunik Alloys & Power Ltd.	933994	8603772	7669778	34415088
3	1865 dtd. 06.07. 09	212002252 dtd. 18.07.09	Neo Metaliks Ltd.	Neo Metaliks Ltd.	1977462	2935871	958409	11743484
4	2309 dtd. 29.09. 08	212001589 dtd. 30.09.08	Satya Power & Ispat Pvt. Ltd.	Airan Steel and Power Pvt. Ltd.	2712806	6401302	3688496	25605208
5	1768 dtd. 30.12. 10	212003103 dtd. 01.09.11	Taurian Iron & Steel Co. Pvt. Ltd.	Ventakesh Iron & Alloys (Ind.) Ltd.	1738502	9083605	7345103	36334420
6	63 dtd. 18.01.11	211003114 dtd. 23.01.11	Taurian Iron & Steel Co. Pvt. Ltd.	Sri Venkatesh Iron & Alloys Ltd.	1768349	7238668	5470319	28954672
7	1285 dtd. 29.05.09	212002156 dtd. 06.04.09	Neo Metaliks Ltd.	Neo Metaliks Ltd.	2342409	4359711	**2017302**	17438844
8*	2175 dtd. 27.07.09	211001613 dtd. 29.08.09	Krishna Traders	Krishna Traders	2918208	3605518	**687310**	14422072
						TOTAL	**29591943**	**180890116**

*** This case was erroneously included in the list of irregular booking of iron ore**

Annexure XII - (Para 3.1.4)

Extent of check and works selected for review

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimum	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
1	CR	Gauge conversion	On going works	20%	1	0	0	
	CR		Completed physically	50%	1	1	1	Miraj - -Latur
	CR	New line	On going works	20%	1	4	1	Baramati- Lonand
	CR		Completed physically	50%	1	1	1	Shrithi
	CR	Doubling	On going works	20%	1	5	1	Panvel- Pen
	CR		Completed physically	50%	1	0	0	
	CR	Track renewal	On going works	10%	1	110	11	1.Mumbai - Kalyan - CTR - 7.4 Km, 2.Kalyan - Igatpuri - CTR - 7 Km & TRR - 3.25 Km, 3.Panvel - Roha - CTR - 6.5 Km & TRR - 0.5 Km, 4.Pune - Miraj - CTR - 4.97 Km, 5.Pune - Lonawala - CTR - 2.60 Km (P), 6.Pune - Kolhapur - TRR (S) - 9.70 Km & CTR (S) - 12.58 Km, 7.Gulbarga - Wadi - CTR - 4.6 Km & TRR 15.97 Km (P), 8.Daund - Solapur - TRR - (P) (35 Nos.) & TFR - 1.5 Km, 9.Manmad - Bhusawal - CTR - 10.24 Km, 10.Igatpuri - Manmad - CTR - 16.888 Km, 11.Igatpuri - Bhusawal - TRR - (53 Nos.), TBR - 3.13 Km & TFR - 13.75 Km
	CR		Completed physically	20%	1	45	9	1.Panvel - Roha (Single Line)- TRR - 8.7 Km (P) (Km 136.00 to 144.78), 2.Kalyan - Lonawala - TBR - 9.4 Km, TFR - 25 Km & TTR (20 Nos), 3.Kalyan - Igatpuri (Down) - TBR - 15.3 Km & TTR - (16 Nos), 4.Igatpuri - Bhusawal - TBR - 43.362 Km, 5.Igatpuri - Manmad - TRR - (P) 21.755 Km (UP), 6.Pune - Daund - Ghorpuri Yard - CTR - 11.26 Km, 7.Daund - Solapur - TTR - (25 Nos), 8.Nagpur - Wardha - CTR - (P) - 10 Km, 9.Wardha - Balharshah - TSR - 7.4 Km
2	ER	Gauge Conversion	On-going	20%	1	2	1	Bardhaman-Katwa
	ER		Completed physically	50%	1	1	1	KrishnaNagar-Shantipur
	ER	New Line	On-going	20%	1	1	1	Tarekeshwar-Bishnupur
	ER		Completed physically	50%	1	1	1	Deoghar – Dumka Section
	ER	Doubling	On-going	20%	1	5	1	Barasat-Sondalia
	ER		Completed physically	50%	1	3	1	Baruipur-Mograhat
	ER	Track Renewal	On-going	10%	1	10	1	Azimganj - Bandel city CTR/S 90R
	ER		Completed physically	20%	1	5	1	HWH-Dankuni (CTR/P)
3	ECR	Gauge conversion	On- going works	20%	1	3	1	1 JYG-DBG-NKE
	ECR		completed phsysically	50%	1	0	0	No such work found complete during the year 2009-10 to 2011-12.
	ECR	New line	On- going works	20%	1	11	2	1. MFP-SMI 2. Giridih - Koderma
	ECR		Completed phsysically	50%	1	1	1	1. Ara-Sasaram
	ECR	Doubling	On- going works	20%	1	5	1	1. Jehanabad - Bela
	ECR		completed phsysically	50%	1	6	3	1. Barauni - Tilrath bypass line, 2. Tilrath - Begusarai, 3. Begusarai - Khagaria
	ECR	Track renewal	On- going works	10%	1	26	3	1. SPJ-MFP(CTR), 2. MFP-SGL(CTR), 3. GHD-SEB(TRR).
	ECR		Completed phsysically	20%	1	36	8	1. MFP-SPJ(TSR), 2. BJU-KIR, 3. BJU-RJO, 4. BCA-SPJ(TRR), 5. SGL-NKE(TSR), 6. SGL-NKE(TSR), 7. DLN-TRG(CTR), 8. MPO-MGS(TRR)

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimum	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
4	ECoR	Gauge conversion	On- going works	20%	1	0	0	
	ECoR		completed phsysically	50%	1	1	1	Nuapada Gunupur(90 km)
	ECoR	New line	On- going works	20%	1	2	2	1.Khurda Road-Bolangir, 2.Lanjigarh-Junagarh (56 km)
	ECoR		completed phsysically	50%	1	1	1	Daitari - Keonjhar
	ECoR	Doubling	On- going works	20%	1	2	2	1.Jharsuguda-Rengali (25.60). 2.Vizianagaram-Kottavalasa (34.7 km)
	ECoR		completed phsysically	50%	1	1	1	SBP-Rengali (22.7)
	ECoR	Track renewal	On- going works	10%	1	60	6	1.Renewal of 21 sets Points and Crossings. Est. KUR/2/2007, 2.TRR(P) bet. RJGR-TLHR bet km 491.00 to 495.00. Est. KUR/241/2009, 3.Wat Myd 7 VSPS siding TRR(P) 9.3 km. Est. 129/WAT/2007, 4.VSPS siding TRR(S) 4.7 km. Est. 139/WAT/2010, 5.PSA-VSPS-DUV TBR 58 KM. Est.115/WAT/DRF/ 2009, 6.Raipur-Teruvali TRR(P) 13.32 km.
	ECoR		completed phsysically	20%	1	28	6	1.CTR(P) KUR-KPXR Dn Est. KUR/71/2009 , 2.CTR(P) JJKR-JKPR Up Km 336.65-339.65. Est. KUR/3/2010 , 3.CTR(P) Bridge approache of Br. 499, 514 & 521 Dn bet DNM to KIS. Est. KUR/01/2010, 4.CTR(P) Bridge approache of Br. 456, 557 & 568 Up bet JEN to DNM. Est. KUR/02/2010, 5.TBR KM 388-413 FROM KRPU-SPRD Est. 145/WAT/DRF/2005., 6.TBR KM 34.86 KM ON KK LINE BETWEEN KRPU-LKMR Est. 74/WAT/DRF/2010
5	NR	Gauge conversion	On- going works	20%	1	0	0	
	NR		completed phsysically	50%	1	0	0	
	NR	New line	On- going works	20%	1	4	1	Goindwal-TaranTaran(21.5 Km)
	NR		completed phsysically	50%	1	1	1	NangalDam – Amb andaura(44.25 Km)
	NR	Doubling	On- going works	20%	1	7	2	1. Dayabasti Grade Separator (6 Km), 2.(ii) Patch work of Barabanki- Burthwal(29 Km)
	NR		completed phsysically	50%	1	2	1	Sahibabad- Anand Vihar 3rd and 4th line
	NR	Track renewal	On- going works	10%	1	52	6	1.CTR(P) 16.14 Km, 2.SRE-LDH TRR 20.95 Km, 3.CTR(P) /7.30 Km-LKO-CNB, 4.JAT-UPH section 9.00 Km CTR(P) 5.CTR(P) 28.58 Km, 6.CTR (P) 30.80 Km
	NR		completed phsysically	20%	1	84	17	1.CTR(P) of 30.21 Km, 2.CTR(P) of 46.34 Km, 3.CTR(P) of 24.25 Km, 4.TSR(P) of 33.71 Km, 5.Jakhal-Hisar-CTR 37.91 Km, 6.BTI-SGNR CTR 44.62 Km, 7.CTR(P) 19.37 Kms KKP-FKA Section, 8.KKP-FKA 52.82 Kms CTR(P), 9.MGS-PBH-LKO-TRR(P) 10.11 Km, 10.ZBD-FD-LKO-TRR(P) 30.12 Km, 11.BSB-JNU Yard Line CTR(S) 6.15 Km, 12.LKO-Kanpur Yard-CTR(S) 6.15 Km, 13.Utratia-Alam Nagar Bye Pass CTR(P) 16.70 Km less SR-1.92, 14.FD-ALD CTR(P) 53.64 Km, 15. TSR 38.26, 16. TRR 19.55, 17.CTR(P) 10.94 Km (52 KG)
	NCR	Gauge conversion	On- going works	20%	1	0	0	
	NCR		completed phsysically	50%	1	1	1	Mathura - Achnera GC
	NCR	New line	On- going works	20%	1	4	1	Lalitpur-Khajuraho
	NCR		completed phsysically	50%	1	0	0	
	NCR	Doubling	On- going works	20%	1	1	1	Panki-Bhaupur
	NCR		completed phsysically	50%	1	1	1	Tundla - Jamuna bridge

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimum	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
6	NCR	Track renewal	On- going works	10%	1	169	17	1.JHS-Agra CTR 19.26KM & TRR 59.4KM(P), 2.Bina-JHS TRR 37.52KM & CTR 1KM, 3.Lalitpur-JHS CTR 45KM(P), 4.Manikpur-ALD TRR 26.3km & TSR(P) 17.3KM, 5.JHS-Bina 18.05KM, 6. JHS-Manikpur TSR 99.86KM, 7.Bina-Agra CTR(S) 3.5KM, 8. Bina-Agra TTR, 9. GWL-Bhind TRR 30KM, 10.Bina-Agra TTR 97Nos., 11.AGC-PWL CTR(P) 28.284KM, 12.MTJ-AWR TRR(P) 67.70KM, 13.AGC-PWL CTR 0.91KM, 14.CNB-TDL CTR 67.04KM, 15. TDL-GZB CTR 0.64KM, 16.CNB-TDL TRR 58.88KM, 17.NCR-Thick CMS crossing 428 Nos.
	NCR		completed phsysically	20%	1	69	14	1. Khaira-Bhimsen CTR 8.359KM, 2. Bina-AGC TRR(P) 16.92KM, 3.JHS-CNB CTR 39.97KM & TRR 17.94KM, 4.AGC-TKD CTR(P) 40.35KM, 5.AGC-TKC CTR(P) 5.90KM, 6.ALD-CNB CTR 26.67KM, 7.CNB-TDL CTR 20.61KM, 8. TDL-GZB CTR 23.94KM, 9.MGS-GZB CTR(S) 45KM, 10.ALD-CNB TRR 63.88KM, 11.MGS-GZB TBR 156.73KM, 12.MGS-GZB TBR 153KM, 13.TDL-GZB CTR 10.61KM, 14. MGS-GZB TTR 35Nos.
7	NER	Gauge conversion	On- going works	20%	1	3	1	CPJ-Thawe- Chapra
	NER		completed phsysically	50%	1	1	1	Aunrihar-Jaunpur
	NER	New line	On- going works	20%	1	0	1	HATHUA- BHATNI
	NER		completed phsysically	50%	1	0	0	
	NER	Doubling	On- going works	20%	1	4	1	Barabanki-Burhwal
	NER		completed phsysically	50%	1	8	4	1.Ekma - Jiradei, 2.Bhabhnan - Mankapur, 3.Mau-Indara, 4.Munderwa -Babhnan
	NER	Track renewal	On- going works	10%	1	46	5	1.Salempur-Barhaj Bazzar(19.5Km), 2.Gonda-Mankapur (13Km)-P, 3. Burhwal-Barabanki (14Km)-P, 4.Bhatni- Aunnihar (59 Km)-S, 5.Gorakhpur-Gonda (58Km)
	NER		completed physically	20%	1	28	6	1.Mau-Shahganj (35Km)-P, 2.Mau-Shahganj (25Km)-P, 3.Mau-Shahganj (9.35Km)-P, 4.Aunnihar-Jaunpur (27.5Km)-S, 5.Gorakhpur-Orwara (57 Km), 6.Munderwa-Gonda KY (93KM)
8	NFR	Gauge conversion	On- going works	20%	1	5	1	Katihar-Tejnarayanpur Project
	NFR		completed physically	50%	1	3	2	(i) Aluabari-Siliguri Project (ii) Fakiragram-Dhubri Project
	NFR	New line	On- going works	20%	1	4	1	New Mainaguri-Jogighopa project
	NFR		completed physically	50%	1	1	1	New Coochbehar-Golokganj Section of New Mainaguri - Jogighopa project
	NFR	Doubling	On- going works	20%	1	0	0	--
	NFR		completed physically	50%	1	2	1	New Guwahati-Digaru Section
	NFR	Track renewal	On- going works	10%	1	48	5	1.NBQ-Kamakhya TBR 90KM, 2. NBQ-Goalpara town-Kamakhya TWR 50KM, 3.NBQ-JPZ TWR-33KM, 4.CPK-HBN CTR(P)25.50KM, 5. GHY-FKG TBR 80KM
	NFR		completed physically	20%	1	32	7	1.New Bongaigaon-Rangiya-Agthori TFR 96.28KM, 2. New Bongaigaon-Rangiya-Agthori TRR, 3.RNY/RPAN-TBRT, 4. GHY-LMG TTR-35 sets 10KM, 5.LMG-DMV TRR 10KM, 6.LMG-FKG TTR 38SETS, 7. GHY-YardLine TRR 5.8KM

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimum	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
9	NWR	Gauge conversion	On- going works	40%	1	3	1	SGNR-SRPR GC
	NWR		completed phsysically	50%	1	2	1	BKN-SDLP-RTGH-DNA GC
	NWR	New line	On- going works	20%	1	2	1	DO-GGC new line (1 to 41 km)
	NWR		completed phsysically	50%	1	2	1	AII- Pushkar
	NWR	Doubling	On- going works	20%	1	5	1	RE-HSI
	NWR		completed phsysically	50%	1	3	2	DO- JP & DO-BKI
	NWR	Track renewal	On- going works	10%	1	63	7	1. CTR (P) SOG-BTI 3.27 Km & TRR 1.33 Km 2. CTR (P) SOG-BTI 8.27 Km HSR-BTI & BTI bye pass line 3. CTR 14.66 Km Merta Raod- Merta City 4. CTR 5.166 Km Asapura Gomat- Pokaran 5. TRR 8.30 km Merta- BKN 6. CTR(P) JP-FL-30 Km 7. CTR (p) HSR 9.78 Km & RE-HSR TRR 3 Km TSR 41.4 Km
	NWR		completed phsysically	20%	1	25	5	1. TBR 73.79 Km MD-PNU 2. TSR 10.30 Km SWM-JP 3. TRR 24.30 Km ROK-BNW 4. CTR 21 Km & TSR 10 Km HSR-BTI 5. CTR 41 Km, TRR 32.4 Km & TSR 10.7 Km HSR-BTI
10	SR	Gauge conversion	On- going works	20%	1	6	2	1. Quilon-Tirunelveli-Tiruchendur & Tenkasi-Virudhunagar(95%), 2.Dindigul-Pollachi-Palghat & Pollachi-Coimbatore(66%)
	SR		completed phsysically	50%	1	3	2	1.Tiruchchirappalli-Manamadurai, 2.Villupuram-Katpadi
	SR	New line	On- going works	20%	1	1	1	1. Karur-Salem (87%)
	SR		completed phsysically	50%	1	0	0	
	SR	Doubling	On- going works	20%	1	15	3	1.Calicut-Mangalore(97%), 2.Chengalpattu-Villupuram (52%), 3.Mavelikara-Chengannur Patch Doubling (95%)
	SR		completed phsysically	50%	1	6	3	1.Irugur-Coimbatore2. Ernakulam-Mulanturuthi and (3) Madurai-Dindigul
	SR	Track renewal	On- going works	10%	1	128	13	1.AJJ-RU CTR (P), 2.MAS-GDR CTR (P), 3.MTP-UAM CTR (P), 4.JTJ-ED CTR (P), 5.VM-PDY TRR (P), 6.AJJ-JTJ TRR (P), 7.MS-VM TRR (P), 8.MAS-AJJ TRR (P), 9.DG-MDU TRR (P), 10.MDU-MEJ TRR (P), 11.VM-TPJ TRR (P), 12.ERS-TVC TRR, 13.SRR-ERS TRR (P)
	SR		completed phsysically	20%	1	57	12	1.SRR-ERS TRR, 2.TVC-NCJ TRR, 3.NCJ-TEN TRR, 4.ERS-TVC TRR, 5.MAS-AJJ CTR, 6.AJJ-JTJ TRR, 7.AJJ-JTJ CTR (PB 308), 8.AJJ-JTJ CTR (PB 313), 9.AJJ-RU CTR, 10.JTJ-ED TRR (P) (280.067-287.286 KM), 11.JTJ-ED TRR (P) (380-386.75 KM), 12.MVN-TNHP TSR (S)
	SCR	Gauge conversion	On- going works	40%	1	0	0	0
	SCR		completed phsysically	50%	1	2	1	DMM-PAK GC Project
	SCR	New line	On- going works	20%	1	13	1	NDL-YA New Line Project
	SCR		completed phsysically	50%	1	3	1	JPTN-MLCV New Line Project
	SCR	Doubling	On- going works	20%	1	2	1	RGPM-MMZ Triple line project
	SCR		completed phsysically	50%	1	2	1	COA-SLO Doubling Project

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimum	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
11	SCR	Track renewal	On- going works	10%	1	197	20	1.BZA-VSKP TFR=48.76KM TBR-118.62KM, 2.BZA-VSKP CTR(P)6.50KM bet.NASP-BBM, 3.BZA-VSKP CTR(P) 12.29KM & TRR(P)14.04KM bet. KVR-THY, 4.BZA-VSKP CTR(S)1.913KM & TRR (S) 3.48KM in Yard Line, 5.BZA-VSKP TRR, 6.BZA-VSKP CTR(P) 14.01KM & TRR(P) 9.910KM, 7. SC-KZJ CTR(P) 15.19KM & TRR(P)7.25KM, 8.Wadi-SC CTR(P) 5.5KM & TRR(P) 3.82KM, 9. Wadi-SC CTR(P) 10KM, 10.Guntur-nADOIKUDI CRT(P) 31.25KM, 11.Tenali-Guntur CTR(P)4.85KM, 12.Nallapadu-Nandyal CTR(P) 8.5KM, 13.SC-Dhone TRR(P) 5KM, 14.Nadikude-Macherla TSR(P)18.56KM, 15.SC-KZJ CTR(S) 11.5KM, 16.Guntur-KCC CTR(P) 3KM, 17.Sanathnagar-Maula TRR(P) 2.10KM, 18.Gudivada-Machilipatnam TRR(P) 2.10KM, 19.Tenali-Repalle TRR(P) 9.46KM, 20.Guntur-Nadikude CTR(P) 2.40KM
	SCR		completed phsysically	20%	1	123	25	1.BZA-VSKP TBR 36KM, 2.BZA-GDV0BVRM CTR(S) 2.70KM & TSR(P) 3.40KM, 3.BZA-NS & GDV-MTM 2.40KM, 4.BZA-NS & GDV-MTM 2.40, 5.Vijayawada-Visakhapatnam CTR 24.39KM, 6.Vijayawada-Visakhapatnam TTR, TFR 66.20KM, 7.Samalkot-Kakinada Port(SL) TRR(P) 4.86KM, 8.Vijayawada-VSKP TRR(P) 32.86KM, 9.Gudur-BZA TRR 139.77KM, 10.Gudur-BZA-BVRM(SL) TBR 36KM, 11.Gudur-Vijayawada, BZA-VSKP & BZA-BVRM(SL) TBR 50KM, 12.BZA-VSKP CTR(P) 3.17KM & TRR(P) 20.26KM, 13.BZA-GDV-BVRM CTR(S) 2.70KM & TSR(P) 3.40KM, 14.BVRM-NS & GDV-MTM CTR(S) 2.40KM, 15.GDR-BZA, BZA-BVRM (SL) & SLO-COA (SL) TRR 200KM, 16.Manubolu-Krishna Canal TRR(P) 79.64KM, 17.Balharsha-Vijayawada CTR(S), 18.BPQ-BZA TRR(P) 4.58KM, 19.SC-Wadi CTR(S) 1.60KM, 20.SC-Wadi TSR(P) 23.095KM, 21.SC-KZJ TTR 16.50KM, 22.SC-Wadi TTR 54.164KM, 23.Dornakal-Manugur TTR, 24.DKJ-Manugur CTR(S) , 25.Sanathnagar-Moula Ali Bye Pass Line CTR(P) 2.35KM & TRR(P) 3.26KM
	SCR	Engineering depot		20%	1	6	1	KZJ P. Way Depot
	SCR	Sleeper factory (Railways, Private &		20%	1	12	2	Kondapalli, Wadiyaram
12	SER	Gauge conversion	On- going works	20%	1	3	1	Rupsa-Bangriposi
	SER		completed phsysically	50%	1	0	0	
	SER	New line	On- going works	20%	1	5	1	Tamluk - Digha
	SER		completed phsysically	50%	1	0	0	
	SER	Doubling	On- going works	20%	1	5	1	Muri North outer cabin (Muri)
	SER		completed phsysically	50%	1	6	3	1.Gokulpur-MDN, 2. ADA-JOC, 3.TKPR-SRC
	SER		On- going works	10%	1	77	8	1. Ballichak-Kharagpur CTR 15.36KM(P), 2. JOC-Anara TRR 14.64KM, 3. Muri-Kotshila TRR 22.5KM(P), 4.Rajkharswan-Mahalimarup & Sini CTR-6KM(S), 5. Fulleswar-Birshibpur TRR 3KM (P), 6. Muri-Kotshila TRR 16KM(S), 7. Tata-Badampahar CTR 4.5KM(S), 8. Uluberia-Kharagpur TRR 8 KM(P)

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimun	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
	SER	Track renewal	completed phsysically	20%	1	71	15	1. Gamaharia-Kandra TRR 7.45KM(P), 2. RKSN-CKP TRR(P)5.86KM at KM 295.94-30.8, 3. CKP-SONUA CTR 2.1KM(P), 4.Andul-Fuleswar 6.65KM CTR(P) and Sankrail - Abada 1.6KM TRR(P), 5.Mecheda-Panskura-Birshibpur CTR(P) 4.2KM, 6.SRC-Bakranayabazar CTR(P) 10KM, 7.Ghatsila - Asanboni 22.4KM CTR(P), 8.Bokaro Steel City - Tupkadih CTE(P) 3KM, 9.Purulia-Biramdih TRR 33KM, 10.Madhukunda-Damodar TRR 4.71KM, 11.Midnapore-Piardoba TSR(P) 17.1KM, 12.Bero-Burnpur CTR(P) with New 60Kg Rails, 13.Kanaroma-Tati TRR(P), 14. Chandil - Hesalong TRR(P), 15.Muri-KSX TRR(P)
13	SECR	Gauge conversion	On- going works	20%	1	4	1	Gondia-Balaghat , Balaghat-Katangi
	SECR		completed physically	50%	1	0	0	
	SECR	New line	On- going works	20%	1	2	0	
	SECR		completed physically	50%	1	0	0	
	SECR	Doubling	On- going works	20%	1	4	1	Champa Bye Pass line
	SECR		completed physically	50%	1	3	2	1. Bilaspur-Salka Road Patch Doubling, 2.Bhilai-Durg third line
	SECR	Track renewal	On- going works	10%	1	15	2	1.NGP-DUG CTR(P) 2.5 KM, 2.Raipur Divn. CTR(S) 20 Km
	SECR		completed physically	20%	1	47	10	1.Anuppur - Ambikapur CTR(S)-9.1KM, 2.Yard lines CTR(S) 15.23 KM, 3.Boridand-Chirimiri CTR(S), 4.APR-Bishrampur CTR 7.53 KM, 5.JSG-BSP CTR 4.7 KM, 6.Anuppur-Katni -TRR(P)-19 KM, 7.JSG-BSP(UP) TRR (P) - 6 KM, 8.BSP-DUGCTR(P) 8.15 KM, 9.NGP-DUG CTR(S) 6.73 KM, 10.DUG-NGP TRR(P) 15.44 KM
	SECR	Engineering depot		20%	1	3	1	Bilaspur Engg. Depot
	SECR	Sleeper factory (Railways, Private &		20%	1	3	1	Kargi Road (Bilaspur division)
14	SWR	Gauge conversion	On- going works	20%	1	1	1	
	SWR		completed phsysically	50%	1	2	1	
	SWR	New line	On- going works	20%	1	3	1	
	SWR		completed phsysically	50%	1	0	0	
	SWR	Doubling	On- going works	20%	1	3	1	
	SWR		completed phsysically	50%	1	1	1	
	SWR	Track renewal	On- going works	10%	1	26	3	1.SBC-TK TSR 30KM, 2. SBC-DMM CTR(P) 14KM, 3.TRR(S) 18.58KM, TRR 4.4KM TFR 19KM
	SWR		completed phsysically	20%	1	29	6	1.Hubli-Londa CTR 28.74KM, 2.Hubli-Bellary TRR(P), 3.SBC-TK TSR 30KM, 4.JRU-RDG TRR(P) 38.74KM, 5.RRB-SMET TRR 12KM, 6.RRB-SMET CTR 9.7KM
15	WR	Gauge conversion	On- going works	20%	1	4	1	Rajpipla – Ankleshwar (62.89 km)
	WR		completed phsysically	50%	1	2	1	Pratapnagar – Chhota Udaipur (99.27km)
	WR	New line	On- going works	20%	1	2	0	Progress of both the works is below 40%, hence no work selected
	WR		completed phsysically	50%	1	0	0	0
	WR	Doubling	On- going works	20%	1	5	0	Progress of all the works is below 40%, hence no work selected
	WR		completed phsysically	50%	1	3	2	1. Kalapipal – Phanda (41.49km) 2. Gandhidham – Adipur (8km)
	WR	Track renewal	On- going works	10%	1	30	3	1. Ujjain – Bhopal – CTR – 11.72 km. 2. Maksi – Dewas – TRR (P) – 10KM. 3. Ahmedabad - Viramgam - CTR - 5.796 km (P)

Sr. No	Zones	Category of Work	Status of Works	Extent of check	Minimum	No. of Works in the Zone	No. of works/ units selected	Name of works selected
1	2	3	4	5	6	7	8	9
	WR		completed phsysically	20%	1	49	10	1.Through Sleeper Renewal 47.99 bet. Chanderia and Neemuch 2.Viramgam - Hapa Complete Track Renewal 12.82km. 3. Viramgam - Kanalous Complete Track Renewal 10 km 4. Ahmedabad-Palanpur Through Ballast Renewal 64.50 kms. 5.Kanalous-Porbandar (BG) Section Through Rail Renewal 884.25 to 924.00 = 39.75 km. 6. Rajkot-Wankaner Complete Track Renewal 8.20km. 7.Vasad - Kathana Through Rail Renewal 8.75km (Primary) 8. Anand-Cambay Through Sleeper Renewal TSR 17.25 km 9. Churchgate-Virar Through sleeper Renewal:TSR 55 km 10. Virar -Surat section Through Rail Renewal TRR on urgent basis
16	WCR	Gauge conversion	On- going works	40%	1	0	0	
	WCR		completed phsysically	50%	1	0	0	
	WCR	New line	On- going works	20%	1	3	1	RMA -BPL new BG line (270 KMS)
	WCR		completed phsysically	50%	1	0	0	
	WCR	Doubling	On- going works	20%	1	0	0	
	WCR		completed phsysically	50%	1	0	0	
	WCR	Track renewal	On- going works	10%	1	91	10	1. KTT-GGC sec - TTR 51, 2.KTT-COR Sec - TSR (P) 12.07 Km, 3.TSR-20.40 km (1298.00km to 1318.40 km), 4.TRR-3.05km DN (790.40 km to 793.45 km), 5.CTR(S)-5.41 km at DWG ,SMT,SCI & BHS, 6.ET-MKP TRR (P) 12.21 kms, 7.ET-MKP TRR (P) 16.20 Kms, TSR 5.94 Kms, 8.ET-MKP TSR (P) 5.40 Kms, 9.TBR 13.16 KM (760.00 to 773.16 km), 10.NAD-MTJ Sec - TBR 128.305 Km
	WCR		completed phsysically	20%	1	78	16	1.KTT-COR Sec - TSR (P) 12.20 KM, 2.NAD-MTJ Sec-CTR 6.95 KM (P), 3.TWR 26.90 KM, 4.ET-MKP CTR 16.5 kms, 5.ET-MKP TRR 27.41 kms, 6.ET-MKP CTR (P) 8.10 Kms, 7.ET-MKP TRR (P) 12.65 Kms, 8.BIN-KTE TSR 4.95 kms & TSR 1.00 Kms, 9.ET-MKP TWR 40.80 kms, 10.ET-MKP- CTR(P) 12 Kms, 11.ET-MKP TBR 30 Kms, 12.TBR.46 km (1135.00 km to 1181.00 km) Bina- Maksi, 13.TRR(p)-3.44km (790.40 km to 793.84 km), 14.TBR-17.10 km 790.40 km to 830.00 up & DN), 15.TWR-37.87 km (1094.68km to 1108.00 km), 16.BIN-KNW-TTR- 56 nos

Summary

				No. of Works in the all	No. of works/ units
Gauge conversion	On going works			34	11
	Completed physically			19	13
New line	On going works			61	16
	Completed physically			11	8
Doubling	On going works			68	17
	Completed physically			47	26
Track renewal	On going works			1148	120
	Completed physically			806	167
			Total	**2194**	**378**

Annexure-XIII

(Para 3.1.5.2-i)

Extra expenditure due to individual tendering by Open Line and Construction

Zones	Particulars of material	Open line							Construction (During 2010-11)							Difference in rates	Extra expenditure if any
		P.O. No.	Date	Basic rate	ED	ST	Total	Qty	P.O. No.	Date	Basic rate	ED	ST	Total	Qty		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
NR	Glued Joint T-2572	5010220015 0788-36	24-Nov-10	7500	0	300.00	7800.00	1364	187-S/531/ CAO/C/	02/Dec/10	6900	0	345.00	7245.00	80	555.00	757020
NR	Glued Joint T-2572	5010220015 0789-36	24-Nov-10	6480.58	667.50	285.92	7434.00	908	187-S/531/CAO/ C/P.Way/10-11	02/Dec/10	6900	0	345.00	7245.00	80	189.00	171615
NR	Glued Joint T-2572	5010220015 0788-36	24-Nov-10	7001	0	280.04	7281.04	2648	187-S/531/CAO/ C/P.Way/10-11	02/Dec/10	6500	0	325.00	6825.00	650	456.04	1207594
NR	Glued Joint T-2572	5010220015 0787-36	24-Nov-10	7300	0	0	7300.00	2200	187-S/531/ CAO/C/	02/Dec/10	6500	0	325.00	6825.00	650	475.00	1045000
NR	GFN Liners (a) T-3707	5010221415 0797-36	01/Mar/11	23.4	0	1.17	24.57	400000	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	23.90	0	0	23.90	124498	0.67	268000
NR	GFN Liners (a) T-3707	5010221415 0798-36	01/Mar/11	24.83	0	0	24.83	95725	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	23.90	0	0	23.90	124498	0.93	89024
NR	GFN Liners (a) T-3707	5010221415 0799-36	01/Mar/11	24.83	0	0	24.83	95725	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	23.90	0	0	23.90	124498	0.93	89024
NR	GFN Liners (a) T-3707	5010221415 0800-36	01/Mar/11	24.83	0	0	24.83	95725	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	23.90	0	0	23.90	124498	0.93	89024
NR	GFN Liners (a) T-3707	5010221415 0801-36	01/Mar/11	24.83	0	0	24.83	95725	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	23.90	0	0	23.90	124498	0.93	89024
NR	GFN Liners (b) T-3702	5009218315 0738-36	20/Apr/10	8.03	0	0	8.03	450445	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	7.70	0	0	7.70	41699	0.33	148647
NR	GFN Liners (b) T-3702	5009218315 0739-36	30/Apr/10	8.03	0	0	8.03	450445	187-S/544/CAO /C/P.Way/10-11	02/Feb/11	7.70	0	0	7.70	41699	0.33	148647
NR	Glued Joint	5010220015 0789-36	24-Nov-10	6480.58	667.50	285.92	7434.00	908	187-S/531/ CAO/C/P.Way/10-	02/Dec/10	6900	0	345	7245.00	80	189.00	171615
NCR	Glued Joints T-5361	2009/46/01 (Paramount)	13/Oct/10	6150	0	246.00	6396.00	811	319-w/32/HQC /ALD/P.way/09.1	16/Jul/10	5817.31	0	232.69	6050.00	855	346.00	280606
NCR	ERC T.3701	2009/43/02 (Manish)	12/Oct/10	44.71	4.61	2.47	51.78	449384	319-w/46/HQC/ ALD/P.way/10.11	28/Mar/11	40.69	4.19	1.80	46.68	476284	5.10	2293914
NCR	Glued Joint 60 Kg , T-	2009/46/01 (Paramount)	13/Oct/10	6900	0	276.00	7176.00	2603	319-W/33/HQC/ ALD /PW/09-10	22/Jul/10	6250	0	0	6250.00	1380	926.00	2410378
NFR	CMS X-ing 1 in 12 for	W/362/PWF /1261/TP/29	3-Jun-10	189500	19518.5	8360.74	217379.24	113	SC/2009/1/0331/ OT/19506	4-Jun-10	153017	15760.751	6751.11004	175528.86	56	41850.38	4729093
SR	Metal liner T-3741,3742	12482	20-May-10	48.38	0	0	48.38	41500	58005	22-Apr-10	36.98	3.05	1.6	41.63	57000	6.75	280125
SR	ERC T-3701	12511	4-Nov-10	43.65	4.50	1.93	50.07	1800000	58008	23-Apr-10	36.8	1.35	1.6	39.74	150000	10.33	18597218
SCR	Metal liner T-3740	34/10-11	21-Jan-11	16.50	1.70	0.73	18.93	309755	320	19-Jul-10	14.45	1.49	0.64	16.58	2415624	2.35	728419
SWR	Glued joints T-5843	SWR/W/T/2 010/02	1-Jul-10	7000	0	280	7280.00	294	W.503/CN/BNC/ ST/TF/55	17/Aug/10	6400	0	256	6656.00	59	624.00	183456
WR	GFN Liner T 3707 &	88008	27-Jan-11	25	0	0	25.00	120474	88290	31-Jan-11	22.60	0.00	0.90	23.50	79625	1.50	180711
												Extra Exp. Incurred by Open Line				**Total**	**33958153.53**

Zones	Particulars of material	Open line							Construction (During 2010-11)							Difference in rates	Extra expenditure if any
		P.O. No.	Date	Basic rate	ED	ST	Total	Qty	P.O. No.	Date	Basic rate	ED	ST	Total	Qty		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
ECoR	Glued Joint 52 Kg	35	25-Feb-11	6175	0	247.00	6422.00	9	1507	13-May-10	6429.76	531.741152	278.460046	7239.96	120	817.96	98155
NR	CMS-Xing a)T-4734/1	5010216915 0752-36	14/Jun/10	187500	19312.50	8272.50	215085.00	183	187-S/534/CAO /C/P.Way/10-11	04/Jan/11	195000	20085.00	8603.40	223688.40	22	8603.40	189275
NR	CMS-Xing b)3940	5010216915 0752-36	14/Jun/10	198500	20445.50	8757.82	227703.32	44	187-S/534/CAO /C/P.Way/10-11	04/Jan/11	204000	21012.00	9000.48	234012.48	2	6309.16	12618
NR	GFN Liners T-3707 &	5010221415 0797-36	1-Mar-11	23.4	0	1.17	24.57	400000	187-S/544/ CAO/C/P.Way/10-	02/Feb/11	23.90	0	1.195	25.10	124498	0.52	65361
NR	GFN Liners T-3706	5009218315 0738-36	20/Apr/10	7.17	0	0	7.17	262585	187-S/544/ CAO/C/P.Way/10-	02/Feb/11	7.55	0	0.00	7.55	44422	0.38	16880
NR	GFN Liners T-3706	5009218315 0739-36	30/Apr/10	7.17	0	0	7.17	262585	187-S/544/ CAO/C/P.Way/10-	02/Feb/11	7.55	0	0.00	7.55	44422	0.38	16880
NFR	GFN Liner T 3707 &3708	W/362/PWF /1264/TP/32	21-Sep-10	22.50	0	0	22.50	576666	SC/2009/1/0301/ OT/20756	25-Feb-11	25	0	0	25.00	134474	2.50	336185
NFR	ERC T-3701	W/362/PWF /1263/TP/31	3-Aug-10	39	3.21	1.69	43.90	180000	SC/2009/1/0301/ OT/19029	5-Mar-10	47.33	4.87	2.088	54.29	203625	10.39	2115257
NFR	CMS X-ing 1 in 12 for	W/362/PWF /1261/TP/29	3-Jun-10	189500	19518.5	8360.74	217379.24	113	SC/2009/1/0331/ OT/19505	4-Jun-10	192499.88	19827.4876	8493.09471	220820.46	44	3441.22	151414
SR	CMS X-ing 1in12 for	12485	31-May-10	160000	13184	6927.36	180111.36	30	58003	22-Apr-10	174000	14338	7534	195871.50	8	15760.14	126081
SCR	GFN liner T-3707,3708	25 of 10-11	21-Dec-10	22.07	0	0.99	23.06	423524	346	9-Mar-11	23.60	0	1.062	24.66	80430	1.60	128596
SCR		25 of 10-11	21-Dec-10	22.07	0	0.99	23.06		346	9-Mar-11	23.60	0	1.062	24.66	175256	1.60	280208
SCR		25 of 10-11	21-Dec-10	22.07	0	0.99	23.06		346	9-Mar-11	23.60	0	1.062	24.66	182618	1.60	291979
SCR		25 of 10-11	21-Dec-10	22.07	0	0.99	23.06		362	20-May-11	22.58	0	1.0161	23.60	283750	0.53	151225
SCR		25 of 10-11	21-Dec-10	22.07	0	0.99	23.06		368	28-Jun-11	22.58	0	1.0161	23.60	310991	0.53	165743
SCR	GRSP T-3711	07 of 10-11	14-Jun-10	16.55	1.70465	2.28	20.54	115591	317	12-Jul-10	21.20	0	0	21.20	200000	0.66	132704
SCR		07 of 10-11	14-Jun-10	16.55	1.70465	2.28	20.54		317	12-Jul-10	21.20	0	0	21.20	100000	0.66	66352
SCR		07 of 10-11	14-Jun-10	16.55	1.70465	2.28	20.54		317	12-Jul-10	21.20	0	0	21.20	100000	0.66	66352
SER	GRSP/DRG. No.3711	CE/TP/2010 /005/10032	4-Feb-11	20.9	2.1527	2.88	25.93	280996	CE/CON/GRC/07 /2011	10/Feb/11	34	0	0	34.00	8000	8.07	64526
SER	Comb. Of GFN Liner T	CE/TP/2009 /039/10025	16-Nov-10	24.12	0	0.96	25.08	580001	CE/CON/GRC/07 /2011	10/Feb/11	47	0	0	47.00	5000	21.92	109576
WR	CMS Xing 1:12 60 Kg	0088059 & 088060	7-Jul-10	188000	15491	7520.00	211011.00	22	88245	6-Aug-10	190000	19570	9500	219070.00	29	8059.00	233711
WR	CMS Xing 1:12 52 Kg	88061	20-Jul-10	149136	15361	5965	170462.05	39	88245	6-Aug-10	184094.45	18961.73	9204.72	212260.90	10	41798.85	417989
WR	CMS Xing 1:12 52 Kg	088094, 0088095	14-Oct-10	174500	17802	7625	199927.25	222	88275	18-Oct-10	184094.45	18961.73	8122.24	211178.42	8	11251.17	90009
																Extra Exp. Incurred by Construction Organization	**Total**	**5327075**
																		39285228

Annexure XIV - (Para 3.1.5.2-iv)

Extensions in delivery periods granted and Liquidated Damages recovered in contracts

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
1	CR	Panvel - Pen Doubling	Ballast	PNVL-PEN-ROHA/Rates/09		18-May-11	23-Aug-10		31-Dec-11	Repeated extensions up to 31.12.2011were granted as supply of ballast was not possible during monsoon season. upto 31.12.11.	0	0	0	488
2	ECR	JYG-DBG-NKE	GFN liner T-3702, 3706, 3707, 3708	14/10/0114/000105		19-Jun-12	8-Nov-11	31-Jul-12		World wide shortage of GFN powder and non-issue of road permits.	127148	127148	0	263
	ECR	Giridih - Koderma	GFN liner T-3702, 3706, 3707, 3708	14/10/0114/000105		19-Jun-12	18-Nov-11	31-Jul-12			127148	127148	0	253
	ECR	Jehanabad-Bela	GFN liner T-3702, 3706, 3707, 3708	14/10/0114/000105		19-Jun-12	18-Nov-11	31-Jul-12			127148	127148	0	253
	ECR	Begusarai - Khagaria	ERC T-3701	05/08/0074/000078,79,80		20-May-09	19-Dec-09	7-Mar-10		Due to delay in inspection.	121091	121091	0	78
3	ECoR	Mazda Concrete Products (Sleeper Factory), Kaipdar Road	PSC Sleeper(60 Kg)	W-7/W582/ CONC/Mazda/ CS-160/ KPXR/4057	25-Nov-08	31-Jan-11	14-Jan-09		14-Oct-09	The original ordered quantity was revised that necessaitated the extention of DP.	0	0	0	270
	ECoR				25-Nov-08	31-Jan-11	14-Jan-09		31-Jan-11	(i) Poor progress of RVNLin lifting the sleepers and ECoR Const. (ii)Production effected due to space constraint on account of huge accummulation of sleepers. (iii) Problem of cash flow of plant on this account. (iv) pending diversion order from Railway Board.	0	0	0	737
	ECoR			W-7/W582/ CONC/Mazda/ CS-162/ 08/KPXR/825	10-Feb-10		25-Dec-11		30-Jun-12	(i) Poor progress in lifting of sleeper. (ii)Production effected due to space constraint on account of huge accummulation of sleepers.	0	0	0	185
	ECoR				10-Feb-10		25-Dec-11		31-Jan-13	The original ordered quantity was revised invoking plus 30% option clause that necessitated the amendment in original DP. .	0	0	0	396
	ECoR	Gannon Dunkerley & Co. Ltd.	PSC Sleeper(60 Kg)	W-7/W582/CONC /Gannon/ CS-160/ RGDA/5012	11-Dec-08	31-Aug-10	14-Jan-09		14-Jul-09	The original ordered quantity was revised that necessatitated amending of DP.	0	0	0	180
	ECoR				11-Dec-08	31-Aug-10	14-Jan-09	31-Aug-10		Reasons cited by the supplier such as poor supply of cement and explosives, etc. were not agrred by Railway.	23,29,589	23,29,590	0	587
	ECoR			W-7/W582/CONC /Gannon/ CS-162/ RGDA/808	9-Feb-10	work in progress	25-Dec-11		31-Oct-12	(i)Payment withheld due to non-availability of funds (ii) huge accumulation of sleepers in the factory premises (iii) time required by railway administration for despatch of sleepers.	0	0	0	306
	ECoR	CTR(P) KUR-KPXR Dn Est.	Glued Joint 60 Kg	CE/ECoR/10-11/W-7/629/Tender/09-	25-Nov-10	15-Apr-12	24-Sep-11	15-Apr-12		Poor supply of material	67246	67246	0	201
	ECoR				25-Nov-10	15-Apr-12	24-Sep-11		23-Jan-12	Delayed supply of Rails	0	0	0	119
	ECoR	Wat Myd 7 VSPS siding	GFN Liner T-3702	CE/ECoR/2007-08/W-7/629/ Tender/	18-Jan-08	3-Feb-09	17-Aug-08		27-Dec-08	Poor supply of material,	95919	95919	0	130
	ECoR				18-Jan-08	3-Feb-09	17-Aug-08	3-Feb-09		Due to labour and power problem etc.				166

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
	NR	Ballast depot at Janghai in the section of Sr. DEN-II/LKO	Ballast	48WA/Ten/ Works/24/Sr. DEN-II/JNH-Depot/2009-10/ 336	0	16-Jul-11	29-Jan-11		31-Jul-11	Due to increase of quantity by 49%	0	0	0	182
	NR	Ballast depot at Chaukhandi in the section of Sr. DEN-II/LKO	Ballast	48WA/Ten/Works /10/Sr.DEN-II/ CHH-Depot /2009-10/271	0	15-Jul-11	5-Sep-10		17-Jun-11	1.Due to non availability of DMT 2. Due to non payment of supply of ballast by Railway 3. blockage of heavy vehicle	0	0	0	282
	NR	Extimate No. 232/02= 4024 cum related to work CTR (S) 15.44 Km	Ballast	48WA/Ten/ Works/02/DEN-II/JNH Depot/LKO -2008-09	0	30-Jun-10	3-May-09	3-Mar-10	30-Jun-10	Family problem, non availability of truck due to election .and poor condition of road.	2223594	7572	2216022	417
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/397/Sr. DEN-I/UMB/2008-09 (Pt-I)	0	30-Apr-10	13-Nov-09		15-May-10	Shortage of ballast in market due to closure of mines as per Court's order and non-availability of DMT	0	0	0	182
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/397/Sr. DEN-I/UMB/2008-09 (Pt-II)	0	30-Apr-10	13-Nov-09		15-May-10		0	0	0	182
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/395/Sr. DEN-I/UMB/2008-09 (Pt-I)	0	6-Jan-11	13-Nov-09		25-Jan-11	Non-availability of ballast in market and shortage of space at depot	0	0	0	432
4	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/395/Sr. DEN-I/UMB/2008-09 (Pt-II)	0	2-May-10	13-Nov-09		15-May-10	Though the supply was in time, extension was granted to train out the ballast due to non-availability of DMT	0	0	0	182
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/396/Sr. DEN-I/UMB/2008-09	0	21-Apr-10	13-Nov-09		15-May-10	Shortage of ballast in market due to closure of mines as per Court's order and non-availability of DMT	0	0	0	182
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/245/Sr. DEN-I/UMB/2009-10	0	7-Dec-10	28-Sep-10		13-Dec-10	Due to scarcity of electricity and shortage of raw material (bolders)	0	0	0	75
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/126/Sr. DEN-I/UMB/2010-11	0	8-Nov-11	23-Sep-11		15-Nov-11	Though supply was in time, extension was granted for loading of ballast.	0	0	0	52
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/244/Sr. DEN-II/UMB/2009-10	0	25-Jun-11	23-Jun-10		30-Jun-11	Non-availability of DMT to train out the ballast from depot	0	0	0	367
	NR	Ballast is not procured workwise	Stone Ballast 65 mm	128-W/280/15/Sr. DEN-III/UMB/2011-12	0	1-Feb-12	10-Nov-11		28-Feb-12	The contractor could not supply the ballast due to ban on miming.	0	0	0	108
	NR	BBK-BUW patch doubling	Stone Ballast 65 mm	658-A/cs/Dy.CE/C-I/LKO	24/09/10	31-Mar-11	23-Jan-11		2-Apr-11	Due to non availlibility of transport and shortage of labour.	0	0	0	69
	NR	CTR (P) of 46.34 Kms.	Machine crushed stone ballast of 65 mm gauge	Agreement number 1/DRM/MB/PRI	2.6.2010.	26-Jan-11	16-Nov-10		31-Jan-11	Due to flooding of mines in rainy season	0	0	0	75

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
5	NCR	MTJ-AH Gauge conversion	Ballast 65mm	380-w/29/CE/C/MTJ-AH/07	04.10.07	31-Mar-11	3-Apr-09		31-Mar-11	Due to non-formation of track linking and CRS sanction.	0	0	0	718
	NCR		Glued Joints 60kg/52kg	319-w/32/HQC/ALD/P.way/09.10	16.07.10	14-Jul-12	15-Apr-11	14-Jul-12		Due to stopping of rolling stock by Bhilai steel plant	807696	807696	0	449
	NCR		Metal Liner T-373/8	319-w/28/HQC/ALD/P.way/08.09	16.7.10	17-Oct-10	15-Oct-10	30-Oct-10		due to shortage of power and labour	87251	87251	0	15
	NCR		CMS Xing 1in12 for 60kg/52kg	319-w/31/HQC/ALD/P.way/08.09	14.10.09	31-Jan-11	13-Apr-10	31-Jan-11		More time was taken in inspection and there were power cuts.&cut of power supply.	4886195	4886195	0	288
	NCR	TDL-JAB Doubling	Ballast 65mm	Cont. Agreemt No.CEN/Misc/CNB/105/08-09	3.2.09	10-Apr-11	2-Sep-09		10-Apr-11	non-availability of ground for ballast	0	0	0	578
	NCR		Glued Joints 60kg/52kg	319-w/13/HQC/ALD/P.way/06.07	27.9.07	1-May-09	26-Mar-08	24-Jun-08		Due to delay in supply of rails .	73668	73668	0	88
	NCR		GFN Liner T.3704	319-w/11/HQC/ALD/P.way/06.07	13.6.07	1-Sep-09	12-Dec-07	15-Jan-08		due to material in transit	83706	83706	0	33
	NCR		CMS Xing 1in12 for 60kg/52kg	319-w/15/HQC/ALD/P.way/06.07	2.8.07	1-Oct-09	1-Oct-08	1-Feb-09		due to inflation in rate & non availability of correct specification.	353270	353270	0	120
	NCR	Panki - Bhaupur doubling (3rd line)	Glued joint 60 Kg T-5843	319-W /33/HQC/ALD/P.Way/09-10/ (Eastern track)	22.7.10	1-Feb-12	21-Jan-11	30-Jun-12		Reasons are not available on records	0	0	0	519
6	NER	Munderwa-Babhnan	GFN Liner T-7302, T-3707 & T-3708	NE/Con/PW/OT-65	13-Mar-08	28-Feb-09	26-Aug-08	1-Mar-09		Due to kanwaria season	239913	239913	0	185
	NER	CPJ-THE	Metal liner T-3742 & T-3742	NE/Con/PW/OT-19	7-Aug-07	16-Apr-10	30-Dec-07	7-May-10		Kolkata Bandh	1591754	1591754	0	847
	NER	Mankapur-Babhnan	GRSP T-3703 & 3711	NE/Con/PW/OT-63	12-Feb-08	14-Jul-10	29-Sep-08	4-Aug-10		Production and inspection stopped by RDSO LKO	4468201	4468201	0	665
7	NFR	ALUABARI-SILIGURI	GFN Liner- T-3707& T-3708	SC/2008/0573/17129	NA	3-Mar-09	6-Jan-09	3-Mar-09			122580	122580	0	57
	NFR		Glued joint 60 kg/52 kg	SC/2008/1/0681/OT/18460		14-Jun-11	8-Feb-10	30-Jun-11			330593	330593	0	502
	NFR	NEW MAINAGURI-JOGIGHOPA	GRSP T-3711	SC/2009/1/0370/OT/20468	21-Dec-10	29-Nov-11	28-Jun-11	14-Dec-11			93501	93501	0	166
	NFR	TRACK DEPOT-BONGAIGAON	GFN Liner- T-3707& T-3708	W/362/PWF/1264/TP/328		7-May-12	21-Mar-11	21-May-12			195899	195899	0	420
	NFR	TRACK DEPOT-BONGAIGAON	ERC T-3701	W/362/PWF/1263/TP/315	3-Aug-10	29-Oct-12	3-May-11		29-Oct-12	delayed RDSO's inspection	0	0	0	536
	NFR	TRACK DEPOT-BONGAIGAON	ERC T - 3701	W/362/PWF/1263/W-2A/316	3-Aug-10	3-Aug-11	3-May-11	17-Feb-12		supply was delayed	839478	839478	0	284
	NFR		Metal liner T-3741 & 3742	W/362/PWF/1267/TP/295	4-Jun-10	31-Mar-11	4-Mar-11		31-Mar-11	delayed RDSO's inspection	0	0	0	27

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
	NFR		Metal liner T-3740	W/362/PWF/1298/TP/339	4-Nov-10	14-Jun-11	4-May-11		14-Jun-11	DO	0	0	0	40
	NFR	TRACK DEPOT-BONGAIGAON	GRSP T-3711	W/362/PWF/1309/TP/357	3-Feb-11	3-Mar-12	3-Nov-11		3-Mar-12	DO	0	0	0	120
	NFR		GRSP T-3703	W/362/PWF/1366/TP/302	29-Sep-10	9-Feb-11	15-Dec-10		9-Feb-11	DO				54
	NFR		GRSP T-3711	W/362/PWF/1269/TP/301	23-Jun-10	25-Dec-10	24-Dec-10		25-Dec-10	DO				1
	NFR		GRSP -T-3703	W/362/PWF/1283/TP/351	22-Dec-10	2-Jul-11	24-Jun-11		2-Jul-11	DO				8
	NFR	TRACK DEPOT-BONGAIGAON	GRSP -T-3703	W/362/PWF/1310/TP/359	11-Mar-11	10-Jun-12	10-Mar-12	22-Jun-12		not on record	0	0	0	102
	NFR		CMS X-ing 1 in 12 for 60kg/52kg	W/362/PWF/1261/TP/294	3-Jun-10	9-Feb-11	3-Feb-11		9-Feb-11	delayed RDSO's inspection				6
	NFR		CMS X-ing 1 in 12 for 60kg/52kg	W/362/PWF/1261/TP/304	14-Jul-10	30-Jun-12	14-Mar-11		30-Jun-12	delayed RDSO's inspection				466
	NFR	Sleeper Factory Bongaigaon	PSC sleeper for BG Drg. No. T-2496	CA No. CE/CS-24of 2010	23-Apr-10	24-May-12	25-Dec-11	30-Jun-12		not on record	8387635	2500500	5887135	185
	NWR	DO-GGC new line (1 to 41 km)	Ballast of 50 mm size	DO/GGC/NL/26	7-Apr-11	18-May-12	7-Apr-12		31-Mar-13	Non- availability of site and long rainy season	0	0	0	354
	NWR	HSI-RE doubling	Ballast of 50 mm size	HSI/RE/Doub.1	25-Aug-08	29-Nov-10	22-Jan-11		31-Mar-12	The contractor did not supplied full ordered quantity The shortage was made good by SSE/Depot/BKI. Penalty was not imposed eventhough extra expenditure on transportation	0	0	0	429
	NWR	AII- Pushkar	Gluid joints	CAO/C/PW/07/187	18-Dec-08	24-Jun-09	17-Jun-09		24-Jun-09	Site was not available and progress of work was poor.	0	0	0	7
	NWR	AII- Pushkar	ERC 3701	CAO/C/PW/08/183	22-Sep-08	16-Aug-09	21-Jul-09		16-Aug-09	same as above	0	0	0	25
	NWR	AII- Pushkar	Metal liner 3741-42	CAO/C/PW/ 10/220	20-Dec-10	28-May-11	19-Apr-11		13-Jun-11	same as above	0	0	0	54
	NWR	AII- Pushkar	Ballast of 65 mm	AMP/NL/T/8R	11-Jul-08	11-Aug-11	31-Mar-10		11-Aug-11	Non- availability of ballast in quarry	0	0	0	491
	NWR	DO-GGC new line (1 to 41 km)	Ballast of 65 mm	DO/GGC/NL/26	7-Apr-11	18-May-12	7-Apr-12		18-May-12	work was progressing	0	0	0	41
	NWR	JP- DO doubling	Ballast of 65 mm	JP-DO/Doub./T/6	3-Oct-06	28-Feb-10	3-Jan-07		28-Feb-10	Site was not available and progress of work was poor.	0	0	0	1135
	NWR	HSI-RE doubling	GRSP T-3711	RO. WHS/631/RO/15	11-Mar-10	15-May-10	31-Mar-10		15-May-10	not on record	0	0	0	45
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/44/2007-08	17-Jan-08	17-Sep-09	21-Nov-08		17-Sep-09	Shortage of power and non- availability of skilled labour at quarry	0	0	0	296
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/43/2007-08	22-Jan-08	13-Oct-09	21-Nov-08		13-Oct-09	same as above	0	0	0	322
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/42 R1/2007-08	23-Jan-08	31-Jan-10	22-Jun-09		31-Jan-10	Shortage of labour, shortage of transporation due to election	0	0	0	219
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/41/2007-08	2-Apr-08	30-Sep-09	28-Feb-09		30-Sep-09	Shortage of raw material in quarry,and increase in quantity.	0	0	0	210

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
8	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/40R/2007-08	23-Jul-08	14-Aug-10	22-Jun-09		14-Aug-10	Shortage of specified ballast, power, and labour due to assembly election	0	0	0	412
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/39/2007-08	30-Aug-08	30-Sep-11	29-Jul-09		30-Sep-11	Non- availability of good quality of ballast and increase in quantity of ballast	0	0	0	781
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/39R1/2007-08	30-Aug-08	13-Sep-10	29-Jul-09		13-Sep-10	Shortage of specified ballast, power, labour due to assembly election	0	0	0	404
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/38/2007-08	22-Jan-08	20-Jun-09	21-Dec-08		20-Jun-09	Shortage of power cut & extra ballast obtained	0	0	0	179
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/47/2007-08	23-Jan-08	30-Apr-10	22-Sep-08		30-Apr-10	Non- availability of labour, shortage of space in depot	0	0	0	578
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/38/2008-09	22-Feb-09	10-Aug-10	19-Oct-09		10-Aug-10	Due to rain & filling of water in quarry and extra order for 5789.053 cum	0	0	0	291
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 65 mm	Const./BKN/45/2007-08	6-Feb-08	30-Sep-11	5-Jan-09		30-Sep-11	Quarry of ballast stopped due to rain water	0	0	0	985
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 50 mm size	Const./BKN/46/2007-08	15-Mar-08	5-Jan-10	14-Jan-09		31-Jan-10	Non-availability of space for stacking & shortage of ballast in that area	0	0	0	377
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 60 mm	JU/Cons/2007-08/03R	16-Jan-08	31-Mar-09	17-Oct-08		31-Mar-09	Non availability of labour, Assembly election, heavy rain	0	0	0	164
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 60 mm	JU/Cons/2007-08/04	24-Oct-07	30-Jul-09	19-Sep-08		30-Jul-09	Assembly election, shortage of labour	0	0	0	311
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 60 mm	JU/Cons/2007-08/05	24-Oct-07	19-Jul-09	19-Sep-08		19-Jul-09	Non availability of labour, assembly election, heavy rain	0	0	0	300
	NWR	BKN-SDLP-RTGH-DNA GC	Ballast of 60 mm	JU/Cons/2007-08/06	16-Jan-08	31-Oct-09	17-Oct-08		31-Oct-09	Shortage of labour, heavy rain	0	0	0	374
	NWR	SGNR-SRPR GC	Ballast of 60 mm	Const/BKN/58/2007-08	9-Apr-08	31-Jan-12	8-Oct-08		31-Jan-12	Labour shortage due to Election, NAREGA, road vehicle, extra work,	0	0	0	1193
	NWR	SGNR-SRPR GC	Ballast of 60 mm	Const/BKN/59(R-1)/2007-08	24-Oct-08	30-Aug-10	23-Jun-09		30-Aug-10	extra work, non- availability of site	0	0	0	427
	NWR	SGNR-SRPR GC	Ballast of 60 mm	Const/BKN/52(R)/2007-08	8-Aug-08	9-Jan-12	7-Apr-09		9-Jan-12	Labour shortage due to Election, NAREGA, road vehicle, extra work,	0	0	0	992
	NWR	SGNR-SRPR GC	Ballast of 60 mm	Const/BKN/53(R)/2007-08	30-Aug-08	12-Jan-12	29-Apr-09		12-Jan-12	Water of rain in quarry , road vehicle, extra work,	0	0	0	973
	NWR	SGNR-SRPR GC	GRSP T-3711	Const/BKN/54(R)/2007-08	8-Aug-08	30-Jun-10	7-Apr-09		30-Jun-10	Labour shortage due to Election, NAREGA, extra work,	0	0	0	443
	NWR	SGNR-SRPR GC	Metal liner 3741-42	Const/BKN/55(R)/2007-08	8-Aug-08	9-Aug-10	7-Apr-09		9-Aug-10		0	0	0	482
	NWR	DO-GGC new line (1 to 41 km)	Ballast of 65 mm	DO/GGC/NL/26	7-Apr-11	18-May-12	7-Apr-12		18-May-12	Non- availability of site and long rainy season	0	0	0	41

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
	NWR	JP- DO doubling	Ballast of 65 mm	JP-DO/Doub/T/5R	3-Oct-06	28-Feb-10	3-Jan-07		28-Feb-10	Non-availability of plots, slow progrss by worker	0	0	0	1135
	NWR	HSI-RE doubling	Gluid joints	CAO/NWR/JP/S-436/Rails Vol. VI	3-Nov-09	30-Jul-10	31-Mar-10		30-Jul-10	Non- supply of rails	0	0		120
	NWR	TBR 73.79 Km MD-PNU	Ballast of 50 mm	21/ABR/2008	23-May-08	22-Oct-09	22-May-09	-	22-Oct-09	Due slow progress of worker and Non-availability of site	0	0	0	150
	SR	CGL-VM DLG	Ballast	Agt.No.4	6-Sep-08	20-Feb-10	17-Jan-10		31-Mar-10	Rain and shortage of quarry explosive material	0	0	0	74
	SR	VM-KPD GC	Ballast	Agt.No.173	20-Jan-09	24-Jun-09	21-May-09		31-Aug-09	Labour problem and increase in quantity	0	0	0	100
	SR	VM-KPD GC	Ballast	Agt.No.277	15-Feb-10	14-Dec-10	20-Oct-10		31-Dec-10	Increase in quantity	0	0	0	71
	SR	VM-KPD GC	Ballast	Agt.No.50	18-Jul-07	18-Sep-09	30-Oct-07		20-Sep-09	Rain	0	0	0	680
	SR	DG-MDU	Ballast	Agt.No.15	29-Aug-08	20-Oct-09	20-Mar-08		31-Oct-09	Non-availability of space at the Depot., non-placement of wagons for loading and unloading, operation of extra quantity	0	0	0	581
	SR	DG-MDU	Ballast	Agt.No.69	2-Dec-08	13-Apr-10	10-Jan-09		31-May-10	Heavy rain, shortage of blasting material, non-availability/shortage of skilled labour	0	0	0	501
	SR	DG-POY	Ballast	Agt.No.5	19-Sep-08	14-Dec-09	5-Apr-09		14-Dec-09	Power cut, lorry strike, non-availability of diesel and explosive	0	0	0	249
	SR	DG-POY	Ballast	Agt.No.25	20-Jan-10	5-Aug-11	25-May-10		31-Aug-11	Delay in issue of booking instructions, approval of new items	0	0	0	456
9	SR	DG-POY	Ballast	Agt.No.17	30-Nov-10	26-Dec-11	21-Jan-11		31-Dec-11	Heavy rain, shortage of blasting material, shortage of skilled labour	0	0	0	340
	SR	DG-MDU	Ballast	Agt.No.42	21-Nov-07	13-Jul-09	2-Sep-08		31-Jul-09	Non-availability of space at the Depot., heavy rain and operation of extra quantity	0	0	0	329
	SR	MVLK=CNGR	Ballast	Agt.No.23	25-Nov-10	11-Oct-11	9-Nov-10		30-Nov-11	Heavy rain and labour problem	0		0	381
	SR	MVLK=CNGR	Ballast	Agt.No.3	26-Feb-11	In progress	11-Sep-10		30-Jun-12	Heavy rain and labour problem	0			649
	SR	CGL-VM DLG	Glued joints 60Kg	45341	25-Jun-09	10-Jun-11	24-Dec-09		27-Sep-11	Non-availability of 60 kg fish plates with RDSO approved firm	0	0	0	633
	SR	CGL-VM DLG	Glued joints 60Kg	45342	25-Jun-09	29-Jan-10	24-Dec-09		24-Feb-10	Delay in receipt of Inspection Certificate and non-availability of truck to despatch the materials due to Bandh, road roko etc.	0	0	0	60
	SR	CGL-VM DLG	GRSP T-3711	58026	20-Apr-11	31-Jul-12	19-Dec-11		31-Jul-12	Cancellation of order due to stoppage of production, inspection by RDSO and subsequent revocation of cancellation	0	0	0	222
	SR	DG-POY	Glued joints 52Kg	45581	1-Sep-09	30-Nov-11	30-Jan-10		30-Jun-11	Non-issue of free rails by Railway and non-availability of 13 metre long rails with FBW/AJJ	0	0	0	510
	SCR	NDL - YA	GRSP T-3703,3711	21/09-10	11-Jan-10	20-Aug-11	18-Sep-10	31-Aug-11			492404	492404	0	343
	SCR	NDL - YA & RGPM - MMZ	Glued joints 60Kg/ 52Kg	27/11-12	30-Jan-12	23-Jul-12	29-May-12	29-Jul-12			397921	397921	0	60
10	SCR	DMM -PAK	ERC T-3701	19/08-09	30-Jun-08	6-Apr-09	9-Dec-08	22-Apr-09		contractor's failure in supplying the material	5000	5000	0	133
	SCR	RGPM - MMZ & JPTN - MLCV	GFN liner T-3706	25/11-12	1-Dec-11	5-Jun-12	7-Mar-12	30-Jun-12			70464	70464	0	113

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
11	SER	Tata-Badampahar CTR 4.5 Km.(S)	60 Kg. GRSP	CE/TP/2009/014/B/10029	26-Oct-09	6-Dec-11	10-Jun-10	6-Dec-11	26-Jul-11	Extension was granted on account of rejection of materials by the RDSO	176167	176167	0	406
12	SECR	Gondia-Jabalpur including Balaghat-Katangi	GFN Liner T 3702, 3706	38	13-Dec-06	16-May-07	12-May-07	16-May-07		not available on record	0	0	0	4
	SECR		GFN Liner T 3702, 3706	68	25-Aug-08	24-Mar-09	24-Dec-08		24-Mar-09	Delayed inspection by RDSO/LKO	0	0	0	90
	SECR	Bhilai-Durg third line	GRSP T 3703, 3711	48	20-Jul-07	25-Oct-07	19-Oct-07	29-Jan-08		Not on redcord	96422	96422	0	100
	SECR		Glued Joints 60 kg	57	20-Nov-07	26-Aug-09	2-Jan-09	30-Nov-09	30-Aug-09	Delayed supply of rails to the supplier.	0	0	0	238
	SECR		CMS Crossing 1 in 12 for 60 kg	59	30-Nov-07	3-Feb-10	29-Nov-08	7-Apr-10	30-Aug-09	Increase of raw materials, power supply problem	66949	66949	0	271
	SECR		CMS Crossing 1 in 12 for 60 kg	64	29-Feb-08	18-Aug-09	27-Jan-09		27-Aug-09	Breakdown of instruments, lockout	0	0	0	210
	SECR		GFN Liner T 3702, 3706	68	25-Aug-08	24-Mar-09	24-Dec-08		24-Mar-09	Delayed inspection by RDSO/LKO	0	0	0	90
	SECR	Bilaspur-Salka Road Patch Doubling	Glued Joints 60 kg	57	20-Nov-07	26-Aug-09	2-Jan-09	30-Nov-09	30-Aug-09	Delayed supply of rails to the supplier.	0	0	0	238
	SECR		CMS Crossing 1 in 12 for 60 kg	64	29-Feb-08	18-Aug-09	27-Jan-09		27-Aug-09	Breakdown of instruments, lockout	0	0	0	210
	SECR		GFN Liner T 3702, 3706	68	25-Aug-08	24-Mar-09	24-Dec-08		24-Mar-09	Delayed inspection by RDSO/LKO	0	0	0	90
	SECR	Champa Bye Pass line	CMS Crossing 1 in 12 for 60 kg	59	30-Nov-07	3-Feb-10	29-Nov-08	7-Apr-10	30-Aug-09	Increase of raw materials, power supply problem	66949	66949	0	271
	SECR		CMS Crossing 1 in 12 for 60 kg	64	29-Feb-08	18-Aug-09	27-Jan-09		27-Aug-09	Breakdown of instruments, lockout	0	0	0	210
	SECR	Anuppur-Katni - TRR(P)-19 Km	Glued Joints 60 kg	169	8-Oct-09	2-Nov-10	7-May-10		7-Nov-10	Heavy rains, flood, cyclone	0	0	0	180
	SECR	NGP-DUG CTR(S) 6.73 Km	ERC T 3701	143	10-Apr-08	12-Aug-09	9-Feb-09	31-Aug-09		Delay in receipt of raw materials and inspection of finished product	0	0	0	202
13	SWR	SMET-TLGP GC	Ballast	UCC 72485		20-May-10	12-Sep-07	30-Jun-10	30-Jun-08	delay in completionof balance work	113000	113000	0	288
	SWR	Hubli Hebsur DL	Ballast	UCC 72748		26-Dec-09	20-Jul-08	31-Dec-09	31-Mar-09	Practical problems connected to Quarry	10000	10000	0	251
	SWR	Kottur-Harihar NL	Ballast	UCC 73046		13-May-10	28-Jul-09	15-May-10	31-Jan-10	delay in completing balance work	1115244	1115244	0	183
	SWR	SMET-TLGP GC	Ballast	UCC 72487		20-Mar-09	18-Oct-07	31-May-09	30-Jun-08	delay in completion of balance work	190000	190000	0	252
	SWR	RMGM-MYS DL	GFN liners	W.503/CN/BNC/ST/TF/56 A /00394		4-Apr-12	6-Jan-12	3-Jul-12		delay in supply by contractor.	29388	29388	0	177
	SWR	RMGM-MYS DL	GFN liners	W.503/CN/BNC/ST/TF/56 A /00391		4-Apr-12	22-Dec-11	19-Apr-12		delay in supply by contractor.	63534	63534	0	117
	SWR	RMGM-MYS DL	GFN liners	W.503/CN/BNC/ST/TF/56 A /00393		4-Apr-12	6-Jan-12	2-Jun-12		delay in supply by Contractor.	73411	73411	0	146
14	WR	PRTN-CTD GC Work	Metal Liner	17/2008/8067/3/88233	16-Feb-09	10-Jan-09	15-Aug-09	15-Nov-09		delay in supply by Contractor.	9098	9098	0	90
	WR		Ballast	Dy.CE/C/BRC/PRTN-CTD/56	12-Jul-09	1-Feb-11	17-Jan-10		15-Jul-10	non-availabilty of Railway's land at most of the locations for cess supply, dumping and stacking of ballast.	0	0	0	178
	WR		Ballast	Dy.CE/C/BRC/PRTN-CTD/13	20-Jul-10	1-Apr-10	22-Aug-08		30-Apr-10		0	0	0	608

Sr. No.	Zones	Name of work	Description of material	Supply order/ P.O Nos & Date		Last date of receipt of	Original DP	Extended DP		Reasons for extention	LD charges (in ₹)			Extention in days
								With LD	without LD		Due	Recovered	Outstandig	
1	2	3	4	5		6	7	8	9	10	11	12	13	14
	WR	ADI-PNU TBR 64.50KM	Ballast	DRM/ADI/113/2005-06	-	1-May-11	15-Aug-07		31-May-11	Non availability of vacant space and hoopers for loading of already supplied ballast.	0	0	0	1366
15	WCR	KTT-COR Sec - TSR (P) 12.20KM	ERC T 3701	WCR/TP/ 2009/156R/ ERC/314	7-Jun-10	17-Jun-11	6-Jun-11	23-Sep-11		delay in supply on contractio's account	286392	286392	0	107
										Total	**28712977**	**20609820**	**8103157**	

Note: Col. 15 has been calculated through MS Excel formula @days360

Annexure XV - (Para 3.1.5.2-iv)

Non recovery of Risk & Cost amount from defaulting contractors

Sr. No.	Zone	Description of material	P.O. No. & date	Name of the supplier	Quantity to be supplied	Actually supplied	Short supply (col. 6-7)	Rate (in Rs.)	R&C P.O. No. & date	Rate	Recoveable R&C amount (Col. 11-Col.9)xCol.8 (in Rs.)	Amount recovered from defaulting supplier	Amount yet to be recovered (Col. 12-Col.13) (in Rs.)	Remarks if any
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	ECoR	Ballast (50 mm)	CA No. 03/CE/C/1/BBS/VSKP/2007 dtd. 12.02.2007	M/s Lakshmi Agencies, Hyderabad	30000	13117.76	16882	Not available	30/CE/C/1/BBS/VSKP/09 dt. 09.12.2009	Not available	5041488	0	5041488	The constract was terminated and awarded to M/s Srinivasa Edifice Pvt. Ltd, Vijayawads vide CA No. 30/CE/ C/1/BBS/VSKP/09 dtd. 09.12.2009 . The Risk & Coast amount was of Rs. 50,41,488/-. On Arbitration, nil award was published by arbitrators. Subsequently the agency has approached court of law.
2	NCR	Glued joints	2006/23/1 Shyama Shyam dt. 14.3.2007	M/s Sh yama Shyam Glutech Corp. Agra	207	200	7	6151	R&C 16/1/2011 Shyama Shyam dt 25.4.2012	6329	1246	0	1246	Risk and cost contract has again been awarded to the defaulting contractor on 25.4.2012.
					20	310	20	6350		6523	3460	0	3460	
					2116		1806	6300		6473	312438		312438	
					275		275	6200		6373	47575		47575	
3	NER	GRSP T-3711	NE/Con./PW/OT-28 Dated 6-10-08	M/s EASTERN TRACK UDYOG LIMITED, KOLKATA	710695	209000	501695	18.90	NE/Con./PW/OT-10 to 14 Dt. 2-2-10	19.94	521763	0	521763	Penalty of Rs. 1,00,000 was also imposed on the defalting firm for defective supply of 109000 nos. of GRSP.
4	SCR	GRSP T-3703,3711	10/08-09/CAO/C/SC/ST dt.15.05.2009	M/s.Easatern Track Udyog Pvt. Ltd., Kolkata	346775	Nil	462366	18.6	02/10-11/CAO /C/SC/St dt.13.04.2010	21.24	1138577	0	1138577	The firm has filed a Court Case against Risk & Cost .
					115591				07/10-11/CAO /C/SC/St dt.14.06.2010	20.53				
	SCR	ERC T-3701	48/07-08/CAO/C/SC/ST dt.05.11.2007	M/s.Rajdin Industries, Banglore	203558	91700	111858	45.1	-		504480	0	504480	
	SCR	ERC T-3701	38/08-09/CAO/C/SC/ST dt.28.01.2009	M/s.Asra Steels, Noida	200000	Nil	200000	63.33	25/09-10/CAO /C/SC/St dt.10.03.2010		1000000	0	1000000	
	SCR	ERC T-3701	39/08-09/CAO/C/SC/ST dt.28.01.2009	M/sSiddhartha Meal Fabrications, Faridabad	100000	Nil	100000	62.59	26/09-10/CAO /C/SC/St dt.10.03.2010		625900	0	625900	
										Total	**9196927**	**0**	**9196927**	

Annexure-XVI- (Para 3.1.5.4-i)

Payment made due to application of PVC during extended period

Zone	Name of work	Supply order No. & date		Description of material	Original Date of Completion	Extended Date of Completion	Payment made under PVC during extended period			Remarks
							Runing bill No.	Date	Amount Paid (in Rs.)	
1	2	3		4	5	6	7	8	9	10
ECR	JYG-DBG-NKE	ECR/CAO/C/WT /19/M/934	13.4.10	Ballast	12.4.11	30.06.12	2nd	2.12.11	1460362	nil
ECR							3rd	25.5.12	2119143	
NR	Ballast depot at Chaukhandi in the section of Sr. DEN-II/LKO	48 WA/Ten/Works/10/Sr. DEN-II/CHH-Depot/2009-10/271	NA	Ballast	05.09.2010	31.01.11 with PVC & upto 30.04.11 without PVC	IV V VI VII	19.11.10 09.12.10 29.12.10 16.03.11	1297624	Out of Rs 20.20 lakh paid as PVC, an amount of **Rs. 12.98 lakh** pertains to extended period of DOC.
NCR	Kanpur- TDL CTR 67.04 KM(P) (Estt.no. 145/09)	Acceptance letter no. 22-w/929/bills	9.2.2010	Ballast	8.2.2011	31.10.12	CC no. 503 (9th bill)	21.11.11	1597814	nil
NCR							CC no. 528 (11th bill)	7.4.12	704520	nil
NCR							CC no. 534 (12th bill)	30.5.12	1558884	nil
NER	HATHUA- BHATNI	CAO/Con/GKP/1103	29.8.08	Ballast	27.5.09	15.6.10	XIV	7.5.11	1514957	nil
NER		CAO/Con/GKP/1109	29.8.08	Ballast	27.5.09	15.5.10	XVI	24.4.10	1939216	nil
NER	CPJ-Thawe- Chapra (PART COMPLETED)	Dy.CE/Con./NE/GKP/26	20.12.10	Ballast	6.5.11	15.9.11	VII	26.11.11	1130630	nil
NER		Dy.CE/Con./NE/GKP/19	20.12.10	Ballast	15.11.10	31.3.11	XI	29.07.11	1510968	nil
NER		Dy.CE/Con./NE/GKP/20	26.07.10	Ballast	14.11.10	15.2.11	V	16.06.11	1450695	nil
NER		Dy.CE/Con./NE/GKP/24	14.10.10	Ballast	14.11.10	15.2.11	V	16.06.11	1672387	nil
NER		CAO/CON/GKP/1157	25.1.11	Ballast	25.3.11	30.6.11	VIII	17.11.2011	863735	nil
NER		Dy.CE/Con./NE/GKP/17	23.06.2010	Ballast	15.11.10	30.6.11	IX	24.4.2012	1177482	nil
NER		Dy.CE/Con./NE/GKP/18	8.07.2010	Ballast	23.1.11	15.3.12	VI	10.04.2012	1105550	nil
NER	Aunrihar-Jaunpur	Dy.CE/Con./BSB/26	15.5.10	Ballast	26.6.10	31.7.11	VI	21.9.10	416137	nil

Zone	Name of work	Supply order No. & date		Description of material	Original Date of Completion	Extended Date of Completion	Payment made under PVC during extended period			Remarks
							Runing bill No.	Date	Amount Paid (in Rs.)	
1	2	3		4	5	6	7	8	9	10
NER	Barabanki-Burhwal	Dy.CE/Con/LJN/32	22.4.10	Ballast	16.10.10	31.1.12	XV	19.4.12	3750187	nil
NER		Dy.CE/Con/LJN/35	21.5.10	Ballast	16.10.10	31.7.11	VII	19.1.12	3865547	nil
NER		CAO/Con./GKP/1158	31.01.11	Ballast	25.7.11	28.2.12	XVII	4.10.11	2685690	nil
NER	Bhabhnan - Mankapur	Dy.CE/Con./G/GKP/01	31.12.2008	Ballast	5.8.2009	31.10.2010	XX	02.09.2010	1722296	nil
NER		Dy.CE/Con./G/GKP/17	23.3.2010	Ballast	01.10.2010	31.8.2011	XI	3.8.2011	977634	nil
NER		Dy.CE/Con./G/GKP/21	18.5.2010	Ballast	03.11.2010	30.6.2011	XII	26.6.2011	2318678	nil
NER		Dy.CE/Con./G/GKP/27	23.10.2010	Ballast	03.11.2010	31.10.2011	IX	10.7.2011	1832511	nil
NER	Munderwa -Babhnan	DyCE/CON/NW/GKP/01	9.01.2009	Ballast	20.10.08	31.3.10	IX	5.08.10	3436779	nil
NER		DyCE/CON/NW/GKP/14	22.09.2009	Ballast	28.3.10	18.1.11	IV	24.02.11	409954	nil
NER		DyCE/CON/NW/GKP/08	1.05.2009	Ballast	22.5.10	28.2.11	II	30.05.11	871972	nil
NER		DyCE/CON/NW/GKP/17	23.2.10	Ballast	25.5.10	28.2.11	II	30.5.2011	871922	nil
NER	Salempur-Barhaj (CTR)	DRM/W/24	20.4.11	Ballast	13.11.11	15.4.12	FCC	10.5.2012	2102288	nil
NER		DRM/W/261	7.3.11	Ballast	2.7.11	10.1.12	FCC	8.5.2012	727160	nil
NER	Mau-Shahganj	DRM/W/73	20.8.09	Ballast	23.11.09	25.1.10	FCC	3.6.10	1067167	nil
NWR	TBR 73.79 Km. MD-PNU	21/ABR/2008	10.12.07	Ballast	22.5.2009	22.10.09	14, 15 & 16	25-Feb-10	150230	Extention due to additional quantity ordered .
NWR	SDLP-RTGH-BKN-DNA	Const/BKN/45/2007-08	8.2.08	Ballast	1.5.2009	30.9.11	19th	30.3.2012	5563	Ballast production stopped due to rain water in Quarry.
NWR	AII - PUSKAR	AMP/NL/T/8-R	11.7.08	Ballast	10.8.2009	20.8.11	10th		3211537	Site not available, slow progress of workers
NWR							11th			
NWR							12th			
NWR							13th to 17th			
NWR							18th to 22nd			
NWR							23rd to 25th			
NWR							26th & 27th (Final)			

Zone	Name of work	Supply order No. & date		Description of material	Original Date of Completion	Extended Date of Completion	Payment made under PVC during extended period			Remarks
							Runing bill No.	Date	Amount Paid (in Rs.)	
1	2	3		4	5	6	7	8	9	10
SCR	GC (DMM-PAK)	NA	NA	Ballast 65mm/ 50mm	9.1.2009	30.11.2009 (upto Agt.Qty) 17.04.2010 (Extra Qty)	-	-	550180	
SER	TRR(P) for 5.86 Km. at Km.295.94-301.80 (Dn) between RKSN-ckp station.	CE/TP/2009/017/ B/10038	11.12.09	60 Kg. GFN Liner	20.03.10	20.04.10	CF/4787	2.9.10	20343	Extension granted without Denial clause due to problems in transportation at Harduar due to Maha Kumbh Mela.
SER							CF/4788		8154	
SER							CF/4789		6551	
SER		CE/TP/2009/017/ B/10037	11.12.09		20.03.10	20.04.10	CF/4786	2.9.10	21112	
SER	Purulia-Biramdih-TRR-33 Km (P) at Km 323-334 (Up) 336-355 (Up) 356-359 (Up).	CE/TP/2009/001/ A/10034	27.10.09	52/60 Kg. 1 in 12 cms x-ing.	31.08.10	03.09.11	CF/04991	5.9.11	1312151	Extension granted without Denial Clause to avail lower rate from the contractors.
WR	Pratapnagar-Chottaudepur GC	T. No. DyCE/C/BRC /PRTN-CTD/56	12/7/2009	Ballast	17.01.2010	15.2.11	4th to 7th	Dec-09 to Feb-10	219345	1. Railway Land not available at most of the locations for cess supply, dumping and stacking of ballast.
WR							8th to 9th	March-10 to May-10	314584	
WR							10th & 11th	Sept-10 to Nov-10	317069	
WR							12th & 13th (Final)	Dec-10 to Feb-11	144307	
WR		T. No. DyCE/C/BRC /PRTN-CTD/13	20.7.06	Ballast	22.08.2008	30.4.10	19th R/Bill to 41st Final Bill		7070655	1. Railway Land not available at most of the locations for cess supply, dumping and stacking of ballast. 2. Due to excess variation in quantity.
WR	ADI – PNU TBR 64.50 kms.	T. No. DRM/ADI/113 /2005-06	Not available	Ballast	15.08.2007	31.5.11	2nd	5.10.2009	318451	1.Non availability of vacant space 2. Non availability of hoopers for loading of already supplied ballast.
							3rd	25.11.2009	827916	
							4th	18.3.2009	279046	
							5th	21.4.2011	2784836	
							6th	27.6.2011	2383165	

Zone	Name of work	Supply order No. & date		Description of material	Original Date of Completion	Extended Date of Completion	Payment made under PVC during extended period			Remarks
							Runing bill No.	Date	Amount Paid (in Rs.)	
1	2	3		4	5	6	7	8	9	10
WCR	RMA-BPL	DyCE/KTT/RMA-BPL/ballast	7.5.10	Ballast	6.3.2011	6.6.11	XM/227	30.8.2011	218414	Quantity of ballast was increased and date of completion was extended on railway account.
								Total	**68323496**	

Annexure-XVII

(Para 3.1.5.5-ii)

Misclassification/irregular booking of expenditure incurred on procurement of P.way material

<table>
<tr><th>Railway</th><th>Details of Instances of Misclassification/irregular booking of expenditure</th></tr>
<tr><td>NWR-</td><td>(i). Out of the quantity of ballast supplied for a sanctioned work (TBR 73.79 km in AII-PNU section), 49423 cum ballast was unloaded and utilized on other work in another section of Ajmer Division. The cost of this quantity of ballast (Rs.2.28 crore) was not credited to the sanctioned work.

(ii). As per the detailed estimates of following works, the cost of ballast was chargeable to revenue. However, after the completion of track renewal works, a sum of ₹ 5.76 crore was not transferred from capital/DRF to revenue.
<table>
<tr><th>Works</th><th>ballast(in Cum)</th><th>Rate</th><th>Amount chargeable to revenue (₹)</th></tr>
<tr><td>CTR (P) SOG-BTI 3.27 Km & TRR 1.33 Km</td><td>1308</td><td>655</td><td>856740</td></tr>
<tr><td>CTR 14.66 Km Merta Road- Merta City</td><td>5864</td><td>454.62</td><td>2665892</td></tr>
<tr><td>CTR 5.166 Km Asapura Gomat- Pokaran</td><td>2666</td><td>454.62</td><td>1212017</td></tr>
<tr><td>CTR(P) JP-FL-30 Km</td><td>12000</td><td>455.01</td><td>5460120</td></tr>
<tr><td>CTR (p) HSR 9.78 Km & RE-HSR TRR 3 Km TSR 41.4 Km</td><td>20472</td><td>692.4</td><td>14174813</td></tr>
<tr><td>TBR 73.79 Km MD-PNU</td><td>22137</td><td>381.5</td><td>8445266</td></tr>
<tr><td>TSR 10.30 Km SWM-JP</td><td>4000</td><td>494.56</td><td>1978240</td></tr>
<tr><td>CTR 21 Km & TSR 10 Km HSR-BTI</td><td>7750</td><td>724.4</td><td>5614100</td></tr>
<tr><td>CTR 41 Km, TRR 32.4 Km & TSR 10.7 Km HSR-BTI</td><td>20680</td><td>724.4</td><td>14980592</td></tr>
<tr><td>CTR 8.27 km Suchan Kotli & Buragudha</td><td>3308</td><td>655</td><td>2166740</td></tr>
<tr><td>Total</td><td></td><td></td><td>57554520</td></tr>
</table>
</td></tr>
<tr><td>NER:</td><td>(i). Railway booked Track material worth ₹ 15.37 crore and Rs 17.16 crore to Capital (New lines, Gauge conversion and doubling) in the 2009-10 and 2010-11 though the material was used in track renewal works sanctioned under DRF. Also the expenditure of ₹ 2.80 crores relating to Bhabhanan- Mankapur doubling was irregularly booked (2009-10) to Mau- Indara doubling.

(ii). Cost of P. Way material (₹ 1.52 crores) used (2009-10) in track renewal works of Varanasi Division was irregularly booked to Ekma- Jiradei doubling project.</td></tr>
<tr><td>WR</td><td>In Kalapipal- Phanda doubling project, there was irregular debit of Rs 18.14 crore as cost of 14961.85 MT 60 kg rails was booked instead of 5862.10 MT actually used.

(i) Railway procured (2011-12) 9196.857 MT of 60 kg rails against two indents</td></tr>
</table>

SWR	(RMGM-MYS doubling -7847 MT and KQZ-CBP new line- 1559.339 MT). Against it, rails actually received at sites were 1614.215 MT in RMGM-MYS and 3949.748 MT in KQZ-CBP. However, costs of 5661.413 MT and 809.409 MT rails were debited to RMGM-MYS and KQZ-CBP works respectively involving irregular debit of ₹18.76 crore. Further for KQZ-CBP New line project, 3632.894 MT rails valuing ₹ 21.84 crore were received though no indent had been placed. The cost of rails was debited to RMGM-MYS doubling and Tumkur - Rayadurg new line projects. (ii). Expenditure (₹ 84.15 crore) incurred on procurement of Rails and Sleepers for Track Renewals was booked (2009-10) to Capital instead of DRF. (iii). Rails costing ₹ 43.88 crore which were received for Kolar-Chikabbapur and Shimoga- Talaguppa works and were sent for welding to flush butt plant, were diverted to SR and no adjustment of cost was made.
WCR	There was irregular re-appropriation of Rs 6.06 crore between revenue and capital on account of rails (52kg) procured for RMA-BPL new line.
SCR	Due to paucity of funds, Railway booked (2011-12) cost of P. Way items pertaining to one project to another project– (GRSP for T/outs 1 in 16-11 sets, 1 in 12-53 sets and D'switch-32sets- total value Rs0.15 crore of NDL-YA New Line work to Jagital-Mortbad New line and Rails -95 Nos value Rs0.53 crore of HX-SBC New line to NDL-YA New line).
NR	(i). Though Open line received and consumed P. Way materials (value Rs.145.59 crore), the amount was debited (2010-11) to on going projects of construction organization and the adjustment memos debiting the amount were accepted by Northern Railway Construction without receipt of material. (ii). A sum of Rs10 crore was credited to Chandigarh-Ludhiana New BG rail link and debited to Jind-Sonepat (91179) – Deposit Work to adjust the cost of rails (52 kg) stated to be supplied from one work to another through JV No. 203156776 and 203156777 in June, 2011 whereas there was no transfer of material. (iii). Cost 923 sleepers (Rs 0.16 crore) utilized in track renewal of yard line under SSE (P.Way), Barnala were required to be debited to Grant No. 16 (DRF-Track Renewal) instead of Grant No. 04 as done though JV No. 193084095 of September 2011. (iv). Payment on account of Price Variation Clause (Rs.54,83,516) made to the firm for the supply of PRC sleepers to Ambala Division was minus credited to Grant No. 09 (09-350) and credited to Grant No. 16 (DRF-3100) through JV No. 193054279 of March 2012 (SSE/ Barnala for track renewal work TSR-21.40km and SSE/Abohar for track renewal work/Panipat.) Grant No.09 relates to Operating Expenses-traffic.

Annexure XVIII

(Para 3.1.5.6)

Excess/short/irregular utilization of procured/arranged P. way material

Utilization	Details of noticed cases
Excess utilisation	(i). On NFR, ballast (1.92 lakh cum) was required for spreading in Gauge converted stretch of 87.60 km in Aluabari- Siliguri GC work after allowing an extra quantity @ 8% for shrinkage. However, the construction organization procured 2.53 lakh cum ballast during March 2009 to November 2010. As such, 0.85 lakh cum ballast costing Rs13.37 crore was procured and utilized in excess of requirement. (ii).NWR-work- TRR 24.3 KM Rohtak-Bhiwani sections-excess utilization of 1933.4 Rm rails (cost Rs.0.60 crore). (iii) WR-CTR8.20 KM between Rajkot-Wakaner-excess utilization of 8239.70 cum-cost Rs.0.24 crore. (iv). SR-Chengalput-Billupuram doubling- excess utilization 67790 ERC, 14800 GRSP and 135400 GFN Liners-cost Rs.0.47 crore. (v). SECR-Excess utilization of 272 glued joints of 60 kg in Bhilai-Durg new line and 388 Nos. in Bilaspur-Salka Road doubling- total cost ₹ 1.57 crore.
Short Utilisation	NWR- (i). In TRR 24.30 km in Rohtak- Bhiwani Section, 9720 cum ballast was to be utilized. However, no ballast was indented/ procured/ inserted in the track. (ii). 'CTR of 5.166 km in AQG- POK section, six CMS X-ings (1:12) 60Kg' were to be provided. However, neither X-ings were procured nor inserted in the track. (iii).TSR of 10.300 km in Jaipur – Sawai Madhopur section had been shown as complete. However, against 15862 sleepers to be utilised as per norms, 6114 sleepers only had been shown as utilized. This also indicated that other accessories required to be laid during sleepers laying (GRSP -19,496 Nos, ERCs- 38,992 Nos and GFN Liners -38992 Nos) were not utilized.
Irregular utilisation	(i) On NR, though CTR of 16.14 km between Bareily-Rampur section located on 'B' class route permitted to carry CC+ 6+2T loaded wagons was sanctioned with 60 kg rails, Rail Renewal was carried out with 52 kg rails without sanction to Material Modification. (ii). On NR, in TSR work of 33.71 km long section (Dhampur- Roorkee), GFN liners were utilized for Metal liners and over a patch of 6.38 kms, sleepers were laid at the rate of 1538 sleepers per km instead of prescribed 1660 sleepers per km. (iii).On NR, 52kg second hand rails were to be utilized on Churaru Takrala- Amb Andhaura New line work as per sanctioned Detailed Estimate. However, construction organization utilized 60kg second hand rails and 52 kg new rails resulting in total extra expenditure of Rs 0.78 crore. (iv).Though Merta Road –Merta City on NWR and Salempur- Barhaj Bazar on NER are uneconomical branch lines, their CTR works were sanctioned by utilizing 60 kg new rails, sleeper @ 1660 per km and 300 mm ballast cushion instead of sleeper density @ 1540 and ballast cushion of 250 mm. Neither any goods traffic was running on these sections nor there was any proposal in works programme for construction of any goods line. The traffic density was also below 5GMT. The works were being executed that would result in extra expenditure of Rs4.34 crore. (v).On NWR, provision of 552 MT of 60 Kg new rails was made in the Detailed Estimate for CTR- 3.27 km and TRR -1.33 km of Suratgarh- Bhatinda section. However, due to non- receipt of 60 kg rails, 5957.17 R/Meter of 52 Kg new rails were got transferred from SSE/P. Way/ Bhatinda out of which, 5342.68 R/Meter was used in 3.27 Km track between Bhatinda and Gurusar Sohnewala (from 1.22Km to 4.49 Km) and the balance quantity of 614.49 R/Meter returned. The deviation in utilization was not regularized that would have an impact on the quality of the route besides additional handling and transportation. Further, although the quantity indented was stated to be received and consumed according to Sr. DEN/Bikaner's letter dated 29 April 2010, as per the sectional register of SSE/P. Way/ Suratgarh, TRR (141 to 142.33 km) ibid had not been carried out as rails of 52 kg had been stated to be laid in 2006.

Annexure XIX

(Para 3.1.5.6-i)

Non recovery of cost of P.Way material issued to RVNL and other agencies

Sr. No.	Zones	Name of work/ depot	Description of material	To whom issued	Date of Issue	Cost of material issued to party (in ₹)	Amount recovered (in ₹)	Outstanding (in ₹)
1	2	3	4	5	6	7	8	9
1	NCR	SSE/P.WAY/KRJ	Ballast	RVNL/KRJ	1-9-2011	4899892	0	4899892
2	NWR	AII- Pushkar	PSC Sleepers 60Kg T-2496	AM(P) RVNL JP	25-12-2010	152852	0	152852
3	SR	CGL-VM doubling	90R rails	M/s.RVNL chennai	8-7-2009	4929143	0	4929143
4	WR	Bharuch-Samni-Dehej GC work	52 KG SH rails	RVNL, Mumbai	8/4/2011	2848439	2323112	525327
5	WCR	Open line depot, BPL	M S Liner 60kg	RVNL,BPL at Vidisha	25-10-11	921270	0	921270
					Total	**13751596**	**2323112**	**11428484**

Say Rs 1.14 crore

Annexure XX (Ref. Para 4.1.8.1 & (i & ii) of report) **(Figures in number)**

Statement showing the homing capacity and holding of loco sheds-disel and electric (Broad guage) Railway wise

Year	Railways	No of sheds Diesel	No of sheds Elec	Homing capacity-Diesel	Homing capacity-Elec	Actual holding Diesel	Actual holding Elec	Excess(+)/ Less(-) holding over Homing Capacity for Diesel (Col.7-Col.5)	Excess(+) /Less(-) holding over Homing Capacity For Electric (Col.8-Col.6)	shortage in homing capacity % of Diesel locos (=100*col .9/col.5)	shortage in homing capacity % of Electric locos (=100*col.10/ col.6)
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
2009-10	CR	3	3	192	340	266.82	434.88	74.82	94.88	38.97	27.91
2009-10	ECoR	1	2	150	250	203.5	228.02	53.5	-21.98	35.67	-8.79
2009-10	ECR	3	2	137	240	211	296	74	56	54.01	23.33
2009-10	ER	5	2	305	200	340.17	214	35.17	14	11.53	7.00
2009-10	NCR	2	2	89	240	152	342	63	102	70.79	42.50
2009-10	NER	1	0	100	0	162	0	62	0	62.00	Not Applicable
2009-10	NEFR	3	0	240	0	239.41	0	-0.59	0	-0.25	Not Applicable
2009-10	NR	3	2	320	270	480.86	281.07	160.86	11.07	50.27	4.10
2009-10	NWR	2	0	170	0	196.5	0	26.5	0	15.59	Not Applicable
2009-10	SCR	5	3	385	320	453	434	68	114	17.66	35.63
2009-10	SECR	1	1	100	150	103.42	160.3	3.42	10.3	3.42	6.87
2009-10	SER	3	3	260	345	294	411	34	66	13.08	19.13
2009-10	SR	4	3	271	290	347	298.23	76	8.23	28.04	2.84
2009-10	SWR	2	0	225	0	303	0	78	0	34.67	Not Applicable
2009-10	WCR	2	3	301	300	360.5	429.46	59.5	129.46	19.77	43.15
2009-10	WR	3	2	300	250	316	279	16	29	5.33	11.60
2009-10	**TOTAL**	**43**	**28**	**3545**	**3195**	**4429.18**	**3807.96**	**884.18**	**612.96**	**24.94**	**19.18**
2010-11	CR	3	3	192	340	248.54	466.82	56.54	126.82	29.45	37.30
2010-11	ECoR	1	2	150	250	203.25	260.31	53.25	10.31	35.50	4.12
2010-11	ECR	3	2	137	240	221	303.2	84	63.2	61.31	26.33
2010-11	ER	5	2	302	200	349.67	218	47.67	18	15.78	9.00
2010-11	NCR	2	2	89	240	152	366	63	126	70.79	52.50
2010-11	NER	2	0	125	0	187	0	62	0	49.60	Not Applicable
2010-11	NEFR	3	0	240	0	262.42	0	22.42	0	9.34	Not Applicable
2010-11	NR	3	2	320	270	486.52	300	166.52	30	52.04	11.11
2010-11	NWR	2	0	170	0	187.5	0	17.5	0	10.29	Not Applicable
2010-11	SCR	5	3	385	320	456	453	71	133	18.44	41.56
2010-11	SECR	1	1	100	150	108.66	158.92	8.66	8.92	8.66	5.95
2010-11	SER	3	3	260	345	287	428	27	83	10.38	24.06
2010-11	SR	4	3	271	290	336	330.04	65	40.04	23.99	13.81
2010-11	SWR	2	0	225	0	315	0	90	0	40.00	Not Applicable
2010-11	WCR	2	3	301	320	367.83	447.2	66.83	127.2	22.20	39.75
2010-11	WR	3	2	350	250	345	278	-5	28	-1.43	11.20
2010-11	**TOTAL**	**44**	**28**	**3617**	**3215**	***4513.39***	**4009.49**	***896.39***	**794.49**	***24.78***	**24.71**
2011-12	CR	3	3	192	370	239.39	482.76	47.39	112.76	24.68	30.48
2011-12	ECoR	1	2	150	250	198.25	271.89	48.25	21.89	32.17	8.76
2011-12	ECR	3	2	137	240	227	322.4	90	82.4	65.69	34.33
2011-12	ER	5	2	302	200	341.92	225	39.92	25	13.22	12.50
2011-12	NCR	2	2	89	300	133	366	44	66	49.44	22.00
2011-12	NER	2	0	125	0	191	0	66	0	52.80	Not Applicable
2011-12	NEFR	3	0	240	0	272.92	0	32.92	0	13.72	Not Applicable
2011-12	NR	3	2	390	270	482.7	331.42	92.7	61.42	23.77	22.75
2011-12	NWR	2	0	170	0	191.41	0	21.41	0	12.59	Not Applicable
2011-12	SCR	5	3	385	320	479	471	94	151	24.42	47.19
2011-12	SECR	1	1	100	175	120.33	177	20.33	2	20.33	1.14
2011-12	SER	3	3	260	345	301	438	41	93	15.77	26.96
2011-12	SR	4	3	271	290	358	354.31	87	64.31	32.10	22.18
2011-12	SWR	2	0	225	0	322	0	97	0	43.11	Not Applicable
2011-12	WCR	2	3	301	360	355.33	481.29	54.33	121.29	18.05	33.69
2011-12	WR	3	2	350	250	374	292	24	42	6.86	16.80
2011-12	**TOTAL**	**44**	**28**	**3687**	**3370**	**4587.25**	**4213.07**	**900.25**	**843.07**	**24.42**	**25.02**

Annexure XXI- Refer Para 4.1.8.1 (ii) of the report

Homing capacty and Actual holding of locomotivs in different sheds **(Figures in Numbers)**

Type	Rly	Shed	2009-10				2010-11				2011-12			
			Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.5-Col.4)	% of holding in excess of homing capacity (=col.6/col .4 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.9-Col.8)	% of holding in excess of homing capacity (=col.10/col.8 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity for DIESEL (Col.13-Col.12)	% of holding in excess of homing capacity (=col.14/col.12 x 100)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Diesel	CR	Kurla Jn (CLA)	50	69.58	19.58	39.2	50	64.16	14.16	28.3	50	57.83	7.83	15.7
	CR	Kalyan (KYN)	42	80.2	38.20	91.0	42	66.7	24.70	58.8	42	65.9	23.90	56.9
	CR	Pune	100	117.04	17.04	17.0	100	117.68	17.68	17.7	100	115.66	15.66	15.7
	ECoR	Vishakhapatnam(VSKP)	150	203.5	53.50	35.7	150	203.25	53.25	35.5	150	198.25	48.25	32.2
	ECR	Mughalsarai(MGS)	20	35	15.00	75.0	20	33	13.00	65.0	20	33	13.00	65.0
	ECR	Patratu (PTRU)	67	90	23.00	34.3	67	100	33.00	49.3	67	104	37.00	55.2
	ECR	Samastipur Jn(SPJ)	50	66	16.00	32.0	50	68	18.00	36.0	50	70	20.00	40.0
	ER	Andal (UDL)	100	114.17	14.17	14.2	100	122.67	22.67	22.7	100	119.92	19.92	19.9
	ER	Barddhaman (BWN)	60	75	15.00	25.0	60	76	16.00	26.7	60	74	14.00	23.3
	ER	Howrah(HWH)	60	72	12.00	20.0	60	75	15.00	25.0	60	74	14.00	23.3
	ER	Jamalpur (JMP)	60	54	-6.00	-10.0	60	54	-6.00	-10.0	60	52	-8.00	-13.3
	ER	Sealdah (SDAH)	25	25	0.00	0.0	22	22	0.00	0.0	22	22	0.00	0.0
	NCR	Agra Cantt (AGC)	14	34	20.00	142.9	14	34	20.00	142.9	14	12	-2.00	-14.3
	NCR	Jhansi (JHS)	75	118	43.00	57.3	75	118	43.00	57.3	75	121	46.00	61.3

Type	Rly	Shed	2009-10				2010-11				2011-12			
			Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.5-Col.4)	% of holding in excess of homing capacity (=col.6/col.4 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.9-Col.8)	% of holding in excess of homing capacity (=col.10/col.8 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity for DIESEL (Col.13-Col.12)	% of holding in excess of homing capacity (=col.14/col.12 x 100)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	NEFR	Malda Town (MLDT)	60	57	-3.00	-5.0	60	60.01	0.01	0.0	60	70	10.00	16.7
	NEFR	New Guwahati (NGC)	80	96.41	16.41	20.5125	80	94.41	14.41	18.0125	80	96.92	16.92	21.15
	NEFR	Siliguri Jn (SGUJ)	100	86	-14.00	-14.0	100	108	8.00	8.0	100	125	25.00	25.0
	NER	Gonda (GD)	100	162	62.00	62.0	100	162	62.00	62.0	100	160	60.00	60.0
	NER	Izzatnagar (IZN)	0	0	0.00	0.0	25	25	0.00	0.0	25	31	6.00	24.0
	NR	Alambagh Lucknow (AMV)	100	161.32	61.32	61.3	100	161.75	61.75	61.8	100	156.93	56.93	56.9
	NR	Ludhiana (LDH)	140	170	30.00	21.4	140	171	31.00	22.1	140	170	30.00	21.4
	NR	Tughlakabad (TKD)	80	149.54	69.54	86.9	80	153.77	73.77	92.2	150	155.77	5.77	3.8
	NWR	Abu Road (ABR)	80	100.58	20.58	25.7	80	95.08	15.08	18.9	80	91.83	11.83	14.8
	NWR	Bhagat ki Kothi (BGKT)	90	95.92	5.92	6.6	90	92.42	2.42	2.7	90	99.58	9.58	10.6

Type	Rly	Shed	2009-10				2010-11				2011-12			
			Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.5-Col.4)	% of holding in excess of homing capacity (=col.6/col.4 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.9-Col.8)	% of holding in excess of homing capacity (=col.10/col.8 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity for DIESEL (Col.13-Col.12)	% of holding in excess of homing capacity (=col.14/col.12 x 100)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	SCR	Vijayawada (BZA)	35	28	-7.00	-20.0	35	28	-7.00	-20.0	35	31	-4.00	-11.4
	SCR	Guntakal (GTL)	100	194	94.00	94.0	100	95	-5.00	-5.0	100	102	2.00	2.0
	SCR	Gooty (GY)	100	136	36.00	36.0	100	136	36.00	36.0	100	140	40.00	40.0
	SCR	Kazipet (KZJ)	100	143	43.00	43.0	100	143	43.00	43.0	100	149	49.00	49.0
	SCR	Mawla Ali (MLY)	50	52	2.00	4.0	50	54	4.00	8.0	50	57	7.00	14.0
	SECR	Raipur (R)	100	103.42	3.42	3.4	100	108.66	8.66	8.7	100	120.33	20.33	20.3
	SER	Bondamunda (BNDM)	100	122	22.00	22.0	100	122	22.00	22.0	100	130	30.00	30.0
	SER	Bokaro (BKSC)	60	55	-5.00	-8.3	60	57	-3.00	-5.0	60	60	0.00	0.0
	SER	Kharagpur (KGP)	100	117	17.00	17.0	100	108	8.00	8.0	100	111	11.00	11.0
	SR	Erode (ED)	100	132	32.00	32.0	100	122	22.00	22.0	100	119	19.00	19.0
	SR	Ernakulam (ERS)	20	57	37.00	185.0	20	58	38.00	190.0	20	59	39.00	195.0
	SR	Ponmalai (GOC)	90	92	2.00	2.2	90	85	-5.00	-5.6	90	106	16.00	17.8
	SR	Tondiarpet (TNP)	61	66	5.00	8.2	61	71	10.00	16.4	61	74	13.00	21.3
	SWR	Krishnarajpuram (KJM)	125	138	13.00	10.4	125	143	18.00	14.4	125	141	16.00	12.8

Type	Rly	Shed	2009-10				2010-11				2011-12			
			Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.5-Col.4)	% of holding in excess of homing capacity (=col.6/col .4 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.9-Col.8)	% of holding in excess of homing capacity (=col.10/col.8 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity for DIESEL (Col.13-Col.12)	% of holding in excess of homing capacity (=col.14/col.12 x 100)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	SWR	Hubli (UBL)	100	165	65.00	65.0	100	172	72.00	72.0	100	181	81.00	81.0
	WCR	Itarsi (ET)	141	164.5	23.50	16.7	141	171.83	30.83	21.9	141	168.33	27.33	19.4
	WCR	New Katni Jn (NKJ)	160	196	36.00	22.5	160	196	36.00	22.5	160	187	27.00	16.9
	WR	Ratlam (RTM)	100	127	27.00	27.0	100	125	25.00	25.0	100	123	23.00	23.0
	WR	Sabarmati (SBIB)	50	39	-11.00	-22.0	100	71	-29.00	-29.0	100	97	-3.00	-3.0
	WR	Vatva (VTA)	150	150	0.00	0.0	150	149	-1.00	-0.7	150	154	4.00	2.7
Electric	CR	Ajni	120	149	29.00	24.2	120	169	49.00	40.8	120	169	49.00	40.8
	CR	Bhusawal (BSL)	120	149.88	29.88	24.9	120	153.82	33.82	28.2	150	158.76	8.76	5.8
	CR	Kalyan (KYN)	100	136	36.00	36.0	100	144	44.00	44.0	100	155	55.00	55.0
	ECoR	Angul (ANGL)	100	60	-40.00	-40.0	100	94	-6.00	-6.0	100	101	1.00	1.0
	ECoR	Vishakhapatnam(VSKP)	150	168.02	18.02	12.0	150	166.31	16.31	10.9	150	170.89	20.89	13.9
	ECR	Gomoh (GMO)	100	147	47.00	47.0	100	154.2	54.20	54.2	100	163.4	63.40	63.4
	ECR	Mughalsarai(MGS)	140	149	9.00	6.4	140	149	9.00	6.4	140	159	19.00	13.6
	ER	Asansol (ASN)	100	127	27.00	27.0	100	129	29.00	29.0	100	129	29.00	29.0
	ER	Howrah(HWH)	100	87	-13.00	-13.0	100	89	-11.00	-11.0	100	96	-4.00	-4.0
	NCR	Kanpur (CNB)	120	167	47.00	39.2	120	181	61.00	50.8	150	182	32.00	21.3
	NCR	Jhansi (JHS)	120	175	55.00	45.8	120	185	65.00	54.2	150	184	34.00	22.7

Type	Rly	Shed	2009-10				2010-11				2011-12			
			Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.5-Col.4)	% of holding in excess of homing capacity (=col.6/col .4 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity (Col.9-Col.8)	% of holding in excess of homing capacity (=col.10/col.8 x 100)	Homing Capacity	Actual Holding	Excess(+) /Less(-) holding over Homing Capacity for DIESEL (Col.13-Col.12)	% of holding in excess of homing capacity (=col.14/col.12 x 100)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	NR	Ghaziabad (GZB)	150	162.07	12.07	8.0	150	177	27.00	18.0	150	182.42	32.42	21.6
	NR	Ludhiana (LDH)	120	119	-1.00	-0.8	120	123	3.00	2.5	120	149	29.00	24.2
	SCR	Vijayawada (BZA)	120	170	50.00	41.7	120	194	74.00	61.7	120	196	76.00	63.3
	SCR	Kazipet (KZJ)	100	111	11.00	11.0	100	108	8.00	8.0	100	113	13.00	13.0
	SCR	Lallguda (LGD)	100	153	53.00	53.0	100	151	51.00	51.0	100	162	62.00	62.0
	SECR	Bhilai (BIA)	150	160.3	10.30	6.9	150	158.92	8.92	5.9	175	177	2.00	1.1
	SER	Bondamunda (BNDM)	175	175	0.00	0.0	175	189	14.00	8.0	175	189	14.00	8.0
	SER	Santragachi (SRC)	50	52	2.00	4.0	50	57	7.00	14.0	50	70	20.00	40.0
	SER	Tata	120	184	64.00	53.3	120	182	62.00	51.7	120	179	59.00	49.2
	SR	Arakkonam (AJJ)	120	136.27	16.27	13.6	120	119.31	-0.69	-0.6	120	129.7	9.70	8.1
	SR	Erode (ED)	120	151	31.00	25.8	120	151.43	31.43	26.2	120	163.29	43.29	36.1
	SR	Royapuram (RPM)	50	10.96	-39.04	-78.1	50	59.3	9.30	18.6	50	61.32	11.32	22.6
	WCR	Tuglakabad (TKD)	100	152.84	52.84	52.8	100	157.77	57.77	57.8	120	174.82	54.82	45.7
	WCR	New Katni (NKJ)	100	130.29	30.29	30.3	100	134.78	34.78	34.8	120	138.56	18.56	15.5
	WCR	Itarsi (ET)	100	146.33	46.33	46.3	120	154.65	34.65	28.9	120	167.91	47.91	39.9
	WR	Baroda (BRCY)	150	168	18.00	12.0	150	168	18.00	12.0	150	168	18.00	12.0
	WR	Valsad (BL)	100	111	11.00	11.0	100	110	10.00	10.0	100	124	24.00	24.0

Annexure -XXII (a) (Ref. Para 4.1.8.2 of the report)

Statement showing shortfall in maintenance schedule in 2011-12 (Diesel)

Rly	Shed	M4 schedule of diesel locomotives								M12 schedule of diesel locomotives								M 24 diesel locomotives							
		No. of locomotives due	No. of locomotives attended as per schedule	No. of cases of shortfall	percentage of shortfall	Reason for shortfall	No. of locomotives not attended at all	No. of locomotives dead due to non-carrying out of maintenance schedule	Reasons (if any)	No. of locomotives due	No. of locomotives attended as per schedule	No. of cases of shortfall	percentage of shortfall	Reason for shortfall	No. of locomotives not attended at all	No. of locomotives dead due to non-carrying out of maintenance schedule	Reasons (if any)	No. of locomotives due	No. of locomotives attended as per schedule	No. of cases of shortfall	percentage of shortfall	Reason for shortfall	No. of locomotives not attended at all	No. of locomotives dead due to non-carrying out of maintenance schedule	Reasons (if any)
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
CR	Kalyan	74	74	0	0.00		0	0		29	29	0	0.00	Shortage hjolding capacity and manpower	0	0		14	13	1	7.14	Shortage hjolding capacity and manpower	1	0	shortage of manpower
ECoR	VSKP	369	245	124	33.60	late arrival of loco and bunching	0	0		92	55	37	40.22	late arrival of loco and bunching	0	0		41	27	14	34.15	late arrival of loco and bunching	0	0	
ECR	MGS	62	55	7	11.29	less berthing capacity	0	0		19	18	1	5.26	less berthing capacity	0	0		6	10	0	0.00		0	0	
ER	Andal	104	67	37	35.58	Nonavailibility of manpower	0	0		60	47	13	21.67	Nonavailibility of manpower	0	0		19	16	3	15.79	Nonavailibility of manpower	0	0	
NCR	JHS	223	162	61	27.35	Not Av.	12	0		56	16	40	71.43	Not.Av.	21	0		31	6	25	80.65	Not. Av.	10	0	
NER	Gd	93	123	0	0.00		0	0		69	40	29	42.03	multiple Annexed	29	23 M4+M12+M24+M48	Online under traffic	39	25	14	35.90	multiple Annexed	14	23 M4+M12+M24+M48	multiple Annexed
NEFR	NGC	140	81	18	12.86	late arrival of loco	18	0		34	30	4	11.76	overloading in major schedule	4	2	overdue	18	16	2	11.11	overloading in major schedule	2	2	overdue
NR	LDH	297	297	0	0.00		0	0		71	71	0	0.00	0	0	0	0	48	48	0	0.00	0	0	0	0
NWR	ABR	182	121	61	33.52	shortage of manpower	0	0		45	36	9	20.00	shortage of manpower	0	5		22	13	9	40.91	shortage of manpower	0	1	
SCR	KZJ	274	274	0			0	0		75	75	0	0.00		0	0		29	29	0	0.00		0	0	
SECR	R	150	94	56	37.333	shortage of manpower	0	1	No	33	22	11	33.3333	shortage of manpower	0	0		26	9	17	65.385	shortage of manpower	0	1	
SER	BNDM	192	190	2	1.0417		0	0		48	44	4	8.33333		0	0		28	20	8	28.571		0	0	
SR	GOC	154	132	22	14.29	shunting and inferior loco not sent	0	0		30	26	0	0.00		4	0		19	14	5	26.32	due to transfer of locos from Erode shed for m24	0	0	
SWR	KJM	48	48	0	0.00	0		0	0	49	49	0	0.00	0		0		25	25	0	0.00	0	0	0	
WCR	NKJ	384	236	148	38.54	shortage of manpower	0	0		96	77	19	19.79		0	0		48	46	2	4.17		0	0	
WR	VTA	108	108	0	0.00		0	0		56	56	0	0.00		0	0		25	25	0	0.00		0	0	
		2854	2307	536	18.78	0	30	1	0	862	691	167	19.37	0	58	7	0	438	342	100	22.83	0	27	4	0

Rly	Shed	M48 IOH of diesel locomotives*								Total of schedules reviewed					
		No. of locomotivess due	No. of locomotivess attended as per schedule	No. of cases of shortfall	percentage of shortfall	Reason for shortfall	No. of locomotivess not attended at all	No. of locomotivess dead due to non-carrying out of maintenance schedule	Reasons (if any)	No. of locomotives due	No. of locos attended as per schedule	No. of cases of shortfall	% shortfall	No. of locomotivess not attended at all	No. of locomotivess dead due to non-carrying out of maintenance schedule
1	2	27	28	29	30	31	32	33	34	35	36	37	38	39	40
CR	Kalyan	9	9	0	0.00	Shortage hjolding capacity and manpower	0	0		126	125	1	0.79	1	0
ECoR	VSKP	7	2	5	71.43	late arrival of loco and bunching	0	0		509	329	180	35.36	0	0
ECR	MGS	3	3	0	0.00		0	0		90	86	8	8.89	0	0
ER	Andal	13	10	3	23.08	Nonavailib	0	0		196	140	56	28.57	0	0
NCR	JHS	12	2	10	83.33	Not Av.	2	0	0	322	186	136	42.24	45	0
NER	Gd	13	11	2	15.38	multiple Annexed	2	23 M4+M12+M24+ M48		214	199	45	21.03	45	23
NEFR	NGC	8	6	2	25.00	overloading in major schedule	2	1		200	133	26	13.00	26	5
NR	LDH	23	23	0	0.00	0	0	0	0	439	439	0	0.00	0	0
NWR	ABR	11	8	3	27.27	shortage of manpower	0	0		260	178	82	31.54	0	6
SCR	KZJ	15	15	0	0.00		0	0		119	393	0	0.00	0	0
SECR	R	9	3	6	66.667	shortage of manpower	0	1		218	128	90	41.28	0	3
SER	BNDM	17	2	15	88.235		0	0		285	256	29	10.18	0	0
SR	GOC	15	14	1	6.67		0	0		218	186	28	12.84	4	0
SWR	KJM	19	19	0	0.00	0	0	0		141	141	0	0.00	0	0
WCR	NKJ	24	16	8	33.33		0	0		552	375	177	32.07	0	0
WR	VTA	24	24	0	0.00		0	0		213	213	0	0.00	0	0
		222	167	55	24.77	0	6	2	0	4102	3244	858	20.92	121	37

Annexure -XXII (b) (Ref. Para 4.1.8.2 of report)

Statement showing shortfall in maintenance schedule in 2011-12 (Electric)

Railway	Shed	IC				AOH				IOH			
		No. of locomotivess due	No. of locomotives attended as per schedule	Shortfall in schedule (4-5)	Reason for shortfall	No. of locos due	No. of locomotives attended as per schedule	Shortfall in schedule (4-5)	Reason for shortfall	No. of locomotives due	No. of locomotives attended as per schedule	Shortfall in schedule (4-5)	Reason for shortfall
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CR	Ajni	191	191	0		71	73	0		26	26	0	
ECoR	VSKP	362	362	0		82	78	4	extended for watch	29	29	0	
ECR	GMO	160	156	4	not sent by traffic Dept.	75	75	0		17	17	0	
ER	Asansol	266	274	0		43	44	0		22	24	0	
NCR	CNB	285	280	5	Not av.	98	83	15	Not av.	14	9	5	Not av.
NR	GZB	286	282	4	increased loco holding	32	30	2	increased loco holding	23	22	1	increased loco holding
SCR	BZA	383	381	2	Non availability of loco	65	65	0		19	19	0	
SECR	BIA	368	362	6	Shortage of manpower	77	66	11	Shortage of manpower	20	13	7	Shortage of manpower
SER	Tata	364	362	2	Shortage of manpower, inadequate homing capacity	115	100	15	Shortage of manpower, inadequate homing capacity	19	21	0	Shortage of manpower, inadequate homing capacity
SR	AJJ	271	269	2	locos were not sent to shed	93	85	8	locos were not sent to shed	24	23	1	locos were not sent to shed
WCR	ET	324	321	3	Non availability of loco	90	83	7	manpower shortage	28	23	5	manpower shortage
WR	BRCY	404	404	0		67	66	1	due to transfer of loco to ELS/Valsad	27	28	0	

Annexure -XXIII(a) (Ref. Para 4.1.8.3 (a) of report)

Statement showing overdue locomotives sent for POH to the workshop

Type	Rly	Shed	2009-10							2010-11							2011-12						
			No. of locomotives POHed	No. of locomotives send for POH as per schedule	No. of locomotives send overdue for POH	Average period of overdue (in days)	The range of overdue minimum and maximum in days	Reasons	Defaulter	No. of locomotives POHed	No. of locomotives send for POH as per schedule	No. of locomotives send overdue for POH	Average period of overdue (in days)	The range of overdue minimum and maximum in days	Reasons	Defaulter	No. of locomotives POHed	No. of locomotives send for POH as per schedule	No. of locomotives send overdue for POH	Average period of overdue (in days)	The range of overdue minimum and maximum in days	Reasons	Defaulter
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Diesel	CR	Parel	2	2	0	0	0			5	5	0	0	0	NIL	NIL	5	5	0	0	0	NIL	NIL
	ECR	Mughalsarai	1	1	0	0	0	NIL	NIL	1	1	0	0	0	NIL	NIL	4	4	0	0	0	NIL	NIL
	ECoR	Vishakhapatnam	29	29	0	0	0	NIL	NIL	21	21	0	0	0	NIL	NIL	27	27	0	0	0	NIL	NIL
	ER	Andal	11	9	2	225	120 to 330	capacity constraint in JMP WS		9	9	0	0	0	NIL	NIL	15	15	0	0	0	NIL	NIL
	NCR	Jhansi	6	2	4	72.25	33 to 132	NA	Shed	14	10	4	108.5	52 to 224	NA	Shed	10	8	2	36.5	22 to 51	NA	Shed
	NEFR	New Guwahati	14	14	0	0	0	NIL	NIL	9	3	6	121.33	14 to 283	NO room at POH shop but utilised in operation without any trouble		16	5	11	87.18	3 to 195	NO room at POH shop but utilised in operation without any trouble	
	NER	Gonda	15	13	2	83	58 to 108	online under optg.	Traffic dept	27	27	0	0	0	NIL	NIL	7	4	3	57	23 to 90		
	NR	Ludhiana	10	7	3	40	30 to 50	Utilised in traffic	Optg.	12	11	1	30	30	Utilised in operation	Optg.	9	9	0	0	0	NIL	NIL
	NWR	Abu Road	22	22	0	0	0	NIL	NIL	20	19	1	42	42	on line without failure		12	12	0	0	0	NIL	NIL
	SCR	Kazipet	14	14	0	0		NIL	NIL	15	15	0	0	0			13	13	0	0	0	NIL	NIL
	SECR	Raipur	1	1	0	0	0	NIL	NIL	1	1	0	0	2			3	3	0	0	8		
	SER	Bondamunda	0	0	0	0	0	NIL	NIL	2	2	0	0	0			2	2	0	0	0	NIL	NIL
	SR	Ponmalai (GOC)	8	8	0	0	0	NIL	NIL	14	14	0	0	0	NIL	NIL	11	11	0	0	0	NIL	NIL
	SWR	Krishnarajnagaram	4	4	0	0	0	NIL	NIL	4	4	0	0	0			9	9	0	0	0	NIL	NIL
	WCR	New Katni Jn	21	18	3	90	3-5month	Utilised in operation	Optg.	22	17	5	60	10 to 60	Utilised in operation	Optg.	19	19	0	60	30-90	Utilised in operation	Optg.
	WR	Vatva	4	4	0	0		NIL	NIL	1	1	0	0		NIL	NIL	0	0	0			NIL	NIL
	TOTAL		162	148	14	510.25	0	0	0	177	160	17	361.83	74	0	0	162	146	16	240.68	8	0	0

Type	Rly	Shed	2009-10							2010-11							2011-12						
			No. of locomotives POHed	No. of locomotives send for POH as per schedule	No. of locomotives send overdue for POH	Average period of overdue (in days)	The range of overdue minimum and maximum in days	Reasons	Defualter	No. of locomotives POHed	No. of locomotives send for POH as per schedule	No. of locomotives send overdue for POH	Average period of overdue (in days)	The range of overdue minimum and maximum in days	Reasons	Defualter	No. of locomotives POHed	No. of locomotives send for POH as per schedule	No. of locomotives send overdue for POH	Average period of overdue (in days)	The range of overdue minimum and maximum in days	Reasons	Defualter
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Electrical	CR	Bhusawal	3	3	0	0	0	NIL	NIL	3	3	0	0	0			3	3	0		0	NIL	NIL
	ECR	Gomoh	11	11	0	0	0	NIL	NIL	10	8	2	49		Awaiting acceptance from ELW/BSL		16	16	0	0	0	NIL	NIL
	ECoR	Vishakhapatnam	21	21	0	0	0	NIL	NIL	12	12	0	0	0			18	18	0	0	0	NIL	NIL
	ER	Asansol	24	21	3	300	210 to 360			8	8	0	0	0			8	8	0	0	0	NIL	NIL
	NCR	Kanpur	16	15	1	1	1	NA	shed	24	17	7	33.27	6 to 86	NA	Shed	19	17	2	44.5	5 to 84	NA	Shed
	NR	Ghaziabad	12	12	0	0	0	NIL	NIL	18	17	1	270	270	Not demanded by WS	Shed	22	21	1	130	130	Not demanded by WS	Shed
	SCR	Vijayawada	18	18	0	0	0	NIL	NIL	19	19	0	0		NIL	NIL	17	17	0	0		NIL	NIL
	SECR	Bhilai	14	14	0	0	0	NIL	NIL	3	3	0	0	0	NIL	NIL	9	8	1	14			
	SER	Tata	22	22	0	0	0	NIL	NIL	19	19	0	0	0	NIL	NIL	1	1	0	0	0	NIL	NIL
	SR	Perambur	8	8	0	0	0	NIL	NIL	8	8	0	0	1 to 12	NIL	NIL	10	10	0	0	0	NIL	NIL
	WCR	Itarsi	16	16	0	0	0	NIL	NIL	15	15	0	0	0			13	13	0	0	0	NIL	NIL
	WR	Baroda Yd	9	9	0	0		NIL	NIL	23	19	4	55	33 to 202	locos had not completed 1.5 years of IOH		21	17	4	46	8 to 214	utilised in traffic as locos had not completed 1.5 years of IOH	
	TOTAL		174	170	4	301	1	0	0	162	148	14	407.27	270	0	0	157	149	8	234.5	130	0	0

Annexure -XXIII (b) (Ref. Para 4.1.8.3 (b) of report)

Statement showing locomotives online overdue for POH

Type	Railway	Shed	As on 31 March 2010					As on 31 March 2011					As on 31 March 2012				
			No. of locomotives online	No. of locomotives overdue for POH	Average period of overdue	The range of overdue minimum and maximum	Reasons	No. of locomotives online	No. of locomotives overdue for POH	Average period of overdue	The range of overdue minimum and maximum	Reasons	No. of locomotives online	No. of locomotives overdue for POH	Average period of overdue	The range of overdue minimum and maximum	Reasons
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Diesel loco	ER	Andal	121	0	0	0		123	2	7.5 month	4 m to 11 m	Capacity constraint at JMP WS	118	0	0	0	
	NCR	Jhansi	99	4	112.5days	30d-210d	Not Av.	99	0	0	0		108	6	95 days	5d-187 d	
	NER	Gonda	144	2	83 days	58 d- 108 d	On line under Optg.	145	0	0	0		149	3	57 days	23 d-90 d	
	NEFR	NGC	77.41	1	5 month	5 m	POH shops were overloaded	75.41	1	3 month	3 m	POH shops were overloaded	77.92	2	11 months	10 m- 12 m	
	NR	Ludhiana	145.83	3	40 days	30-50 d	Being Utilised in operation	145.83	1	30 days	30 d	Being Utilised in operation	145.83	0	0	0	
	NWR	Abu Road	91.53	0	0	0		85.51	1	42 days	1-42 d		81.54	0	0	0	
	WCR	New Katni Jn	196	3	3 month	3m-5m	Under utilisation with Optg.Dept.	195	5	2 month	10d- 2m	Under utilisation with Optg.Dept.	188	16	2 months1m-3m		Under utilisation with Optg.Dept.
			874.77	13	0	0	0	868.75	10	0	0	0	868.29	27	0	0	0
Electric loco	ER	Asansol	129	3	10 m	7m-12m	Due to operational exigencies	129	0	0	0	-	131	0	0	0	-
	NR	Ghaziabad	149.78	0	0	0	-	137.23	1	270 days	270d	Not demanded by WS	145.71	1	130 days	130 d	-
	WR	BRCY	168	0	0	0	-	168	1	213 days	213 d	-	168	0	0	0	-

Annexure-XXIV (Ref. Para 4.1.8.4 (i) of the report)
Statement showing locomotive failure per locomotive on line

			2009-10			2010-11			2011-12					
	Railway	Type of traction	locomotiveson line	No. of failures	failure per locomotives on line	locomotives on line	No. of failures	Failure per locomotives on line	locomotives on line	No. of failures	failure per locomotives on line	Locomotives on line	No. of failures	failure per locomotives on line
1	2		3	4	5	6	7	8	9	10	11	12	13	14
Diesel	CR		182.19	153	0.84	204.46	170	0.83	225.19	134	0.60	611.8355	457	0.75
	ECoR		158.9	101	0.64	156.8	67	0.43	158.43	51	0.32	474.13	219	0.46
	ECR		185	189	1.02	202	209	1.03	208	147	0.71	595	545	0.92
	ER		277	230	0.83	277	226	0.82	267	165	0.62	821	621	0.76
	NCR		118	322	2.73	115.67	301	2.60	122.5	308	2.51	356.17	931	2.61
	NER		144	276	1.92	166	343	2.07	175	312	1.78	485	931	1.92
	NEFR		220.41	394	1.79	243.42	412	1.69	272.92	513	1.88	736.75	1319	1.79
	NR		504.8	525	1.04	518.9	537	1.03	538	506	0.94	1561.7	1568	1.00
	NWR		138.44	214	1.55	146.54	266	1.82	146.68	241	1.64	431.6575	721	1.67
	SCR		446	119	0.27	451	128	0.28	468	137	0.29	1365	384	0.28
	SECR		66.87	51	0.76	73.02	53	0.73	79.62	77	0.97	219.51	181	0.82
	SER		252.9	93	0.37	246.8	88	0.36	257	70	0.27	756.7	251	0.33
	SR		366	95	0.26	350	129	0.37	370	126	0.34	1086	350	0.32
	SWR		284	107	0.38	297	141	0.47	302	158	0.52	883	406	0.46
	WCR		360.5	226	0.63	367.83	303	0.82	355.33	269	0.76	1083.66	798	0.74
	WR		247	240	0.97	274	327	1.19	306	335	1.09	827	902	1.09
			3952.01	3335.00		4090.44	3700.00		4251.67	3549.00	0.83	12294.11	10584	0.86
Electric	CR		420.92	114	0.27	436.8	115	0.26	469.68	94	0.20	1327.4	323	0.24
	ECoR		155.8	56	0.36	155.54	42	0.27	158.81	40	0.25	470.15	138	0.29
	ECR		296	191	0.65	303	276	0.91	322	252	0.78	921	719	0.78
	ER		217	104	0.48	219	114	0.52	227	83	0.37	663	301	0.45
	NCR		161.9	303	1.87	177.2	309	1.74	195.6	302	1.54	534.7	914	1.71
	NR		236.51	188	0.79	255.37	193	0.76	268.48	209	0.78	760.36	590	0.78
	SCR		428	45	0.11	445	60	0.13	465	91	0.20	1338	196	0.15
	SECR		160.3	99	0.62	158.92	89	0.56	177	87	0.49	496.22	275	0.55
	SER		383.1	115	0.30	415.7	117	0.28	435	117	0.27	1233.8	349	0.28
	SR		306	76	0.25	333	88	0.26	371	79	0.21	1010	243	0.24
	WCR		429.46	199	0.46	447.2	244	0.55	481.29	253	0.53	1357.95	696	0.51
	WR		258	46	0.18	264	44	0.17	271	42	0.15	793	132	0.17
			3452.99	1536		3610.73	1691		3841.86	1649		10905.58	4876	0.45

Annexure-XXV Ref.para 4.1.8.4 (ii) Statement showing locomotives failures within 180 days of POH

Railway	Shed	2009-10				2010-11				2011-12			
		Total No. of locomotives POHed	No. of locomotives which failed within 30 days of POH along with reason	No. of locomotives which failed within 31 days to 60 days of POH along with reason	No. of locomotives which failed within 61 days to 180 days of POH along with reason	Total No. of locomotives POHed	No. of locomotives which failed within 30 days of POH along with reason	No. of locomotives which failed within 31 days to 60 days of POH along with reason	No. of locomotives which failed within 61 days to 180 days of POH along with reason	Total No. of locomotives POHed	No. of locomotives which failed within 30 days of POH along with reaosn	No. of locomotives which failed within 31 days to 60 days of POH along with reason	No. of locomotives which failed within 61 days to 180 days of POH along with reason
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CR	Kalyan	60	5	2	5	70	3	0	6	64	6	0	7
ECoR	VSKP	29	25	16	38	21	18	9	19	27	29	10	36
ECR	MGS	1	0	0	0	1	0	0	0	4	3	0	0
ER	Andal	9	0	0	0	9	0	0	0	15	3	2	2
NCR	JHS	6	2	2	7	14	7	2	28	10	0	0	6
NER	Gd	15	9	7	9	27	13	9	19	7	1	2	1
NEFR	NGC	21	6	6	9	14	3	3	8	25	3	8	14
NR	LDH	10	8	6	8	12	8	4	7	9	6	0	5
NWR	Ajmer	22	6	2	3	20	3	1	6	12	2	2	9
SCR	KZJ	14	0	0	1	15	1	0	1	13	0	0	8
SECR	R	1	1	0	0	1	1	0	0	3	0	0	2
SER	BNDM	0	0	0	0	2	1	0	0	2	1	1	2
SR	GOC	102	1	0	2	112	1	5	4	86	4	4	5
SWR	KJM	4	2	2	4	4	2	2	4	9	0	0	2
WCR	NKJ	21	1	2	3	22	2	2	1	19	7	1	6
WR	VTA	4	0	3	7	1	0	1	0	0	0	0	0
		319	66	48	96	345	63	38	103	305	65	30	105
CR	BSL	60	4	3	4	58	3	8	15	45	0	2	17
ECoR	VSKP	21	7	4	2	12	3	0	0	18	1	1	0
ECR	GMO	11	8	1	1	10	1	4	2	16	3	4	4
ER	ASN	21	1	1	0	11	0	1	2	16	0	2	1
NCR	CNB	16	9	3	17	24	11	7	23	19	13	5	23
NR	GZB	12	0	2	2	18	4	0	7	22	2	3	10
SCR	BZA	20	8	0	11	19	0	1	15	16	1	1	1
SECR	BIA	14	1	1	16	3	2	0	4	9	5	6	23
SER	Tata	22	1	1	2	19	2	0	3	1	0	0	0
SR	Perambur	53	0	2	4	59	3	3	2	49	4	1	2
WCR	ET	16	3	4	9	15	5	5	9	13	7	7	13
WR	BRCY	14	11	8	20	25	8	13	18	14	8	2	10
		280	53	30	88	273	42	42	100	238	44	34	104

Annexure -XXVI Ref. para 4.1.8.5 Cause-wise analysis of locomotives failures in selected sheds (16 Diesel and 12 Electric) in three years

Type	Railway	sheds reviewed	2009-10					2010-11					2011-12				
			No. of failures due to Primary factors					No. of failures due to Primary factors					No. of failures due to Primary factors				
			Total No. of locomotives failures	Bad Workmanship in sheds and Workshops	Defective Material	Defective Design	Others Misc. including Mismanagement by crew	Total No. of locomotives failures	Bad Workmanship in sheds and Workshops	Defective Material	Defective Design	Others Misc. including Mismanagement by crew	Total No. of locomotives failures	Bad Workmanship in sheds and Workshops	Defective Material	Defective Design	Others Misc. including Mismanagement by crew
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Diesel	CR	KYN	18	0	9	0	9	29	0	8	0	21	24	0	18	0	6
	ECoR	VSKP	101	30	63	0	8	67	8	52	0	7	51	8	35	0	8
	ECR	MGS	41	7	12	2	20	48	10	23	2	13	46	12	27	2	5
	ER	Andal	52	0	29	0	23	46	0	34	0	12	76	0	51	0	25
	NCR	JHS	248	0	173	0	75	242	0	151	0	91	241	0	167	0	74
	NER	Gd	713	260	280	2	171	681	282	257	0	142	540	210	183	0	147
	NEFR	NGC	134	25	42	0	67	116	19	33	0	64	100	27	32	0	41
	NR	LDH	772	198	189	82	303	728	186	179	81	282	729	183	171	76	299
	NWR	ABR	174	25	122	0	27	258	42	157	0	59	259	74	140	0	45
	SCR	KZJ	41	10	27	0	4	44	5	32	0	7	35	3	29	0	3
	SECR	R	51	3	42	0	6	53	9	38	0	6	77	15	51	0	11
	SER	BNDM	37	10	22	1	4	39	14	16	1	8	28	6	18	3	1
	SR	GOC	24	8	13	0	3	34	7	21	0	6	30	11	15	0	4
	SWR	KJM	93	27	55	0	11	109	16	73	1	19	123	22	86	1	14
	WCR	NKJ	175	37	100	7	31	243	42	133	8	60	221	54	118	5	44
	WR	VTA	189	57	95	0	37	193	58	89	0	46	158	42	101	0	15
	Total	16 sheds	2863	697	1273	94	799	2930	698	1296	93	843	2738	667	1242	87	742
Electrical	CR	Ajni	346	0	227	0	119	434	0	253	0	181	442	0	259	0	183
	ECoR	VSKP	56	0	23	0	33	42	0	19	0	23	40	0	15	0	25
	ECR	GMO	64	5	49	0	10	113	14	78	0	21	129	0	81	0	48
	ER	ASN	53	0	16	0	37	69	0	27	0	42	36	0	13	0	23
	NCR	CNB	101	0	29	0	72	103	0	41	0	62	111	0	36	0	75
	NR	GZB	51	4	42	0	5	62	3	45	0	14	70	3	53	0	14
	SCR	BZA	158	49	46	0	63	200	61	66	0	73	326	60	154	0	112
	SECR	BIA	99	33	41	0	25	90	3	42	1	44	94	10	57	5	22
	SER	Tata	43	10	21	0	12	57	17	22	0	18	35	5	15	0	15
	SR	AJJ	69	46	12	0	11	35	22	7	0	6	31	16	7	0	8
	WCR	ET	70	0	22	0	48	85	0	28	0	57	88	0	34	0	54
	WR	BRCY	25	1	8	0	16	39	10	14	0	15	32	6	11	0	15
	Total	12 sheds	1135	148	536	0	451	1329	130	642	1	556	1434	100	735	5	594

Annexure-XXVII (Ref. Para 4.1.8.6 (i) of the report)

Statement showing Enroute Detention due to locomotives failures

	2009-10				2010-11				2011-12				total		
Railway	Total No. of cases of enroute detention	No. of Detention attributed to locomotives failure	Percentage of locomotives failure to total detention	Reasons	Total No. of cases of enroute detention	No. of Detention attributed to locomotives failure	Percentage of locomotives failure to total detention	Reasons	Total No. of cases of enroute detention	No. of Detention attributed to locomotives failure	Percentage of locomotives failure to total detention	Reasons	Total No. of cases of enroute detention	No. of Detention attributed to locomotives failure	Percentage of locomotives failure to total detention
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CR	2964	168	5.67	Not available	2918	172	5.89	Not available	16045	177	1.10	Not available	21927	517	2.36
ECoR	8400	1330	15.83	various types of equipment failure	9454	1427	15.09	various types	9193	1294	14.08	various types of equipment failure	27047	4051	14.98
ECR	505	254	50.30	various types of equipment failure	577	244	42.29	various types	486	263	54.12	various types of equipment failure	1568	761	48.53
ER	478	247	51.67	equipment failure	387	293	75.71	equipment fa	388	259	66.75	equipment failure	1253	799	63.77
NCR	50159	558	1.11	equipment failure	55682	551	0.99	equipment fa	54210	543	1.00	equipment failure	160051	1652	1.03
NER	10880	477	4.38	not available	7727	454	5.88	not available	6893	440	6.38	not available	25500	1371	5.38
NEFR	1026	328	31.97	not available	2318	578	24.94	not available	2349	418	17.79	not available	5693	1324	23.26
NR	54291	2214	4.08	Bad workmanship, Defective materials	86516	2339	2.70	Bad workmar	87485	2231	2.55	Bad workmanship, Defective materials	228292	6784	2.97
NWR	16491	621	3.77	Bad workmanship	10257	925	9.02	Bad workmar	8003	808	10.10	Bad workmanship	34751	2354	6.77
SCR	2994	253	8.45	equipment failure	2880	214	7.43	equipment fa	3821	225	5.89	equipment failure	9695	692	7.14
SECR	24285	1700	7.00	loco failure	25613	1821	7.11	loco failure	20138	1182	5.87	loco failure	70036	4703	6.72
SER	345	61	17.68	loco failure	450	43	9.56	loco failure	862	40	4.64	loco failure	1657	144	8.69
SR	1629	139	8.53	not available	717	126	17.57	not available	907	144	15.88	not available	3253	409	12.57
SWR	21883	155	0.71	not available	9236	184	1.99	not available	8369	202	2.41	not available	39488	541	1.37
WCR	448	149	33.26	Defective material	459	127	27.67	Defective ma	479	127	26.51	Defective material	1386	403	29.08
WR	13648	464	3.40	Not available	14562	601	4.13	Not available	12348	490	3.97	Not available	40558	1555	3.83
	210426	9118	4.333114729		229753	10099	4.395590047		231976	8843	3.812032279		672155	28060	4.174632339

Annexure-XXVIII (Ref. Para 4.1.8.6 (ii) of report)

Statement showing Unscheduled repairs in selected sheds (16 diesel and 12 Electrical) for period- January to March of three years

		Jan'10 to March'10								Jan'11 to March'11								Jan'12 to March'12							
Railway		Total No. of locomotives undertaken unscheduled repairs		Reason for unscheduled repair	Period of last scheduled repair	Time taken for unschedule Repair	Loss of engine days	Loss of earning capacity due to detention of locomotives	Extra expenditure on unschedule repairs	Total No. of locomotives undertaken unscheduled repairs		Reason for unscheduled repair	Period of last scheduled repair	Time taken for unschedule Repair	Loss of engine days and cost thereof	Loss of earning capacity due to detention of locomotives	Extra expenditure on unschedule repairs	Total No. of locomotives undertaken unscheduled repairs		Reason for unscheduled repair	Period of last scheduled repair	Time taken for unschedule Repair	Loss of engine days and cost thereof	Loss of earning capacity due to detention of locomotives	Extra expenditure on unschedule repairs
	Shed	Home Rly	Foreign Railway							Home Rly	Foreign Railway							Home Rly	Foreign Railway						
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
CR	KYN	7			same month	84 hours	3.50	480480		12			7 to 30 days	362 hrs	15.08	2443500.00		7			7 to 30 days	182 hr	7.58	1412320.00	
ECoR	VSKP	117				12367 hours	515.29	70739011		79				6342 hr	264.25	42808500.00		67				3726 hr	155.25	28913760.00	
ECR	MGS	0	156	Reason		715 hr	29.79	4089800		7	154			697hr	29.04	4704750.00		5	156			723 hr	30.13	5610480.00	
ER	Andal	141		NA		NA		0		166						0.00		150						0.00	
NCR	JHS	35	17			152 days 5 hr	152.20	20894016	1308625	28	30			102 days 4 hr	102.17	16551540.00	1271712	33	56			148 days 7 hr	148.29	27617529.60	902178
NER	GD	22				53 days	53.00	7275840	214332	49				617 days	617.00	99954000.00	2495148	40				396 days	396.00	73751040.00	1601424
NEFR	NGC	65				2592 hr	108.00	14826240		47				2937 hr	122.38	19824750.00		37				2171.3 hr	90.47	16849288.00	
NR	LDH	10	0	defective material	0-12 days	60 hrs	2.50	343200	88000	5	0	material defect	1 day to 22 days	60 hrs	2.50	405000.00	87000	5	0		1 day to 5 day	34 hr	1.42	263840.00	37000
NWR	ABR	59	42			2536.5 hr	105.69	14508780		54	56			2119.66 hr	88.32	14307705.00		52	41			2718.42 hr	113.27	21094939.20	
SCR	KZJ	21	0	Equipment failure	15 to 30 days	1539 hr	64.13	8803080	2700000	26	0	Equipment failure	15 to 30 days	1041 hr	43.38	7026750.00	3100000	39	35	Equipment failure	15 to 30 days	1983 hr	82.63	15388080.00	8700000
SECR	R	27		defective material		858 hrs	35.75	4907760		6		defective material		244.6 hr	10.19	1651050.00		22		defective material		1139.55 hr	47.48	8842908.00	
SER	BNDM	175	3	Air/ lubricating oil leakage, other defects		8928 hr	373.00	51205440		129	0	Air/ lubricating oil leakage, other defects		8688 hr	362.00	58644000.00		82	2	Air/ lubricating oil leakage, other defects		6552 hr	273.00	50843520.00	
SR	GOC	6		various defects		154 days	154.00	21141120		9				630 days	630.00	102060000.00		1				38 days	38.00	7077120.00	
SWR	KJM	73	26	Equipment failure		286 days	286.00	39262080		64	14	Equipment failure		225 days	225.00	36450000.00		99	22	Equipment failure		309 days	309.00	57548160.00	
WCR	NKJ	16		defective material		262 days	262	35967360	4919371	10		defective material		221 days	221	35802000	7811897	27		defective material		740 days	740	137817600	5952361
WR	VTA	35	85	various defects		1364 hrs	56.83	7802080		9	73	various defects		210 hr	8.75	1417500.00		17	37			214 hr	8.92	1660640.00	
Diesel total	16	809	329	0	0	0	2201.678	302246287	9230328	700	327	0	0	0	2741.056	444051045	14765757	683	349	0	0	0	2441.426	454691224.8	17192963
3 yr total		1138		3197			7384.16	1200988557	41189048	1027								1032							

		Jan'10 to March'10								Jan'11 to March'11								Jan'12 to March'12							
Railway		Total No. of locomotives undertaken unscheduled repairs		Reason for unscheduled repair	Period of last scheduled repair	Time taken for unscheduled Repair	Loss of engine days	Loss of earning capacity due to detention of locomotives	Extra expenditure on unschedule repairs	Total No. of locomotives undertaken unscheduled repairs		Reason for unscheduled repair	Period of last scheduled repair	Time taken for unscheduled Repair	Loss of engine days and cost thereof	Loss of earning capacity due to detention of locomotives	Extra expenditure on unscheduled repairs	Total No. of locomotives undertaken unscheduled repairs		Reason for unscheduled repair	Period of last scheduled repair	Time taken for unscheduled Repair	Loss of engine days and cost thereof	Loss of earning capacity due to detention of locomotives	Extra expenditure on unschedule repairs
	Shed	Home Rly	Foreign Railway							Home Rly	Foreign Railway							Home Rly	Foreign Railway						
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
Electric locomotives																									
CR	Ajni	43	55			3744.25 hr	156.00	28941120		55	40			4914 hr	205.00	38474400.00		49	44			3850.35 hr	160.43	32111919.00	
ECoR	VSKP	56	176			1141	47.54	8819930		98	126			2103	87.63	16445460.00		56	169			1152	48.00	9607680.00	
ECR	GMO	125	N. Avl.	N. Avl.	N. Avl.	2220	92.50	17160600		97	73			7065	294.38	55248300.00		87	56			5281	220.04	44043540.00	
ER	ASN	72	N. Avl.	N. Avl.				0		47						0.00		46						0.00	
NCR	CNB	100	98			236 days	236.00	43782720	1147637	30	111			146 days 2 hr	146.00	27401280.00	1443676	122	104			466 days	466.00	93274560.00	2096954
NR	GZB	290	145			4529 hrs	188.71	35009170		260	160			5252 hrs	218.83	41070640.00		219	154			5089 hrs	212.04	42442260.00	
SCR	BZA	255	170	Equipment failure	40 to 45 days	27625 hr	1151.04	213541250	36100000	217	177	Equipment failure	40 to 45 days	25610 hr	1067.08	200270200.00	36300000	192	155	Equipment failure	40 to 45 days	22555 hrs	939.79	188108700.00	32200000
SECR	BIA	175		defective material		6117.03 hr	254.88	47284642		188		defective material		9881.81 hr	411.74	77275754.20		175		defective material		7184.34 hr	299.35	59917395.60	
SER	Tata	173	189	Electrical, mechanical and pneumatic defects		11280 hr	470.00	87194400		111	221	Electrical, mechanical and pneumatic defects		9879.5 hr	411.65	77257690.00		162	162	Electrical, mechanical and pneumatic defects		12822.47 hr	534.27	106939399.80	
SR	AJJ	310	263	various defects		NOT AVAILABLE		0		137	147	various defects		Not Avl.		0.00		110	260	various defects		Not Avl.		0.00	
WCR	ET	**23**	99			**603 hr**	25.13	4661190	NA	**34**	121			**691 hr**	28.79	5403620.00		**40**	111			**1288 hr**	58.67	10741920.00	
WR	BRCY	168	34	various defects		NOT AVAILABLE		0		189	54	various defects		Not Avl.		0.00		165	79	various defects		Not Avl.		0.00	
Electrical total	12	1790	1229	0	0	3361	2621.798	486395022	37247637	1463	1230	0	0	9168	2871.095	538847344.2	37743676	1423	1294	0	0	6433	2938.593	587187374.4	34296954

Annexure-XXIX (Ref. Para 4.1.9.1 (a) of the report)

Statement showing POH capacity of locomotives workshop (Diesel and Electric) Broad guage

Type	Railways	Name of workshop, (With year of establishment)	Installed POH capacity	Type of locomotives	2009-10				2010-11				2011-12			
					Target of POH	Actual POH	Difference (Col.7-Col.6)	Reasons for shortfall	Target of POH	Actual POH	Difference (Col.11-Col.10)	Reasons for shortfall	Target of POH	Actual POH	Difference (Col.7-Col.6)	Reasons for shortfall
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Diesel	CR	Parel , 1879	72	WDM2, WDM3, WDM3A, WDG 2, WDG3, WDG 3A, WDG 6	57	60	3	Not applicable	63	70	7	Not applicable	59	64	5	Not applicable
	ER	Jamalpur, 1862	72	BG Diesel locos	52	51	-1	-	47	43	-4	-	48	55	7	Not applicable
	NR	**Charbagh, Lucknow, 1975**	66	WDM2, WDM4, WDS4	61	43	-18	Poor feed, Non-availability of Engine Block, Crank Shaft	58	49	-9	Poor feed, Non-availability of Engine Block, Crank Shaft	47	22	-25	Poor feed, Non-availability of Engine Block, Crank Shaft
	NWR	Ajmer, 1979	36	WDM2, 3A, WDG3A	24	22	-2	other works carried out viz WDG6 loco for RITES, DEMU DTC, Spl. Repairs etc.	20	20	0	Not applicable	14	12	-2	other works carried out viz WDG6 loco for RITES, DEMU DTC, Spl. Repairs etc.
	SER	Kharagpur, 1963	84	WDM2, WDM2A, WDM3A, WDG3, WDS6	69	56	-13	less feed	53	63	10	Not applicable	51	56	5	Not applicable
	SR	Ponmalai, 1928	120	WDM2, WDM2A, WDM3D, WDG3A, WDS6, WDP 3A, YDM4	77	95	18	Not applicable	82	119	37	Not applicable	79	97	18	Not applicable
	TOTAL	6	**450**		**340**	**327**	**-13**		**323**	**364**	**41**		**298**	**306**	**8**	
Electrical	CR	Bhusawal, 1974	126	WAM4, WAG5, WAG7, WAP1, WAP4, WAP 5, WAP 7, WAG9/3 phase, WCAM 1/2/3	60	60	0	Not applicable	58	58	0	Not applicable	45	45	0	Not applicable
	ER	Kanchrapara, 1863	72	Electrical locos	75	75	0	Not applicable	78	78	0	Not applicable	66	66	0	Not applicable
	SER	Kharagpur, 1986	60	WAM4, WAG5, WAG7, WAP4	64	70	6	Not applicable	57	56	-1	less feed	42	42	0	Not applicable
	SR	Perambur, 1932	60	WAM4, WAP4	53	53	0	Not applicable	59	59	0	Not applicable	49	49	0	Not applicable
	WR	Dahod, 1926	54	Electrical locos	60	62	2	Not applicable	54	55	1	Not applicable	40	40	0	Not applicable
	TOTAL	5	**372**	**0**	**312**	**320**	**8**	**0**	**306**	**306**	**0**	**0**	**242**	**242**	**0**	

Annexure -XXX (Ref. Para 4.1.9.1 (b) & 4.1.9.2) of the report)

Statement showing extra time taken for POH in workshops in three years

Loco shed	Railway	Worksho p		2009-10						2010-11					
			POH time prescribe d in days	Total locomoti ves POHed	No of locomoti ves POHed within time	No. locomoti ves POHed beyond permisab le time	Avarage time taken in exess in days	locomotives days lost due to extra time taken for POH	Revenue loss due to extra detention (in Rs.)	Total locomoti ves POHed	No of locomoti ves POHed within time	No. locomoti ves POHed beyond permisa ble time	Avarage time taken in exess in days	locomoti ves days lost due to extra time taken for POH	Revenue loss due to extra detention (in Rs.)
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Diesel	CR	Parel	18	60	4	56	11.27	631.12	86640153.6	70	9	61	11.06	674.66	109294920
	ER	JMP	23	51	15	36	9.47	340.92	46801497.6	43	15	28	8.17	228.76	37059120
	NR	Charbagh	30	43	29	14	16	224	30750720	49	21	28	5.61	157.08	25446960
	NWR	Ajmer	35	22	5	17	7.24	123.08	16896422.4	20	5	15	4.27	64.05	10376100
	SER	KGP	21	56	17	39	10.95	427.05	58625424	63	0	63	19.963	1257.669	203742378
	SR	Ponmalai	30	102	57	45	9.96	448	61501440	112	71	41	8.146341	334	54108000
	TOTAL			334	127	207		2194.17	301215658	357	121	236		2716.219	440027478
Electric	CR	Bhusawal	35	60	58	2	4	8	1484160	58	57	1	1	1	187680
	ER	KPA	24, 30	75	11	64	6.85	438.4	81331968	78	4	74	8.04	594.96	111662093
	NR	Charbagh	28	15	9	6	12	72	13357440	15	8	7	7.6	53.2	9984576
	SER	KGP	28	70	61	9	4.33	38.97	7229714.4	56	44	12	4.96	59.52	11170713.6
	SR	Perambur	28, 30	62	36	26	17.751	461.52	85621190.4	65	48	17	5.62	95.47	17917809.6
	WR	Dahod	100, 28	62	54	8	46.50	372	69013440	55	50	5	4.8	24	4504320
	TOTAL			344	229	115		1390.89	258037913	327	211	116		828.15	155427192

Loco shed	Railway	Workshop	2011-12						Reasons								
			Total locomotives POHed	No of locomotives POHed within time	No. locomotives POHed beyond permisable time	Avarage time taken in exess in days	locomotives days lost due to extra time taken for POH	Revenue loss due to extra detention (in Rs.)	due to bunching (defaulter)	due to accident and damaged	due to over due for POH (defaulter)	For want of spare parts /material (defaulter)	Want of capacity, space and machinery including diffective layout of the workshop	want of manpower	due to power failure	Due to Poor workmanship/ rejection by inspection team	Extra work perscribed by RB
1	**2**	**3**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**
Diesel	CR	Parel	64	15	49	12.59	616.91	114893318.4				46+55+49	6+5+0	1+1+0			
	ER	JMP	55	10	45	4.02	180.9	33690816	Not Available								
	NR	Charbagh	22	9	13	6.15	79.95	14889888				yes	yes				yes
	NWR	Ajmer	12	3	9	5.11	45.99	8565177.6	0+0+1			5+2+2	2+4+2				0+0+1
	SER	KGP	56	1	55	12.218	671.99	125151417.6	2+0+0	1+0+0		14+43+27	3+5+0	4+0+4	3+0+1	1+1+1	19+41+28
	SR	Ponmalai	86	47	39	12.26	478	89022720	No system to record and watch such delays								
	TOTAL		295	85	210		2073.74	386213337.6									
Electric	CR	Bhusawal	45	44	1	3	3	600480				2+1+1					
	ER	KPA	66	11	55	7	385	77061600						yes			yes
	NR	Charbagh	10	6	4	5.5	22	4403520				yes	yes				yes
	SER	KGP	42	28	14	2.57	35.98	7201756.8									9+12+14
	SR	Perambur	55	33	22	10.282	226.2	45276192	2+0+0	3+1+0		17+6+13	1+0+11			9+19+14	
	WR	Dahod	40	20	20	34.05	681	136308960				6+1					
	TOTAL		258	142	116		1353.18	270852508.8									

Annexure -XXXI(a) (Ref. Para 4.1.9.3 of the report)

Statement showing more time taken in three maintenance schedules in 16 selected sheds in March 2012(Diesel)

		M12 schedule of diesel locomotives (12 monthly)								M24 schedule of diesel locomotives (biennially)								M48 IOH of diesel locomotives							
Railway	Shed	No. of locomotives attended	Repair Time fixed for the schedule in days	No of cases delayed	Minimum time taken for the schedule in days	Maximum time taken for the schedule in days	loss of engine days due to excess time taken	loss of potential earning capacity	Broad reasons of delay	No. of locomotives attended	Repair Time fixed for the schedule in days	No of cases delayed	Minimum time taken for the schedule in days	Maximum time taken for the schedule in days	loss of engine days	loss of potential earning capacity	Broad reasons of delay	No. of locomotives attended	Repair Time fixed for the schedule in days	No of cases delayed	Minimum time taken for the schedule in days	Maximum time taken for the schedule in days	loss of engine days	loss of potential earning capacity	Broad reasons of delay
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
CR	KYN	0	0	0	0	0		0	nil	3	25	2	25	32	12	2234880	Non scheduled work	0	0	0	0	0		0	nil
ECoR	VSKP	8	3	5	5.4	6.0	12.61	2348486.4	Late arrival, waiting for booking and out of couse repair	7	15	5	16.9	29.25	45.26	8429222.4	Late arrival, waiting for booking and out of couse repair	0	0	0	0	0		0	Late arrival, waiting for booking
ECR	MGS	2	6	0	4 days Avg		0	0	nil	0	0	0	0			0	nil	1	11	1	31	31	20	3724800	nil
ER	Andal	3	6	3	9	27	30	5587200	Non availibility of manpower	2	16	2	22	27	17	3166080	Non availibility of manpower	1	18	1	29	29	11	2048640	Non availibility of manpower
NCR	JHS	1	4	1	35.3	35.3	31.3	5829312		1	16	1	67.3	67.3	51.3	9554112		2	21	2	64	91	113	21045120	
NER	Gd	6	5	6	9	19	54	10056960	extra work	2	16	2	37	75	80	14899200	extra work	0	0	0	0	0	0	0	nil
NEFR	NGC	2	10	2	14	15	9	1676160	non scheduled work	1	18	1	29	29	11	2048640	non scheduled work	1	23	1	39	39	16	2979840	non scheduled work
NR	LDH	10	3	2	3	5	4	744960	out of course repair	4	18 to 20	1	26	26	6	1117440	out of course repair	0	0	0	0	0		0	out of course repair
NWR	ABR	2	4	2	11	17	20	3724800	manpower shortage	2	16	2	25	44	37	6890880	manpower shortage	1	25	1	46	46	21	3911040	manpower shortage
SCR	KZJ	4	3	0				0	nil	0	0	0	0			0	nil	4	14	0	0	0		0	nil
SECR	R	1	No		5.6			0	nil	3			22.25	35.5	25	4656000		0	0					0	nil
SER	BNDM	1	3	1	3	3	0	0	nil	1	18	0	16			0	nil	1	18	0				0	nil
SR	GOC	4	4	3	4	8	6	1117440	out of course repair	2	20	2	34	36	35	6518400	out of course repair	2	20	2	34	80	75	13968000	out of course repair
SWR	KJM	3	8	0	6	8		0	nil	1	24	0	24	24		0		0	26	0	0	0		0	nil
WCR	NKJ	8	No standard time	0	8	17	8	1489920	out of course repair	4			16.75	26.5		0	out of course repair	3		0	18	21	0	0	out of course repair
WR	VTA	4	No standard time	1	5	11	3	558720	out of course repair	3		3	18	40	25	4656000	out of course repair	1		1	28	28	2	372480	out of course repair
		59		26			177.91	33133958.4		36		21			344.56	64170854.4		17		9			258	48049920	0

* Calculation of Money value in col. 8, 16 and 24 are based on All India Engine hour cost prescribed by Railway Board for Diesel locomotives Rs. 5720, Rs. 6750 and Rs. 7760 per hour respectively for 2009-10, 2010-11 and 2011-12. Ref. Rly Board Rate Circular No.31 of 2009, 13 of 2010 and 19 of 2011 respectively.

* Calculation of Money value in col. 8, 16 and 24 are based on All India Engine hour cost prescribed by Railway Board for Electrical locos Rs. 7730, Rs.7820 and Rs. 8340 per hour respectively for 2009-10, 2010-11 and 2011-12. Ref. Rly Board Rate Circular No.31 of 2009, 13 of 2010 and 19 of 2011 respectively.

Annexure -XXXI(b) (Ref. Para 4.1.9.3 of report)

Statement showing more time taken in three maintenance schedules in 12 selected sheds in March 2012(Electric)

		IC								AOH								IOH							
Railway	Shed	No. of locomotives attended	Time fixed for the schedule	No of cases delayed	Minimum time taken for the schedule	Maximum time taken for the schedule	loss of engine days	loss of potential earning capacity	Broad reasons of delay	No. of locomotives attended	Time fixed for the schedule	No of cases delayed	Minimum time taken for the schedule	Maximum time taken for the schedule	loss of engine days	loss of potential earning capacity	Broad reasons of delay	No. of locomotives attended	Time fixed for the schedule	No of cases delayed	Minimum time taken for the schedule	Maximum time taken for the schedule	loss of engine days	loss of potential earning capacity	Broad reasons of delay
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
CR	Ajni	12	8 hr	12	32.4 hr	1535.25 hr	127	25420320	infrastructure/staff constraint, want of material, late arrival of loco	5	6 days/144 hr	5	280.45 hr	519.5 hr	46	9207360	infrastructure/staff constraint, want of material, late arrival of loco	4	216/ 264 hr	4	498.15 hr	528 hr	47	9407520	infrastructure/staff constraint, want of material, late arrival of loco
ECoR	VSKP	23	8 hr	23	18.45 hr	87.58 hr	28.708	5746193.28	Tyre turning, testing repairs, axle box attention	6	5 working days for goods 6 for coaching	4	5 working days	8 working days	20.26	4055241.6	2 locos were taken parellely	3	12 working days	2	11 days	14.94 days	4.99	998798.4	
ECR	GMO	7	8 hr	0	8 hr	8 hr		0	Nil	9	6 days	0				0		0	11 days	0				0	
ER	ASN	25	8 hr	25	NA	NA	NA	0	NA	5	6 days	4			NA	0		2	9 days	2			NA	0	
NCR	CNB	22	8 hr	22	27.15 hr	480 hr	83.23	16659316.8	shortage of transformor oil, repair of traction motors, carrying out of WRP	6	6 days	6	9 days	16 days	33	6605280	shortage of transformor oil, repair of traction motors, carrying out of WRP	1	11 days	1	13 days	13 days	2	400320	shortage of transformor oil, repair of traction motors, carrying out of WRP
NR	GZB	20	8 hr	20	17 hr	72 hr	19.46	3895113.6	Unscheduled repair	3	6 days	3	8 days	14 days	13	2602080	Unscheduled repair	2	9 days	2	10 days	18 days	10	2001600	Unscheduled repair
SCR	BZA	29	8 hr	0	8 hr	8 hr	0	0		4	8 days	0	8 days			0		1	10 days	0	10 days			0	
SECR	BIA	28	8 hr	20	8 hr	72 hr	46.33	9273412.8	shortage of manpower	3	6 days	0				0		4	9 days	0				0	
SER	Tata	34	8 hr	34	19 hr	48 hr	51	10208160	replacement of UST failed, shortage of manpower, less homing capacity	10	6 days	10	8 days	20 days	67	13410720	replacement of UST failed, shortage of manpower, less homing capacity	2	9 days	2	13 days	15 days	10	2001600	replacement of UST failed, shortage of manpower, less homing
SR	AJJ	15	8 hr	15	24 hr	120 hr	21	4203360	Wheel turning and heavy repair	5	6 days	4	9	11	20	4003200	Non-receipt of wheel sets and traction motor	4	9 days	4	10	11	6	1200960	
WCR	ET	22	8 hr	0	8 hr	8 hr	0	0		8	6 days	8	7.84 days	10.27 days	34.16	6837465.6	ELS/ET is working in 2 shifts	2	6 days	2	8.14 days	8.65 days	4.79	958766.4	ELS/ET is working in 2 shifts
WR	BRCY	38		0				0		6		0	5 days	12	13	2602080		1		0	9 days		3	600480	
		275	0	171	0	0	376.728	75405876.48	0	70	0	44	9	23	246.42	49323427.2	0	26	0	19	10	11	87.78	17570044.8	0
		371		234			710.928	142299348.5																	

* Calculation of Money value in col. 8, 16 and 24 are based on All India Engine hour cost prescribed by Railway Board for Diesel locomotives Rs. 5720, Rs. 6750 and Rs. 7760 per hour respectively for 2009-10, 2010-11 and 2011-12. Ref. Rly Board Rate Circular No.31 of 2009, 13 of 2010 and 19 of 2011 respectively.

* Calculation of Money value in col. 8, 16 and 24 are based on All India Engine hour cost prescribed by Railway Board for Electric locos Rs. 7730, Rs.7820 and Rs. 8340 per hour respectively for 2009-10, 2010-11 and 2011-12. Ref. Rly Board Rate Circular No.31 of 2009, 13 of 2010 and 19 of 2011 respectively.

Annexure-XXXII (Ref. Para 4.1.9.5 of the report)

Statement showing of detention of locomotives in exchange yards awaiting entry into workshop for POH in three years

Type	Railway	Workshop	2009-10						2010-11						2011-12					
			No. of locomotives detained in yard more than a day	avarage time of detentions in yard (in Days)	The range of delay minimum - maximum	Total detention (days)	Revenue loss due to detention (in Rs.)	Reasons	No. of locomotives detained in yard more than a day	avarage time of detentions in yard (in Days)	The range of delay minimum - maximum	Total detention (days)	Revenue loss due to detention (in Rs.)	Reasons	No. of locomotives detained in yard more than a day	avarage time of detentions in yard (in Days)	The range of delay minimum - maximum	Total detention (days)	Revenue loss due to detention (in Rs.)	Reasons
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Diesel	CR	Parel	34	3.38	1 to 12	114.92	15776218	Due to ghat section and very busy sub-urban section over mumbai div.for want of crew, path and spare loco in case of dead locos	42	4.31	1 to 19	181.02	29325240	Due to ghat section and very busy sub-urban section over mumbai div.for want of crew, path and spare loco in case of dead locos	41	7.17	1 to 35	293.97	54748972.8	Due to ghat section and very busy sub-urban section over mumbai div.for want of crew, path and spare loco in case of dead locos
	ER	Jamalpur			NA	0	0		25	5.8	1 to 10	145	**23490000**	delay in entry clearance by WS	48	5.6	1 to 20	268.8	**50061312**	delay in entry clearance by WS
	NR	**Charbagh, Lucknow**	0			0	0		0				0		0			0	0	
	NWR	Ajmer	0	0	0	0			2	4	2 to 6	8	1296000	NA	0	0	0	0	0	
	SER	KGP	30	4.46	2 to 12	133.8	18368064	want of berth, incoming of non-programmed loco, incoming checks	41	5.85	2 to 18	239.85	38855700	want of berth, incoming of non-programmed loco, incoming checks	31	3.64	2 to 8	112.84	21015322	want of berth, incoming of non-programmed loco, incoming checks
	SR	Ponmalai	25	3.36	2 to 13	84	11531520	NA	74	5.18	2 to 14	383	62046000	NA	76	6.895	2 to 24	524	97589760	NA
	TOTAL	6	89			332.72	45675802		184			956.87	155012940		196			1199.61	223415366.4	
	SER	KGP	12	2.33	2 to 4	27.96	5187139.2	want of berth	8	2.37	2 to 3	18.96	3558412.8	want of berth	7	2.28	2 to 4	15.96	3194553.6	want of berth
	SR	Perambur	23	7.5	2 to 6	172.6	32020752	NA	9	4.78	2 to 10	43	8070240	NA	14	2.82	2 to 7	39.5	7906320	NA
	WR	Dahod	11	1.73	1 to 4	19	3524880	Non acceptance of loco inside Workshop	9	1.3	1 to 2	12	2252160	Non acceptance of loco inside Workshop	11	1.64	1 to 8	18	3602880	Non acceptance of loco inside Workshop
	TOTAL	5	46			219.56	40732771		26			73.96	13880812.8		32			73.46	14703753.6	

Annex - XXXIII (Ref. Para 4.1.9.6 of the report)

Statement showing detention of locomotives in exchange yards of five workshops after POH for dispatch in three years.

Type	Railway	Workshop	2009-10						2010-11						2011-12					
			No. of locomotives detained in yard more than a day	avarage time of detentions in yard (in Days)	The range of delay	Detention in days	Revenue loss due to detention (in Rs.)	Reasons and defaulter	No. of locomotives detained in yard more than a day	avarage time of detentions in yard (in Days)	The range of delay	Detention in days	Revenue loss due to detention (in Rs.)	Reasons and defaulter	No. of locomotives detained in yard more than a day	avarage time of detentions in yard (in Days)	The range of delay	Detention in days	Revenue loss due to detention (in Rs.)	Reasons and defaulter
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**
Diesel	CR	Parel	35	8.08	1 to 24	282.8	38822784	required to be sent for trial in non M/E train traffic section and due to crew requirement, path, banking engine and guard	45	8.47	1 to 27	381.15	61746300	required to be sent for trial in non M/E train traffic section and due to crew requirement, path, banking engine and guard etc.	28	11.66	2 to 21	326.48	60803635.2	required to be sent for trial in non M/E train traffic section and due to crew requirement, path, banking engine and guard etc.
	ER	Jamalpur				0	0	Not applicable	30	4.2	2 to 8	126	20412000	Delay by Power control/MLD	39	5.43	1 to 9	211.77	39440044.8	Delay by Power control/MLD
	SR	Ponmalai	0	0	0	0	0	Not applicable	1	5	5	5	810000	want of crew	1	4	4	4	744960	want of crew
	Total		35			282.8	38822784		76			512.15	82968300		68			542.25	100988640	
	SR	Perambur	60	10.36	2 to 40	621.6	115319232	NA	61	7.239	2 to 20	441.6	82879488	NA	53	8.981	2 to 68	476	95276160	NA
	WR	Dahod	1	1	1	1	185520	NA	0	0	0	0	0	Not applicable	0	0	0	0	0	Not applicable
	Total		61			622.6	115504752		61			441.6	82879488		53			476	95276160	
						total	154327536						165847788			516440124			196264800	

Annexure-XXXIV (Ref. Para 4.1.9.7 of the report)

Statement showing loss on account of delay in transfer of dead locomotives to shed

Railway	Name of shed	2009-10				2010-11				2011-12			
		No. of cases/ locomotives	Time booked under MTO/ Dead outage (Hrs)	loss of engine hours	loss of earning capacity (` in crores)	No. of cases/ locomotives	Time booked under MTO/ Dead Outage (Hrs.)	loss of engine hours	loss of earning capacity (` in crores)	No. of cases/ locomotives	Time booked under MTO/ Dead Outage (Hrs.)	loss of engine hours	loss of earning capacity (` in crores)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CR	KYN	52	3473	2225	1.27	91	5857	3673	2.48	64	4065	2529	1.96
ECoR	VSKP	44	2059	2059	1.18	76	6180	6180	4.17	20	803	803	0.62
ECR	MGS	13	62.05	62.05	0.04	11	30.5	30.5	0.02	18	64.15	64.15	0.05
ER	4 sheds				0.00				0.00				0.00
NCR	JHS	443	28328	18381	10.51	441	27468	17223	11.63	361	23185	15571	12.08
NER	Gd	65	N. Avl	3216	1.84	126	N. Avl	12336	8.33	91	N. Avl	5472	4.25
NEFR	NGC	69	***4290.67***	***2963.52***	1.70	46	**2302.93**	***1321.52***	***0.89***	25	2529.42	1988.81	1.54
NR	LDH	145	N. Avl		0.00	152	N. Avl		0.00	162	N. Avl		0.00
NWR	ABR		N. Avl		0.00	258	N. Avl	6930.59	4.68	234	N. Avl	6537.57	5.07
SCR	KZJ	36	3000	3000	1.72	34	3048	3048	2.06	26	2280	2280	1.77
SECR	R	48	1737.6	1737.6	0.99	25	2006.4	2006.4	1.35	42	2868	2868	2.23
SER	BNDM	156	4129.1	4129.1	2.36	145	3577.25	3577.25	2.41	27	1622.55	1622.55	1.26
SR	GOC	N. Avl			0.00				0.00				0.00
SWR	KJM	32	1136	1136	0.65	28	956	956	0.65	16	625	625	0.49
WCR	NKJ	341	N. Avl		0.00	449	N. Avl		0.00	370	N. Avl		0.00
WR	VTA	109	7318	5183	2.96	166	11571	8196	5.53	134	12893	9132	7.09
Diesel		1553	55533.42	44092.27	25.22	2048	62997.08	65478.26	44.20	1590	50935.12	49493.08	38.41
CR	Ajni	14	716	380	0.29	7	413.1	245.1	0.19	2	126.25	78.25	0.07
ECoR	VSKP	6	313	313	0.24	11	287	287	0.22	19	484	484	0.40
ECR	GMO	271	N.Avl		0.00	198			0.00	152			0.00
ER	2 sheds				0.00				0.00				0.00
NCR	CNB	24	2856	2280	1.76	39	6216	5280	4.13	65	10368	8808	7.35
NR	GZB	N. Avl	N. Avl		0.00	N. Avl	N. Avl		0.00	N. Avl	N. Avl		0.00
SCR	BZA	N. Avl	N. Avl		0.00	N. Avl	N. Avl		0.00	N. Avl	N. Avl		0.00
SECR	BIA	57	845	845	0.65	70	1214	1214	0.95	64	1341	1341	1.12
SER	Tata	198	0		0.00	242	0		0.00	243	0		0.00
SR	AJJ	31	N. Avl	1608	1.24	68	N. Avl	7848	6.14	97	N. Avl	7752	6.47
WCR	ET	30	N. Avl		0.00	24	N. Avl		0.00	45	N. Avl		0.00
WR	BRCY	16	1032	657	0.51	19	744	474	0.37	24	816	520	0.43
Electric		647	5762	6083	4.70	678	8874.1	15348.1	12.00	711	13135.25	18983.25	15.83

* Calculation of Money value in col. 6, 10 and 14 are based on All India Engine hour cost prescribed by Railway Board for Diesel locos Rs. 5720, Rs. 6750 and Rs. 7760 per hour respectively for 2009-10, 2010-11 and 2011-12. Ref. Rly Board Rate Circular No.31 of 2009, 13 of 2010 and 19 of 2011 respectively.

* Calculation of Money value in col. 6, 10 and 14 are based on All India Engine hour cost prescribed by Railway Board for Electrical locos Rs. 7730, Rs.7820 and Rs. 8340 per hour respectively for 2009-10, 2010-11 and 2011-12. Ref. Rly Board Rate Circular No.31 of 2009, 13 of 2010 and 19 of 2011 respectively.

Electric													
CR	Ajni	14	716	380	0.29	7	413.1	245.1	0.19	2	126.25	78.25	0.07
ECoR	VSKP	6	313	313	0.24	11	287	287	0.22	19	484	484	0.40
NCR	CNB	24	2856	2280	1.76	39	6216	5280	4.13	65	10368	8808	7.35
SECR	BIA	57	845	845	0.65	70	1214	1214	0.95	64	1341	1341	1.12
SR	AJJ	31		1608	1.24	68		7848	6.14	97		7752	6.47
WR	BRCY	16	1032	657	0.51	19	744	474	0.37	24	816	520	0.43
	2009-10	148	5762	6083	4.70	214	8874.1	15348.1	12.00	271	13135.25	18983.25	15.83

Annexure XXXV- (Refer Para 4.1.9.8 of the report) Ineffective percentage of locomotives in different sheds **(Figures in Percent)**

	Rly	Shed	2009-10				2010-11				2011-12			
			Target of ineffectiveness	Actual ineffectiveness	Difference (Col.5- col.4)	% of actual ineffectiveness (Col.5/col.4*100)	Target of ineffectiveness	Actual ineffectiveness	Difference (Col.9- col.8)	% of actual ineffectiveness (Col.9/col.8*100)	Target of ineffectiveness	Actual ineffectiveness	Difference (Col.13- col.12)	% of actual ineffectiveness (Col.13/col.12*100)
Diesel	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	CR	Kurla Jn (CLA)	10	13.53	3.53	135.3	10	15.66	5.66	156.6	10	10.32	0.32	103.2
	CR	Kalyan (KYN)	10	8.24	-1.76	82.4	10	8.3	-1.7	83.0	10	8.1	-1.9	81.0
	CR	Pune	10	9.74	-0.26	97.4	10	9.48	-0.52	94.8	10	9.3	-0.7	93.0
	ECoR	Vishakhapatnam(VSKP)	10	8.27	-1.73	82.7	10	8.11	-1.89	81.1	10	6.44	-3.56	64.4
	ECR	Mughalsarai(MGS)	10	7.97	-2.03	79.7	10	8.42	-1.58	84.2	10	8.53	-1.47	85.3
	ECR	Patratu (PTRU)	10	4.55	-5.45	45.5	10	9.46	-0.54	94.6	10	8.95	-1.05	89.5
	ECR	Samastipur Jn(SPJ)	10	4.55	-5.45	45.5	10	6.4	-3.6	64.0	10	7.22	-2.78	72.2
	ER	Andal (UDL)	10	5.75	-4.25	57.5	10	6.06	-3.94	60.6	10	6.61	-3.39	66.1
	ER	Barddhaman (BWN)	12.5	6.44	-6.06	51.5	12.5	7.21	-5.29	57.7	12.5	8.43	-4.07	67.4
	ER	Howrah(HWH)	12.5	7.76	-4.74	62.1	12.5	9.22	-3.28	73.8	12.5	10.61	-1.89	84.9
	ER	Jamalpur (JMP)	10	5.96	-4.04	59.6	10	6.8	-3.2	68.0	10	6.2	-3.8	62.0
	ER	Sealdah (SDAH)	10	12.04	2.04	120.4	10	11	1	110.0	10	4.87	-5.13	48.7
	NCR	Agra Cantt (AGC)	12.5	9.19	-3.31	73.5	12.5	12.62	0.12	101.0	10	12.68	2.68	126.8
	NCR	Jhansi (JHS)	10	9.82	-0.18	98.2	10	9.64	-0.36	96.4	10	9.91	-0.09	99.1
	NEFR	Malda Town (MLDT)	10	7.81	-2.19	78.1	10	6.04	-3.96	60.4	10	8.36	-1.64	83.6
	NEFR	New Guwahati (NGC)	10	10.79	0.79	107.9	10	9.71	-0.29	97.1	10	10.34	0.34	103.4
	NEFR	Siliguri Jn (SGUJ)	10	7.8	-2.20	78.0	5	4.4	-0.6	88.0	5	0.36	-4.64	7.2
	NER	Gonda (GD)	10	12.66	2.66	126.6	10	12.8	2.8	128.0	10	9.46	-0.54	94.6
	NER	Izzatnagar (IZN)			0.00		10	6.16	-3.84	61.6	10	7.61	-2.39	76.1
	NR	Alambagh Lucknow (AMV)	10.00	7.76	-2.24	77.6	10	8.03	-1.97	80.3	10	8.75	-1.25	87.5
	NR	Ludhiana (LDH)	10.00	7.08	-2.92	70.8	10	6.38	-3.62	63.8	10	7.22	-2.78	72.2
	NR	Tughlakabad (TKD)	11.21	8.40	-2.81	74.9	11.02	8.36	-2.66	75.9	10.65	7.67	-2.98	72.0
	NWR	Abu Road (ABR)	10	9.05	-0.95	90.5	10	9.57	-0.43	95.7	10	10.29	0.29	102.9

	Rly	Shed	2009-10				2010-11				2011-12			
			Target of ineffectiveness	Actual ineffectiveness	Difference (Col.5- col.4)	% of actual ineffectiveness (Col.5/col.4*100)	Target of ineffectiveness	Actual ineffectiveness	Difference (Col.9- col.8)	% of actual ineffectiveness (Col.9/col.8*100)	Target of ineffectiveness	Actual ineffectiveness	Difference (Col.13-col.12)	% of actual ineffectiveness (Col.13/col.12*100)
Diesel	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	NWR	Bhagat ki Kothi (BGKT)	10	6.38	-3.62	63.8	10	6.42	-3.58	64.2	10	6.22	-3.78	62.2
	SCR	Vijayawada (BZA)	10	5.72	-4.28	57.2	10	4.77	-5.23	47.7	10	5.62	-4.38	56.2
	SCR	Guntakal (GTL)	10	5.72	-4.28	57.2	10	4.77	-5.23	47.7	10	5.62	-4.38	56.2
	SCR	Gooty (GY)	10	5.72	-4.28	57.2	10	4.77	-5.23	47.7	10	5.62	-4.38	56.2
	SCR	Kazipet (KZJ)	10	5.72	-4.28	57.2	10	4.77	-5.23	47.7	10	5.62	-4.38	56.2
	SCR	Mawla Ali (MLY)	10	5.72	-4.28	57.2	10	4.77	-5.23	47.7	10	5.62	-4.38	56.2
	SECR	Raipur (R)	10	7.94	-2.06	79.4	10	6.04	-3.96	60.4	10	7.51	-2.49	75.1
	SER	Bondamunda (BNDM)	10	6.38	-3.62	63.8	10	6.11	-3.89	61.1	10	6.6	-3.4	66.0
	SER	Bokaro (BKSC)	10	6.79	-3.21	67.9	10	5.66	-4.34	56.6	10	5.9	-4.1	59.0
	SER	Kharagpur (KGP)	10	4.54	-5.46	45.4	10	5.47	-4.53	54.7	10	7	-3	70.0
	SR	Erode (ED)	10	6.64	-3.36	66.4	10	6.49	-3.51	64.9	10	9.39	-0.61	93.9
	SR	Ernakulam (ERS)	10	4.79	-5.21	47.9	10	7.82	-2.18	78.2	10	9.82	-0.18	98.2
	SR	Ponmalai (GOC)	10	4.89	-5.11	48.9	10	7.17	-2.83	71.7	10	9.89	-0.11	98.9
	SR	Tondiarpet (TNP)	10	7.15	-2.85	71.5	10	8.19	-1.81	81.9	10	7.34	-2.66	73.4
	SWR	Krishnarajpuram (KJM)	10	5.96	-4.04	59.6	10	7.11	-2.89	71.1	10	7.31	-2.69	73.1
	SWR	Hubli (UBL)	5	3.77	-1.23	75.4	5	3.81	-1.19	76.2	5	4.25	-0.75	85.0
	WCR	Itarsi (ET)	10	8.55	-1.45	85.5	10	9.3	-0.7	93.0	10	9.79	-0.21	97.9
	WCR	New Katni Jn (NKJ)	10	10.10	0.10	101.0	10	10.24	0.24	102.4	10	9.43	-0.57	94.3
	WR	Ratlam (RTM)	10	5.5	-4.50	55.0	10	6.64	-3.36	66.4	10	6.48	-3.52	64.8
	WR	Sabarmati (SBIB)	5	14.95	9.95	299.0	5	8.76	3.76	175.2	5	7.08	2.08	141.6
	WR	Vatva (VTA)	10	9.28	-0.72	92.8	10	6.58	-3.42	65.8	10	7.06	-2.94	70.6

Annexure-XXXVI (Ref. Para 4.1.9.9 of the report)

Comparision of cost of POH with all India average.

Unit cost in lakhs of Rs.

Traction	Railway	Workshop	2009-10						2010-11						2011-12				
			Type of locomotives	All India average unit cost	Average unit cost of the unit	Difference in rate	No of locomotives POHed	Extra Expenditure	Type of locomotives	All India average unit cost	Average unit cost of the unit	Difference in rate	No of locomotives POHed	Extra Expenditure	Type of locomotives	All India average unit cost	Average unit cost of the unit	Difference in rate	No of locomotives POHed
Diesel	CR	Parel	WDM2, WDS4	74.82	72.21	-2.61	60		WDM2, WDS4	75.82	70.08	-5.74	70		WDM2	88.56	97.03	8.47	64
	ER	JMP	WDM 2, WDM 3A, WDG3A, WDM 3C, WDS 6, WDM6R, WDM6, WDA6	74.82	53.71	-21.11	51		WDM 2, WDM 3A, WDG3A, WDS 6R, WDM2B	75.82	63.93	-11.90	43		WDM 2, WDM 3A, WDG3A, WDM 3C, WDS 6R	88.56	71.05	-17.52	55
	NR	Charbagh	Diesel	74.82	89.08	14.26	99		Diesel	75.82	85.68	9.86	109		Diesel	88.56	110.61	22.05	114
	NWR	Ajmer	BG Diesel	74.82	73.64	-1.18	22		BG Diesel	75.82	80.24	4.42	20		BG Diesel	88.56	89.83	1.27	12
	SER	KGP	WDM 2, WDM 2A, WDM3A, WDG3A, WDS 6	74.82	72.75	-2.07	56		WDM 2, WDM 2A, WDM3A, WDG3A, WDS 6	75.82	69.52	-6.30	63		WDM 2, WDM 2A, WDM3A, WDG3A, WDS 6	88.56	77.36	-11.20	56
	SR	GOC	BG Diesel	74.82	87.55	12.73	95		BG Diesel	75.82	85.50	9.68	119		BG Diesel	88.56	85.50	-3.06	97
							383						424						398
Electric	CR	BSL	WAM4, WAG 5/7, WAP 1/4, WCAG1, WCAM 1/3,WAG 9/3 Ph	69.56	71.68	2.12	117		WAM4, WAG 5/7, WAP 1/4, WCAM 1/3,WAG 9/3 Ph	70.26	80.31	10.05	118		WAM4, WAG 5/7, WAP 1/4, WCAM 1/3,WAG 9/3 Ph,WAP 5	79.41	89.40	9.99	107
	ER	KPA	WAP4, WAM4, WAG5, WAG 7	69.56	79.56	10.00	75		WAP4, WAM4, WAG5, WAG 7, WAP 1	70.26	80.95	10.69	78		WAP4, WAM4, WAG5, WAG 7	79.41	94.09	14.68	66
	SER	KGP	WAP4, WAM4, WAG5, WAG 7	69.56	61.10	-8.46	70		WAP4, WAM4, WAG5, WAG 7	70.26	67.81	-2.45	56		WAP4, WAM4, WAG5, WAG 7	79.41	79.45	0.04	42
	SR	PER	WAM, WAG, WAP	69.56	74.76	5.20	53		WAM, WAG, WAP	70.26	58.85	-11.41	59		WAM, WAG, WAP	79.41	70.95	-8.46	49
	WR	Dahod	WAG5	69.56	60.73	-8.83	62		WAG5	70.26	63.36	-6.90	55		WAG5	79.41	63.14	-16.27	40
							377						366						304

Annexure-XXXVII (Ref. Para 4.1.9.10 of the report)

Statement showing infrastructure upgradation and execution during last five years

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
NWR	Diesel Workshop Ajmer	Ajmer Workshop POH of BG Diesel locomotive (year of sanction 2003-04) PB Item no. 250 of 2011-	1	100%	100%	Delay due to delay in completion of civil work and procurement of machine like fork lift and Arc welding etc.	Work completed	All assets are being utilized in POH/IOH of BG locomotives.
NWR	Diesel Loco Workshop Ajmer	Modernisation of loco workshop Ajmer (P.B. item no. 203 of 2008-09) (Sanctioned cost 58.73 crores)	Work in progress	12.30 crores till 31.03.12 (20%)	25%	M&P, Civil & Electrical work are under progress. Total work sanctioned for Rs. 58.73 crores for modernization of Ajmer Diesel loco	There is no shortfall indicated in respect of POH of Diesel BG locomotives is to be done by the shop.	Work in progress.
SCR	**ELS/BZA**	Augmentation of homing capacity of	Completed	100		No delay		
WR	Dahod	Dahod Workshop facilities for Periodical overhauling / Mid-Term Rehabilitation of 54 Electric Locos and Rehabilitation of 450 wagons per annum	Under progress	Civil 100% Mech 75.95% Elec 100%	Civil 100% Mech 0.8% Elec 100%	One major M&P against Mechanical Sub estimate i.e.EOT Crane Cap-5 Ton is under procurement with COFMOW.	Nil	Most of the assests are being utilised except for crane related work which is carried out through existing EOT crane.
	ELS-BRCY	Augumentation of homing capacity of Electric Loco Shed, BRCY from 120 to 150 Locos.	Under progress	75%	75%	Procurement of two OHE Cranes & one Pick & carry Crane is progress	Nil	All assests are being utilised except for crane related work which is carried out through existing EOT crane.
	ELS-BRCY	Augumentation of homing capacity of Electri Loco Shed, BRC from 150 to 175 locos.	Work frozen	0%	0%	Work not executed due to shortage of funds	Holding of Locos is more than Homing capacity.	N. Appl.
SECR	**Diesel Loco Shed/Raipur**	1. Expansion of capacity to WDG-4 Locos	Work in progress	46%	49%	No delay	N/A	N/A
	Electrical Loco Shed/Bhilai	1.Augumentation of ELS/Bhilai for enhancing loco hauling for 150 locos	Completed	100%	Completed	Completed	N/A	Assets utilised
		2.Maintenance facilities for homing of WAG 9 - 3phase electric locos	Completed	100%	Completed	Completed	N/A	Assets utilised

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
Central	DLS/KYN	**Augmentation of infrastructure for holding of 60 locos**. Sanctioned cost **:** Rs. 360.84 lakh Detailed estimate sanctioned on 27-11-07 **:** Rs. 650.45 lakh Target date of completion of project **:** 30-6-2010.		NIL	66%	70%	Non availability of funds	Holding capacity being less than required causes detention of locomotives for schedule
		Upgradation & modification of Bogie & Heavy Repair shed with Allied facilities for maintenance of 60 locos at KYN Diesel loco shed including reconditioning of dilapidated pits Abstract cost : Rs. 250.00 lakh Detailed estimate sanctioned on 8-11-11 : Rs. 327.69 lakh		NIL	NIL	NIL	NIL (sanctioned in the year 2011-12) TC under progress	Not applicable
	ELS/Ajni	**AQ TRS Homing capacity from 120 to 175 loco** appeared in pink book vide item no.359 chargeable to capital PH 42 with estimated cost of Rs.9,18,50,000/- sanctioned vide LC/Works/GS/383 dtd.11-12-2009 with revised cost of		Work in progress	17%	Civil Work not yet started. However expdr as per Works Register incurred upto March 2012 was Rs.1,63,30,000	Less Budget Grant (work not started by the contractor)	Locos getting delayed for repairs
	MGS/DSL	Augmentation of DSL shed to enhance maintenance facility from 20 to 50 loco holding ,Project Cost-4.50 Crore	nil		Approx.10% civil work is completed	work is running within DOC		

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
ECR	GMO/ELS	Augmentation of Loco holding of ELS/GMO from 100 to 120 locomotives. Project cost-3.44 crore Year of sanction-06-07 , TDC-31.3.2013	nil	35.00	20.00		Hardship to maintain augmented holding	
		Augmentation of Loco holding of ELS/GMO from 120 to 175 locomotives.Project cost-14.25 crore, Year of sanction-11-12, TDC-31.03.2014	nil	0.00	0.00	Estimate under vetting.		not applicable
SR	GOC shed	Creation of infrastruture facilities to home and maintain WDP4/WDG4 locos (Item No.600 of PB 09-10 - Rs.1431 lakhs)	In progress	Rs.199 lakhs (March 2012)	25%	Delay in handing over site, delay in finalising GAD for catwalk arrangements, heavy seepage of water during the excavation of earthwork, non-availability of regular power.		Not applicable
	Electric Loco shed/AJJ	P.B. 497 2009-10 &524/2010-11 Augmentating additional infrastructure facilities to increase the holding from 120 to150 PB Item 524/ 10-11 -Rs 9,64,45,000	Dropped		Work dropped since the existing Loco shed and building become very old and as such it is found that mere expansion alone will not be sufficient			Not applicable
South Eastern Railway	Diesel Loco Shed/Bondamunda	Augmentation of facilities for heavy repair of Diesel Locos at Diesel Loco Shed at Bondamunda. Year of sanction: 2007-08. Sanction cost- Rs. 1,18,26,000/	Completed in 2011-12	₹ 10043000	Work completed	No Delay	_	Being utilised

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
	Electric Loco Shed/ TATA	Extension of heavy & light lifting Bay and creation of maintenance facility for homing of WAG 9 locomotives at ELS/TATA. Year of sanction: 2010-11. Sanctioned amount- Rs. 9.67 crore	M&P requisition prepared and under process.	₹ 97,000/- (0.10%)	Work sanctioned	Fund crunch	NA	NA
Eastern	KPA Workshop	Augmentation of Shop capacity for POH of electric locomotive from 72 to 96 nos. per year. The sanctioned cost was Rs. 6.98 crore & the work sanctioned in 2008-09.	Not yet completed	Rs. 1.60 crore	97% (civil work only)	Delay in tendering , finalisation of tender etc.	Not effected theWorkshop activities.	Does not arise.
	Andal Diesel Shed	Extention of Andal shed for homing 120 diesel locos with other infrastructural improvement. The sanctioned cost was Rs. 3.09 crore in 2009 10	Not yet completed	Rs. 0.04 crore	60%	LOA issued on 30.10.2010	Not available.	
	Asansol Electric shed	Complete drainage system of ELS/Asansol including MEMU shed.The work sanctioned in 2008-09.	Completed on 31.5.2010		100%			

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
ECoRLY	ELS/ VSKP	Rs.13.07 Cr.	Under progress	Under progress	Under progress	Civil works are under progress	Under progress	Under progress
		Rs.2.05 Cr.	Nil	Nil	Nil	Detailed estimate sent to HQ for technical approval	…	...
	DLS/ VSKP	Augmentation of infrastructural facilities at DLS/VSKP (Proposal Consists a covered shed f 60×18 mtrs and 20×7 mtrs of service building) Sanctined under planhead 42 vide Pink book Item no. 321 of 2006-07 Rs.2,01,66,934/-	all most all works are in final stage.		final stage		NiL	Under utilisation
		Drainage arrangement and renovation of shed roof at DLS/VSKP. Sanctioned under planhead 42 vide Pink bok Item No.255 of 2007-08 Valuing Rs.3.20 Cr.	It consist of civil works . It is under progress.		Under progress.	Work awarded to M/s. S.V. Enterprises/HYD. After completion of some works contractor left the contract hence re-tendering doneand openedon 02.02.2012. Tender awarded to M/s. R. Ram Mohan Rao, Vizag warksis going on	Nil	Completed works are under usage.
		Automatic CNC under floor Wheel Lathe. Sanctioned under planhead 41 videproposal of 2009-0 Rly. Board letter No. 2009/M(M&P)/1063NA/ AL dated 28.07.2009 Rs. 6,11,92,765/-	All most all works are completed.	80% payment done.	Materila received on 24.02.2011 and commissioning done on 28.05.2001	NIL	NIL	Under utilisation
NEF	NGC	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Northern	Diesel Shed, AMV, LKO	Augmentation of holding of Shed (100-175) locomotives of facilities for maintenace of GM Locos	In progress	33.33%	40%	Due to Non-availability of funds	Proper maintenance of WDG4 locos are badly suffered	Work in progress, hence, not applicable
	ELS/ LDH	Augmentation of ELS/LDH Loco holding capacity from 120 to 150 Pink Book item no. 473 of 2007-08 Rs, 51690143/-	In progress	60%	95% (Civil Work)	Delay in procurement of M&P	Affecting the maintenance of loco	Work in progress, hence, not applicable

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
	ELS/ LDH	Augmentation of ELS/LDH Loco holding capacity from 150 to 175 Pink Book item no. 652 of 2010-11 Rs. 8 Crore	Not started as yet	0%	0%	Detailed estimate is under Finance vetting		Work not started, hence, not applicable
	Diesel Shed, LDH	Up-gradation of facilitate for holding of locomotives from 140 to 170 at Diesel Shed , Ludhiana pink book no. 630 of 2010-11	Not started as yet	0%	0%	Detailed estimate is under Finance vetting		Work not started, hence, not applicable
	Diesel Shed, TKD	Elimination of infrastructure inadequacies for the maintenanceof locomotives at diesel loco shed/TKD PB item No. 577 WP 2006-07 (Sanctioned Cost Rs. 14.28 Crore)	Completed	90%	100%	NA	NA	Assets are being utilised
	Diesel Shed, TKD	Improving hostel accommodation at TKD PB item No. 518 WP 2007-08 (Sanctioned Cost Rs. 3.1 Crore)	Completed	100%	100%	NA	NA	Assets are being utilised
	Diesel Shed, TKD	Provision of diesel Out pit at Old Delhi Railway Stn. PB item no. 196, WP 2009-10 (Sanctiond Cost Rs. 1.62 Crore)	Not started as yet	0%	0%	The site plan was not approved from Operating at Division		Work not started, hence, not applicable
	ELS/ GZB	Augmentation of Electric Loco Shed from 120-150-Locomotive at GZB, total sanctioned cost Rs. 21,90,45,898/-	In progress	4%	25%	Due to Non-availability of funds	Affecting the maintenance of loco	Work in progress, hence, not applicable

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
	ELS/ GZB	Augmentation of Electric Loco Shed from 150-175-Locomotive at GZB, total sanctioned cost Rs. 109664800/- (2010-11)	In progress	0%	15%	Due to Non-availability of funds	Affecting the maintenance of loco	Work in progress, hence, not applicable
	Loco Workshop, CB/LKO	Optimisation of capacity of shops, improvement in infrastructure, decongestion, crane gantries etc.	In progress	66%	75% (Civil Work)	Delay in procurement of M&P	Affecting the maintenance of loco	Work in progress, hence, not applicable
WCR	Diesel Loco Shed New Katni Junction	Extension of Light Schedule Repair Shed by 25 Mtrs. complete re-roofing of all the three sheds (HR, LSR, HSR) by Aluminum sheets and suitable flooring of the existing industrial floor of all the three sections. P.B-2012-13 ,Item	Work is in progress	Civil:-64.63% Elec:- 21.03 % Mech:-4.29%	Civil:- 80% Elec:- Not known Mech:-NIL	Shortage of funds	Maintenance work is affected	NIL
		Up- gradation of Diesel traction training for running and maintenance staff at diesel shed .Law .Book 12-13 Item No 801 (Plan Head-64)	Work is in progress	Civil:-5.50 % Elec:- To be start Mech:- Procurement of items are under process	Civil:- Not known Elec:- Not known Mech:-Not known	Shortage of funds	NIL	NIL
	Electrical loco Shed Itarsi	Augmentation of homing capacity of electric locos to 175	Work is in progress	10%	7%	Due to delay in civil work		
NCR	ELS/ CNB	Augmentation of homing capacity from 120 to 150 locos at ELS/CNB	Nil	56%	75%	Target date Dec. 2012	Nil	Not Applicable
		Augmentation of homing capacity from 150 to 175 locos at ELS/CNB	Nil	6.60%	Nil	Work started	Nil	Not Applicable
	Diesel Shed JHS	Extension of maintenance facilities at Diesel Shed Jhansi (Estimated cost Rs.1.51 crore, P.B. item No. 243/2004-05)	One	Completed in July/2009				Extended maintenance facilities being utilised

Railway	Shed/Work shop	Details of works sanctioned (More than ₹ 1 Cr)	No. of works completed	Financial Progress of ongoing works	Physical Progress of ongoing works	Reason for delay in execution	Consequence of non-completion of work	Status of utilisation of asset in case of completed works
1	2	3	4	5	6	7	8	9
NE	GD	Augmentation of homing capacity of Shed from 100 to 150 locos(pink Book Item No.214/2011-12) Cost Rs.13-19 crores	Under process	NIL	NIL	Estimate under vetting by Accounts Section		Enhanced berthing capacity from 100 to 150
	IZN	Creation of facilities for maintenance of 25 BG locomotives at Izatnagar PWP 2006-07 Pink Book Item no 222Cost Rs. 8.28 crore	under progress	98% Fund allotted	70%	Estimate under vetting by Accounts Section	Difficulty in maintenance of BG locos	N.A.
	IZN	Augmentation of homing capacity of Shed of additional 50 locos (pink Book Item No.213/2011-12) Cost Rs.15 crore	Work not yet started	NIL	NIL	Detailed estimate under Sanction at HQ	do	NA
SWR	KJM	Augmentation of homing capacity of the Loco shed from 125 to 150 locs	NIL	82.42%	85%	Non-receipt of mechanical item valued Rs.3.89 crore	Shed is managing the work with the existing resources, the commissioning of major mechanical item viz., drop pit table valued Rs.3,89 crore is expected to improve the outage of the shed.	Two major works viz, augmentation of homing capacity from 60 locos to 125 locos and creation of trip attention facilities at BNC were sanctioned prior to review period and completed during the review period i.e during 2008-09. these assets are fully under utilisation