

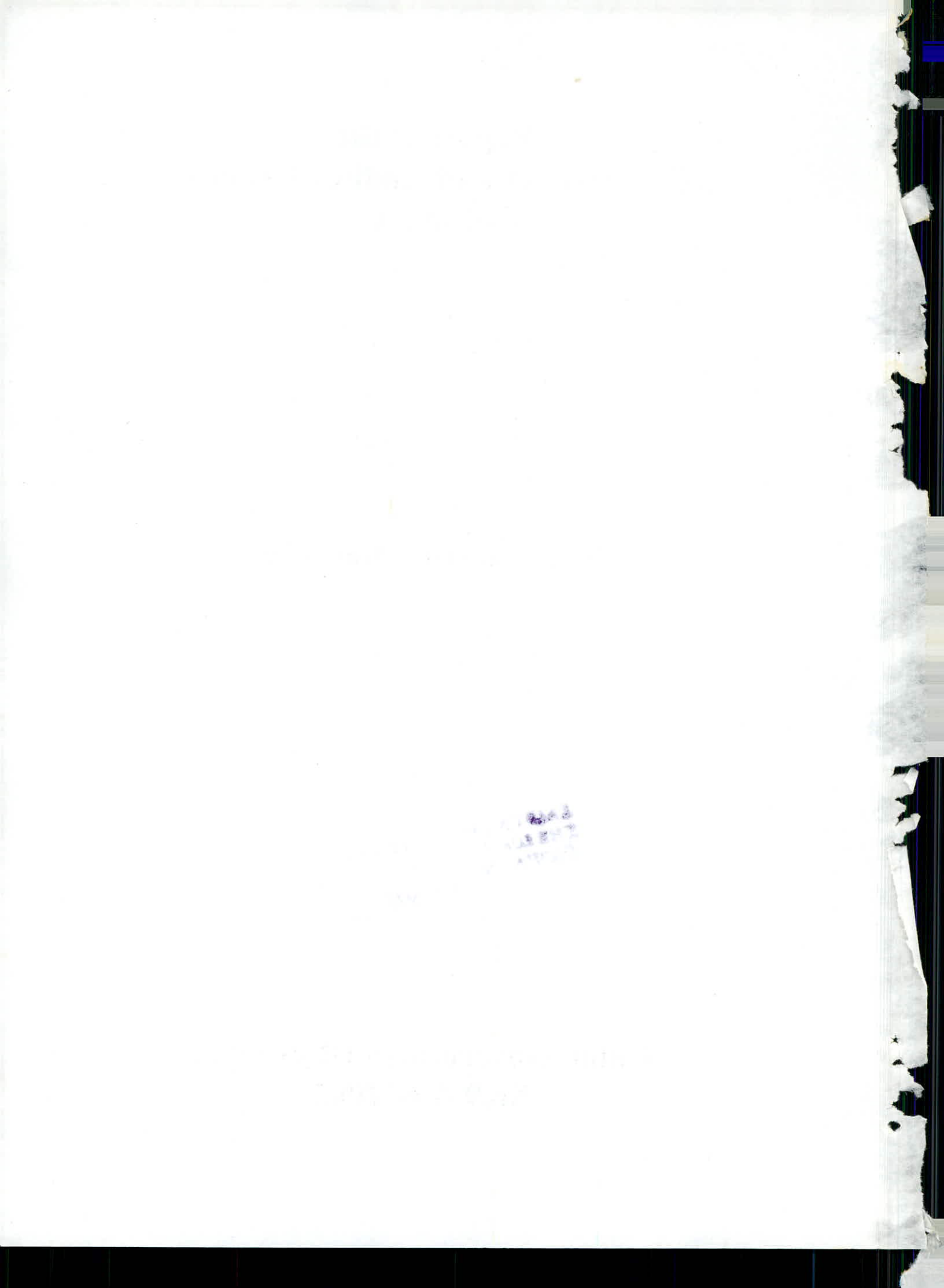
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**Report of the
Comptroller and Auditor General
of India**

for the year ended March 2001

**LAID ON THE TABLE OF
THE LOK SABHA AND RAJYA
SABHA ON
22 MAR 2002**

**Union Government (Railways)
No.9 A of 2002**



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PREFATORY REMARKS

The Report for the year ended March 2001 has been prepared in two volumes (Nos.9 and 9A) for submission to the President under Article 151 (1) of the Constitution of India.

This volume (No.9A) contains results of the following five reviews:

- (i) Procurement of wagons by Indian Railways (Chapter I)
- (ii) Passenger Amenities on Indian Railways (Chapter II)
- (iii) Stores Management and Inventory Control in Railways (Chapter III)
- (iv) Modernisation of Signalling and Telecommunication System (Chapter IV)
- (v) Compensation Claims on Indian Railways (Chapter V)

The observations included in this Report have been based on the findings of the test audit conducted during 2000-2001 as well as the results of audit conducted in earlier years which could not be included in the previous Reports.



OVERVIEW

I. Procurement of wagons by Indian Railways

Indian Railways, the principal mode of transport in the country, procured 176500 wagons (Four Wheeler Units) during 1992-93 to 1999-2000 partly against their own Rolling Stock Programmes and partly through market borrowings. Railways resorted to market borrowings due to inadequate generation of internal resources.

- Procurement of wagons through Wagon India Limited (instead of inviting open tenders) at higher rates resulted in extra expenditure of Rs.23.24 crore.
- Indian Railways failed to generate adequate internal resources and resorted to costly market borrowings for procurement of wagons.
- Own Your Wagon Scheme suffered from several deficiencies and resulted in extra payment of lease charges amounting to Rs.36.06 crore due to delay in procurement of wagons.
- Delay in finalisation of one tender by the Railway Board resulted in extra expenditure of Rs.12.88 crore.
- Delay in supply of free supply items by Railways resulted in extra expenditure of Rs.5.51 crore on account of avoidable payment of escalation charges.

(Chapter 1)

II. Passenger Amenities on Indian Railways

The provision of passenger amenities is one of the important objectives of the Indian Railways, both as a business ethics and a social obligation. One of the thrust areas in the VIII plan was to provide basic passenger amenities at all stations on priority basis. Indian Railways have failed to eliminate deficiencies in basic passenger amenities.

- Against the budget allotment of Rs.618.35 crore during the review period, the actual expenditure was only Rs.518.39 crore i.e. short of allotment by Rs.99.96 crore (16.16 per cent).
- The commitment made by the Railways to the Estimate Committee to eliminate all deficiencies in basic amenities by 1990-91 has not been fulfilled even as on 2000-2001.
- Six Zonal Railways (Eastern, Northern, Southern, South Central, South Eastern and Western) had more than 30 per cent of stations having deficiencies in the provision of booking counters, five Zonal Railways

(Central, Northern, Southern, South Central and South Eastern) in the provision of urinals.

- The percentage of stations deficient in the provision of drinking water in eight Zonal Railways ranged between 14.20 (Central Railway) and 43.84 (Western Railway).
- Southern Railway was having more than 30 per cent of stations deficient in 5 Minimum Essential Amenities, followed by Western Railway in 4 and Northern Railway in 3.
- On two Zonal Railways (North Eastern and Northeast Frontier), more than 50 per cent of retiring rooms had occupancy of less than 40 per cent.
- The complaints against the departmental catering units were more than the complaints against the contractor operated units.
- The complaints against departmental catering units increased from 563 (1996-97) to 709 (2000-2001) i.e. an increase of 26 per cent.

(Chapter 2)

III. Stores Management and Inventory Control in Railways

Stores play an important role in Railway's operation, maintenance and in-house production activity. Efficient stores management is, therefore, a pre-requisite for efficient operation of Railways.

- For procurement of various items on annual basis, Estimate Sheets (ES) are required to be prepared by depots and sent to Controller of Stores (COS) with reference to a time schedule for initiating the procurement process. A test check of 224 ESs revealed that 85 ESs were sent to COS after due date of submission. In Southern Railway, non-adherence to the time schedule was in 100 per cent of cases. In 11 cases, the ESs were not prepared even after half the contract period had expired.
- The estimated requirement of material in Depots is based on Anticipated Annual Consumption (AAC). Any irregular issues i.e. materials shown as issued but not physically lifted, could lead to computation of incorrect AAC and thus, estimation of excess quantity. In 4,274 cases, material worth Rs.20.67 crore was fictitiously shown as issued but not actually removed from the depots. Based on these inflated issues, the requirement estimated for the next year also got inflated. 383 items were found in excess of the requirement assessed with reference to Anticipated Annual Consumption (AAC).
- The procurement in depots is made on annual basis. The total lead time (internal and external lead time combined) for procurement of items should therefore normally be one year. The total lead time over one year

was in 75 per cent and 70 per cent of the cases in respect of stock and non-stock items respectively.

Emergency purchases necessitated in emergent cases should be made as quickly as possible. An analysis of a sample of 165 purchase orders for stock items and 178 purchase orders for non-stock items disclosed that the total lead time taken over 2 months was in 38 per cent and 77 per cent of the cases in respect of stock and non-stock items respectively. The maximum internal lead time taken was 8 months (237 days) on Central Railway in respect of stock items and 16 months (496 days) on Northern Railway in respect of non-stock items.

- The material received in the Receipt Section should be got inspected promptly. A test check of 819 receipt challans in 33 depots revealed that in 322 cases, the inspection was not completed even after a period of 3 months of receipt. In 47 cases, the inspection was kept pending deliberately to avoid inflation of inventory.
- Audit Review of rejected material cases in 32 depots disclosed that out of 2826 pending rejection cases, 758 cases valued at Rs.2.79 crore were more than 3 years old. In 1231 cases, the entire consignment were rejected by the consignee due to non-conformity of the material to the specification. This indicates poor quality of inspection by Inspecting Agencies.
- The efficiency of Inventory Control is judged by Turn Over Ratio (TOR) which is expressed in percentage of value of closing balance at end of financial year to the value of issues during the year. The TOR was manipulated by delaying accounting of receipts and showing materials as issued without lifting these in the same year. A review of 29 depots disclosed that in respect of 12598 cases, material worth Rs.43.50 crore was shown as issued but material was not lifted in the same years. This tantamounted to manipulation of TOR.
- Net stores balances (purchases – issues) on 31 March each year attracts dividend payable to General Revenues at a prefixed percentage. In 9 Zonal Railways, CLW and DLW inventory balances were artificially reduced by a money value of Rs.65.16 crore as on 31 March of 1998-99 to 2000-2001 and consequently less dividends of Rs.4.56 crore were paid to General Revenue.
- Quantities in excess of 50 per cent of total issues during the preceding year are termed as over stocks. In 30 depots test checked on Zonal Railways, Metro Railway and DLW, there were 3984 over stock items valued at Rs.23.66 crore as on 31 March 2001.
- The permissible limit of non moving surplus and over stock items is 2 per cent of the closing balance. On 9 Zonal Railways, CLW and DLW, the closing balance as on 31 March 2001 was Rs.667.46 crore. The total value

of closing balance of non moving surplus and over stock items was Rs.99.18 crore (14.86 per cent of closing balance) as against a permissible limit of Rs.13.34 crore (2 per cent of closing balance).

- In an ideal inventory management system, there should be no 'Out of Stock' items. A test check by Audit of 373 'Out of Stock' items for more than one year in 32 depots as on 31 March 2001 revealed that out of these, demands were pending since 1996 for 50 items on Central and South Eastern Railways and since 1997 for 44 items on Western Railway.
- Out of 541 non moving items pending disposal for more than 3 years even prior to 1998-99 in 32 depots test checked, 455 items were still awaiting disposal as on 1 June 2001. The period for which these items had been awaiting disposal was upto 26 years on Northeast Frontier Railway and 17 years on Western Railway.
- Age wise analysis of more than one year old cases of debit balances under Purchase Suspense (Indigenous) as on 31 March 2001 revealed that 20,979 items valued at Rs.195.71 crore in respect of which advance payment had been made were outstanding for a period of more than one year. Out of these, 1956 items valued at Rs.15.80 crore pertained to the period prior to 1994-95, 2080 items valued at Rs.12.50 crore pertained to 1994-95 to 1995-96 and the balance 16943 items valued at Rs.173.41 crore pertained to 1996-97 to March 2000.

Similarly, an age wise analysis of more than one year old cases of debit balance under Purchase Suspense (Imported) as on 31 March 2001 revealed that 377 items valued at Rs.22.68 crore in respect of which advance payment had been made were outstanding for a period of more than one year. Out of these, 11 items valued at Rs.0.35 crore pertained to the period prior to 1994-95, 52 items valued at Rs.2.05 crore pertained to the period 1994-95 to 1995-96 and the balance 314 items valued at Rs.20.28 crore pertained to the period 1996-97 to March 2000.

- As an important check on the correct receipt and issue of stores by wards, it is necessary to have a departmental stock verification which should cover selected items of large annual consumption etc. A detailed programme and a list of such selective items should be drawn up. Audit Review of 32 selected depots revealed that no such programme or list was prepared for departmental stock verification on all the Zonal Railways, Metro Railway, CLW and DLW. During departmental stock verification, any excess or deficient stock found is adjusted through departmental verification sheets (DVSs). A review of DVS issues in depots during 1998-99 to 2000-2001 revealed that DVSs were prepared not on account of discrepancy noticed during departmental stock verification but as a result of irregular practice resorted to for the purpose of issuing material directly from the Receipt Section.

(Chapter 3)

IV. Modernisation of Signalling and Telecommunication System

Indian Railways Corporate Plan (1985-2000) assigned top priority to technical upgradation of the signalling and telecommunication system. The main objective was to augment line capacity and to improve the safety and reliability of train services. Progress of modernisation of signalling and telecommunication system on Indian Railways was, however, slow.

- The Standing Committee on Railways (1996) viewed that the modernisation of Signalling and Telecommunication System on Railways should be made a thrust area for investment in IX Plan (1997-2002). However, during the period from 1996-97 to 2000-2001, out of the total allocation of Rs.58010.96 crore on nine Zonal Railways for Grant No. 16 – Assets, Acquisition, Construction and Replacement, the allocation for S&T was only Rs.1482.02 crore, a mere 2.55 per cent.
- Modernisation of points and signals through Panel Interlocking (PI), Route Relay Interlocking (RRI) and Solid State Interlocking (SSI) had not been completed on 2493 stations and are being operated mechanically.
- No concrete steps had been taken to introduce modern signalling system on 6016.39 route kms. of its 'A' route.
- In 523 sections on the 'A' route of five Zonal Railways (Central, Eastern, Northern, South Eastern and Western), where the utilisation of line capacity is more than 100 per cent, automatic block signalling has not been provided to de-congest the traffic.
- Sanction for construction of 3rd line was accorded during the review period in 8 sections on three Zonal Railways at a cost of Rs.761.34 crore to increase the line capacity. The line capacity increase could have been achieved by provision of automatic block signalling at an estimated cost of Rs.61.42 crore.
- Due to line capacity constraints, traffic on 17 routes is being moved through longer routes for more than five years. No efforts to de-congest the shortest routes by providing automatic block signalling, etc. were made.
- Khanna Accident Enquiry Committee recommended (1998) that block proving axle counters be installed on 'A' route within a time frame of 3 years. However, only on four Zonal Railways (Central, Northern, South Eastern and Western) 210 block proving axle counters covering 867.52 route kms. on 'A' route had been installed as on 31 March 2001. Even before provision of axle counters on 'A' routes, 418 axle counters were provided at a cost of Rs.20.75 crore in other than 'A' and 'B' routes.
- On five Zonal Railways, during the review period, there were in all 158480 cases of failures of signalling and telecommunication equipments. 57.21 per cent of the total failures were on Eastern and Northern Railways. The maximum failures were due to failure of signal gears.

- The Railway Reforms Committee (RRC) had felt the need for Railways to develop its own infrastructure for telecommunication, independent from BSNL. As on 31 March 2001, Railways have leased from BSNL 43126.93 route kms. for its operational requirements and 17267.31 route kms. for its administrative use.
- Due to lack of clear policy for laying Optical Fibre Cable (OFC), the progress in laying OFC for both its own needs and for commercial exploitation was very slow. Out of 15491.83 electrified route kms., OFC have been laid only in 3337.07 route kms. (21.54 per cent) as on 31 March 2001. For 5306.74 electrified route kms., OFC works were in progress.

(Chapter 4)

V. Compensation Claims on Indian Railways

Under the Indian Railways Act, 1989, Indian Railways are responsible for loss, damages or deterioration of goods in transit arising from any cause except those due to act of God, war, public enemies etc. and is liable to pay compensation. Claims for compensation made on Indian Railways are, therefore, a useful index to judge the efficiency of Indian Railways.

- During the review period 1996-97 to 2000-01, a total number of 2,82,146 claims were accepted and Rs.129.97 crore were paid as compensation for goods and parcels including Rs.58.79 crore (45.23 per cent) paid for Court Cases decreed against Railways. 30,011 cases were pending settlement as on 31 March 2001.
- Compensation (Rs.116.66 crore) was paid mainly due to (i) complete loss of package/ consignments (Rs.53.34 crore), (ii) Pilferage (Rs.40.68 crore) and (iii) damage by wet (Rs.22.64 crore)
- Compensation of Rs.71.11 crore was paid for major items like (i) perishables (Rs.19.00 crore), (ii) food grains and pulses (Rs.17.10 crore), (iii) iron and steel (Rs.12.63 crore), (iv) Petroleum, Oil and Lubricants (POL) (Rs.11.79 crore) and (v) cement (Rs.10.59 crore).
- A combined cause and commodity-wise analysis revealed that Rs.47.61 crore was paid due to (i) complete loss (Rs.22.31 crore), (ii) pilferage (Rs.14.10 crore) and damage by wet/ leakage (Rs.11.20 crore) for four commodities viz. food grains, iron and steel, coal and POL.
- Compensation paid in respect of food grains was high on account of damage by wet (Rs.8.92 crore) with Northeast Frontier, Southern and Northern Railways accounting for Rs.8.20 crore. Similarly, pilferage was another major cause for compensation paid in respect of food grains (Rs.4.45 crore) with Northeast Frontier Railway, South Eastern Railway and Northern Railway accounting for Rs.3.93 crore.
- In 1973, the Railway Board introduced a system to analyse the reasons for pilferage/ partial loss to pin point the area of loss, to devise preventive

measures and to fix staff responsibility. A review in audit revealed that except in South Eastern Railway, the Railways are not undertaking the location-wise analysis regularly. Even where the location-wise analysis was attempted in respect of 86,281 cases of complete loss of packages/ consignments and 57,441 cases of pilferage, Railway Administration concluded that locations remain un-identified rendering the whole exercise futile and leaving very little scope for taking remedial action.

- During the review period, 916 departmental claims for Rs.6.37 crore were repudiated as time-barred as the claimant department did not prefer the claim in time.
- Out of 1,00,627 cases dealt with in Railway Claims Tribunals (RCTs) during the period of review, a total of 66,840 cases were cleared. Of this, 36,003 (53.86 per cent) were decreed against Railways. Number of cases decreed against Railways with reference to the cases cleared was high in Eastern Railway (11,962 cases) followed by South Eastern Railway (7,433 cases) and Northeast Frontier Railway (6,848 cases).
- As many as 33,787 cases were pending settlement in RCTs as on 31 March 2001. Out of this, 8,008 cases were pending for more than 3 years. There were 135 cases pending for more than 10 years (which includes 3 cases pending for more than 20 years and 2 cases pending for more than 32 years).
- One of the reasons for abnormal delay in settlement of Court Cases and consequent accumulation of pending cases was the acute vacancy position of posts of Member (Judicial/ Technical), which ranged from 2 to 60 months during the period 1996-97 to 2000-01. At the end of the review period (February 2001), against the sanctioned strength of 37 Members (Judicial/ Technical), the working strength was only 18 (49 per cent).

(Chapter 5)



CHAPTER 1		
Procurement of wagons by Indian Railways		
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CHAPTER 1

Procurement of wagons by Indian Railways

1. Introduction

Indian Railways are the principal mode of transport of goods and raw material. Important commodities whose movement is very much dependant on railways are - raw materials for steel plants, finished steel from steel plants, food grains, coal, iron, oil, cement, petroleum products and fertilizer. As all these commodities have a great bearing on the growth of economy, the importance of adequate availability of wagons with Railways cannot be over emphasized.

Indian Railways had a fleet of 4,92,827 numbers of wagons (FWUs) as on 1 April 2000. The details are as under:-

(In Four Wheeler Units)

Type of Gauge	Wagon stock for public use	Wagon stock for Railway use	Brakevans	Total
Broad Gauge	449418	4521	5500	459439
Metre Gauge	28650	1299	804	30753
Narrow Gauge	1200	1245	190	2635
TOTAL	479268	7065	6494	492827

Source: Indian Railways Annual Statistical Statements

2. Scope

The review covers the system of procurement of wagons under several schemes during the period 1992-93 to 1999-2000 and the financial liability created by Indian Railways due to procurement of wagons through market borrowings and under several other schemes.

3. Highlights

- Procurement of wagons through Wagon India Ltd. at higher cost resulted in extra expenditure of Rs.23.24 crore to the Railways.

(Para No.7.1)

- Procurement of 131827.5 (FWUs) wagons through IRFC and schemes like BOLT and OYWS created additional financial liabilities.

[Para No.7.2 (a)]

- Failure on the part of the Railway Board to procure wagons under Own Your Wagon Scheme in time resulted in payment of extra lease charges of Rs.36.06 crore.

[Para No.7.2 (b) (i)]

- Change in category of wagons under OYWS Scheme from 'C' to 'A' led to extra payment of lease charges of Rs.51.95 crore per annum for 2,500 BTPN wagons.

[Para No.7.2 (b) (ii)]

- Delay in finalisation of one tender resulted in extra expenditure of Rs.12.88 crore.

(Para No.8.1)

- Delay in supply of steel and other free supply items to the two wagon builders by the Railway Board resulted in avoidable payment of Rs.5.51 crore towards escalation.

(Para No.8.2)

4. Assessment of requirement of wagons

The requirement of wagons for future years is assessed on the basis of freight traffic projected to be carried and the anticipated level of productivity of wagons measured in terms of Net Tonne Kilometres (NTKMs) per wagon per day likely to be achieved.

The Ministry of Railways, in consultation with the Planning Commission, projected the requirement of wagons during the Eighth and Ninth Plan Period as under:

(In Four Wheeler Units)

Sl. No.	Nature of requirement	VIIIth Plan Period (1992-93 to 1996-97)	IXth Plan (1997-98 to 2001-2002)	Freight Target per year
(i)	Additional requirement	20,927	75,012	443 million tonne per year
(ii)	Replacement account	89,388	1,00,000	525 million tonne per year
(iii)	Others— Brake Vans, Container fleet etc.	8,200	--	--
	Total	1,18,515 Say 1,20,000	1,75,012 1,75,000	

Against the projections of 2,95,000 (FWUs) wagons made for the two plan periods the Railway Board could procure only 44,673 wagons through budgetary sources. To meet the shortfall, the Railway Board resorted to market borrowing through IRFC and also introduced several schemes like OYWS and BOLT schemes. Actual procurement of wagons through Rolling Stock Programme (RSP) and under several schemes were as follows:

Statement showing the position of procurement of wagons (FWUs)

YEAR	PROCUREMENT TARGETS (RSP)		WAGONS ACTUALLY PROCURED (RSP) from			TOTAL (RSP) (Col.4+5 +6)	Wagons procured under		TOTAL PROCUR-EMENT (col.7+8+9)
	Budgeted	Revised	Industry		Railway Workshop		OYWS	BOLT	
			On Railway Account	On IRFC Account					
1	2	3	4	5	6	7	8	9	10
VIII TH FIVE YEAR PLAN									
1992-93	25000	20000	8523.5	16737.5	868.0	26129.0	0.0	0	26129.0
1993-94	22000	20000	5780.0	12720.0	1149.0	19649.0	0.0	0	19649.0
1994-95	18000	12000	1975.0	7400.0	1200.0	10575.0	680.0	0	11255.0
1995-96	12000	19000	6497.5	8435.0	1377.5	16310.0	2625.0	0	18935.0
1996-97	25000	25000	352.5	18415.0*	1592.5	20360	5992.5	0	26352.5
TOTAL	102000	96000	23128.5	63707.5	6187.0	93023.0	9297.5	0	102320.5
IX TH FIVE YEAR PLAN									
1997-98	33000	21000	4377.5	16902.5	1902.5	23182.5	3015.0	1667.5	27865.0
1998-99	30000	22000	517.5	18860.0	2012.5	21390.0	2512.5	1332.5	25235.0
1999-2000	30000	25000	4617.5	12872.5#	1930.0	19420.0	1660.0	0	21080.0
TOTAL	93000	68000	9512.5	48635.0	5845.0	63992.5	7187.5	3000.0	74180.0
GRAND TOTAL	195000	164000	32641.0	112342.5	12032.0	157015.5	16485.0	3000.0	176500.5

Note: *Includes wagons leased by IDBI (1732.5) and ICICI (2435) and sub-leased by IRFC to Railways.

#Includes wagons leased by IDBI (1307.5), ICICI (490) and SBI (2820); and sub-leased by IRFC to Railways .

5. Allotment of funds for procurement of wagons

Funds for procurement of wagons are provided in Demand No. 16 under Rolling Stock and details of procurement are mentioned in the Rolling Stock Programme of Railways. Funds are allocated under four specific heads viz. Capital, Depreciation Reserve Fund (DRF), Capital Fund (CF) and Development Fund (DF). Funds provided during the period under review under different heads and expenditure incurred were as under:

YEAR	PROVISION (Rs. in crore)					ACTUALS (Rs. in crore)				
	CAPITAL	DRF	DF	CF	TOTAL	CAPITAL	DRF	DF	CF	TOTAL
1992-93	(-)21.23	206.44	0	0	185.21	(-)39.20	238.81	0	0	199.61
1993-94	109.43	156.31	0	195.12	460.86	(-)44.43	93.64	0	124.03	173.24
1994-95	(-)0.19	141.09	0	35.21	176.11	(-)39.48	103.56	0	(-)4.84	59.24
1995-96	(-)36.61	100.15	0	63.54	127.08	(-)24.37	150.48	0	34.63	160.74
1996-97	(-)37.57	107.58	0	(-)2.26	67.75	(-)42.16	235.72	0.02	(-)9.25	184.33
1997-98	(-)52.85	(-)18.97	0	31.4	(-)40.42	(-)12.45	37.84	0.03	5.05	30.47
1998-99	(-)34.97	(-)76.57	0	7.9	(-)103.64	(-)65.15	16.81	0	12.09	(-)36.25
1999-2000	(-)84.46	68.6	0	0	(-)15.86	(-)78.27	70.76	0	16.94	9.43
Total	(-)158.45	684.63	0	330.91	857.09	(-)345.51	947.62	0.05	178.65	780.81

Note: Minus figures shown under Capital and DRF for the provisions and actuals included the adjustments made in respect of wagons procured on replacement account, written off value of wagons from Capital to DRF and Credits realised from the sale of scrap of condemned wagons.

It would be observed that the Railway Board failed to utilise the funds provided in the budget during the years 1993-94 and 1994-95 and resorted to market borrowing through IRFC at higher cost. Against the total provision of Rs.636.97 crore (in 1993-94 and 1994-95) made during the period, the Railway Board could utilize only Rs.232.48 crore on procurement of wagons. During the period 1997-98 to 1999-2000 adequate provisions were also not made for procurement of wagons by the Railway Board and 54205 (FWUs) wagons were procured through market borrowings. The Railway Board explained (March 2001) that money initially earmarked for procurement of wagon was diverted for other items and Railways were unable to generate sufficient funds for procurement of wagons in subsequent years.

6. Role of Wagon India Limited

The Ministry of Industry with the approval of Cabinet, decided to set up a service organization "Wagon India Ltd." which was incorporated in October 1974 as joint sector venture. One of the main objectives of newly formed company was to equitably distribute the annual wagon orders amongst the units so as to keep them going. The Company was required to negotiate the wagon prices with the Ministry of Railways so that the prices paid were fair both to the Industry and to the buyer (Railways). It was also envisaged that the Railway Board would place orders against their requirement of wagons on the industry through Wagon India Ltd. (WIL) and only on the companies which were the members of WIL. At present there are 12 recognized wagon building units in the country- 7 in Public Sector and 5 in the Private sector with total licensed capacity of 35,376 Four Wheeler Units.

The Railway Board has stated (March 2001) that based on a proposal put up by Ministry of Industry, the Cabinet had decided to wind up Wagon India Ltd.

7. Procurement of wagons

Till 1993-94 orders for procurement of wagons were placed by the Ministry of Railways through WIL on its Member Units. In 1994-95, a competitive tender was issued for procurement of 10 per cent of the total requirement and orders were released on two firms against the tender. Ordering of balance 90 per cent requirement was done through WIL. Keeping in view the financial savings, which accrued to Railways by resorting to open tender, the Railway Board increased the percentage of procurement of wagons to 50 per cent in 1995-96, 1996-97 and 1997-98 through open tenders. Balance 50 per cent quantity was ordered on the member units of Wagon India Ltd.

7.1 Procurement of wagons through Wagon India Limited/ open tender

Procurement of wagons through Wagon India Limited (WIL) at higher rate during the period 1994-95, 1995-96, 1996-97 and 1997-98 was against the interest of Railways and lacked justification. Besides, the same firm quoted

different rates for the same type of wagon under open tender system and through WIL. For example M/s. Burn Standard, Howrah quoted Rs.5,33,615 for BCNA wagon through WIL and Rs.5,11,751 against open tender opened on 3 November 1995. Failure to procure the entire quantity at open tender rates resulted in additional expenditure of Rs.23.24 crore as indicated below:

Year	Type of wagons	Quantity procured through WIL (vehicle units)	Price applicable for WIL contracts (in Rs. per vehicle unit)	Contract price for orders placed through tender (in Rs. per vehicle unit)	Difference (in Rs.)	Extra Expenditure (in Rs.)
1994-95	BOXN	1109	634822	597564	37258	41319122
	BCNA	1276	661885	*641295	20590	26272840
1995-96	BOXN	2579	711870	671579	40291	103910489
	BCNA	1155	749913	703666	46247	53415285
1996-97	BOXN	1017	493038	*486254	6784	6899328
	BCNA	33	*536401	*517302	19099	630267
TOTAL		7169				232447331

* Average rate has been adopted.

The Railway Board stated (March 2001) that procurement of wagons through Wagon India Ltd. was in accordance with the policy of procurement followed after constitution of Wagon India Ltd. in 1974. In order to derive the financial advantages the Railway Board, however, decided to procure 100 per cent of their requirement of wagons for 1998-99 onwards through open tender.

7.2 (a) Procurement of wagons through Indian Railway Finance Corporation (IRFC) and other schemes

Since adequate internal resources could not be generated to fully meet the planned requirements, Railways resorted to market borrowings through IRFC which was set up in 1986, as a primary borrowing agency on behalf of Railways. Some resources were also generated through private investment schemes launched by Indian Railways such as Own Your Wagon Scheme (OYWS) and Build, Operate, Lease and Transfer (BOLT) Scheme.

Number of wagons procured through IRFC and under different schemes during the period 1992-93 to 1999-2000 were as under:

Name of the Scheme	Number of wagons procured (FWUs)	Cost of wagons (Rs in crore)	Lease charges payable during primary and secondary lease period (Rs. in crore)
IRFC	112342.5	5580.44	11876.52
OYWS	16485.0	1015.27	1732.57
BOLT	3000.0	177.11	421.68
TOTAL	131827.5	6772.82	14030.77

For procurement of wagons through IRFC, lease rentals for primary lease period for first 10 years (15 years with effect from 1998-99) varied between 13.8 per cent and 17.5 per cent of the cost of wagons while lease rentals for secondary lease period for next 20 years (15 years with effect from 1998-99) ranged between 2.5 per cent and 1.5 per cent of the cost of wagons. Under the OYWS Scheme, lease rental are payable at the rate of 14.5 per cent (subsequently revised to 16 per cent) of cost of wagon for the primary lease period of 10 years and at the rate of 1 per cent during the secondary lease period of 10 years. In respect of procurement of wagons under BOLT Scheme the primary lease period was 10 years and the secondary lease period was to be decided on year to year basis. The lease rentals per thousand per quarter was Rs.52.00 during the primary lease period and Re.1 per Rs.1000 per month during the secondary lease period. Procurement of 131827.5 FWUs was done by the Railway Board through IRFC and other schemes like BOLT and OYWS without carrying out any cost benefit analysis.

The Railway Board stated (March 2001) that Railways had to go in for market borrowings since internal resources generation and budgetary support were not adequate to meet the total requirement of funds for the Railway's plan and explained that the financial implications of leasing should be seen by comparing the quantum of revenue generated by leased assets vis-à-vis lease charges payable. However, the fact remains that the Railway Board failed to utilise the funds provided through RSP and no cost benefit analysis was done by the Railway Board before opting for market borrowing. Internal generation of funds was also badly affected by incurring expenditure on financially unviable projects and operation of uneconomic branch lines. Railways suffered a loss of about Rs.10,000 crore during 1992-93 to 1999-2000 on transportation of essential commodities below cost, on providing passenger and other coaching services and operation of uneconomic branch lines. The Standing Committee on Railways in their 9th Report (April 2001) pointed out that 13 new projects (estimated cost of Rs.713 crore) were included in the Budget, out of which eight projects had negative Rate of Return (ROR), when a huge backlog of projects about Rs.35,000 crore was already existing. The Committee also noted that traffic level on 110 uneconomic branch lines was low and did not justify the running of present type of rail services on these branch lines.

7.2 (b) Deficiencies in procurement of wagons under Own Your Wagon Scheme

The Ministry of Railways (Railway Board) launched 'Own Your Wagon Scheme' (OYWS) in the year 1992 as a participative marketing strategy to enhance the rail transport capacity to meet the needs of various sections of the economy by encouraging private parties to own their wagons and thereby help and supplement the resources of Railways for acquisition of Rolling Stock. The scheme invited investments from bulk users and financing/ leasing companies on the basis of ownership of wagons in units of trainloads.

The salient features of the scheme were as follows:

- The Indian Railways will pay to the owners 14.5 per cent (subsequently revised to 16 per cent) lease charges (per annum) for the first 10 years and 1 per cent lease charges (per annum) for subsequent 10 years.
- The investors can procure the wagons either through the Railways or directly from the approved wagon builders on payment of design loan, inspection and administrative charges as applicable.
- The users/ owners will also have the benefits of guaranteed clearance of a mutually agreed specified quantum/ tonnage of the specific commodity/ product during a specified period.

The benefits admissible to different categories were as under:

Category –‘A’- Pure lease

- Lease charges for the primary period of 10 years at the rate of 14.5 per cent (subsequently revised to 16 per cent) per annum on current cost (original procurement price) of the wagons leased to the Railways. For the secondary period of 10 years at the rate of 1 per cent per annum of the current cost of the wagons. Should the wagons be found fit for further service after expiry of the 20 years period, the lease would continue on mutually agreed terms.
- freight at normal tariff rates.

Category-‘B’ Lease cum guaranteed clearance with General Service wagons

- Lease charges as above.
- Guaranteed clearance of mutually agreed specified quantum/ tonnage of the specific commodity/ product during a specified period subject to certain conditions.
- Freight at normal tariff rates

Category-‘C’ Guaranteed Clearance with Special Wagons

- Lease charges will not be payable to the owners of special wagons moving in dedicated circuits and involving empty running in one direction.
- Lump-sum freight rate mutually negotiated would be quoted for the identified dedicated movement taking into account the cost of haulage in the loaded and empty direction, terminal marshalling and other costs, subject to revision every year along with the Annual Railway Budget exercise.

Audit scrutiny revealed the following deficiencies in the procurement of wagons under OYWS:

7.2 (b) (i) Avoidable payment of lease charges due to delay in procurement of wagons by the Railway Board

Under the scheme the investor can procure the wagons either through the Railways or directly from the approved wagon builders. If it is procured through Railways, party will pay railways 3 per cent of the cost of wagons as service charges, which will cover design loan, inspection and administrative charges. If, however, the party procures the wagons directly from approved manufacturers he will have to pay only 1.5 per cent towards design loan and inspection charges.

The scheme also provided that Indian Railways would pay lease charges to the leasing companies in advance on quarterly basis. The calculation of lease charges will be based on the last tendered price of similar wagons procured by Indian Railways during relevant period or actual procurement price paid by the party whichever is less. Contrary to the above provision, the Railway Board, based on the representations of Oil Industry accepted the actual procurement price, details of which are given below, even though it was higher than the last tendered price for similar wagons procured by Indian Railways for the purpose of calculation of lease charges. The main reason for accepting the actual procurement price was the additional payment made by the party for procurement of free supply items like steel, wheel sets and roller bearings on account of excise duty etc.

Indian Oil Corporation requested the Railway Board in 1992 to procure on their behalf 400 BTPN wagons against their requirement of 2,000 BTPN wagons and M/S Manikgarh Cement also approached the Railway Board to procure 125 BCNA wagons under OYW Scheme. Orders for 400 BTPN wagons were placed by the Railway Board in May 1994 and August 1995 on wagon manufacturers. There was inordinate delay on the part of the Railway Board to procure 400 BTPN wagons. In respect of 125 BCNA wagons, no order was placed by the Railway Board. The details of procurement of 400 BTPN wagons were as under:

Period of RSP	No. of wagons ordered (VU)	Date when tender was opened	Date when order was placed	Date of delivery
1993-94	200 BTPN	8-11-1993	17-5-1994	27-11-1994 to 31-3-1998
1995-96	200 BTPN	20-3-1995	4-8-1995	29-6-1996 to 3-1-1998

VU = Vehicle Unit

When the movement of oil and cement was suffering due to shortage of wagons, oil companies and cement manufacturers approached Railway Board for procurement of 1,600 BTPN wagons (with option to procure 500 more BTPN wagons under option clause) and 125 BCNA wagons directly from wagon manufacturers for movement of oil and cement. The Railway Board permitted oil companies and cement manufacturers to procure 1,600 BTPN wagons and 125 BCNA wagons to meet their requirements. Accordingly,

orders were placed for procurement of 1,600 BTPN wagons and 125 BCNA wagons during the period November 1995 to March 1997 at higher rates as indicated below:

Type of wagon (Vehicle unit)	Railway's cost per wagon (Rupees per vehicle unit)	Industry cost* (Rupees per vehicle unit)	Difference (Rupees per vehicle unit)
BTPN-600 nos.	1146882	1225000	(+) 78118
BTPN-1500 nos.@	1272106	1371545	(+) 99439
BCNA-125 nos.	1247399	1376123	(+)128724

* Excise Duty (less MODVAT on inputs) extra being statutory levies

@ Including repeat orders for 500 BTPN wagons

The extra lease charges as assessed by Railway Board worked out to Rs.3.39 crore per annum for the next ten years. Thus, failure on the part of the Railway Board to procure on behalf of the owners 2,225 wagons under Own Your Wagons Scheme led to payment of additional lease charges of Rs.36.06 crore on higher cost of wagons (**Annexure I**). The Railway Board decided (30 June 1999) that all future procurement of wagons under OYWS would be routed through Railways.

The Railway Board justified (March 2001) the payment of higher lease charges on the plea that "Own Your Wagon Scheme" permitted the parties to procure the wagons either directly from the approved wagon builders or through Railways. The contention of the Railway Board is not tenable as Railway Board permitted the oil industry and cement manufacturers to procure 1,600 BTPN and 125 BCNA wagons directly from wagon manufacturers due to delay in supply of 400 BTPN wagons against earlier orders placed through Railway Board in May 1994 and August 1995.

7.2 (b) (ii) Extra liability for changing the category of wagons

Under the revised OYW Scheme, BTPN wagons being special type of wagons should have been placed under category 'C- Guaranteed Clearance' and no lease charges were payable to the Oil Companies for these wagons moving in the dedicated circuits and involving empty running in one direction. A lump sum freight rate mutually negotiated was applicable to these wagons. The Railway Board decided to place these wagons under category B and later on in October 1997 (under category A, without any guaranteed clearance) "in order to accommodate genuine needs of Oil Industries in the spirit of partnership". Finance Directorate observed (24 December 1998) that the category of oil wagons was changed to 'A' without consulting Finance and pointed out that with the high cost of wagons and no guaranteed clearance of traffic, the wagons procured under the scheme would become one of the most expensive options for the Railways. Decision to change the category of 2500 BTPN oil wagons from Category 'C' to Category 'A' was injudicious and led to avoidable payment of lease charges of Rs.51.95 crore per annum (Rs.12.98 lakhs per wagon) on the cost of 2500 BTPN wagons (Rs.324.57 crore).

The Railway Board stated (March 2001) that it was a conscious policy decision to keep these wagons under category A considering the fact that oil industry had invested huge amount of funds for procuring these wagons at the instance of Railways. The fact, however, remained that by shifting the BTPN wagons (normally placed under category 'C') to category 'A' without financial concurrence, Railways ended up in paying lease charges of Rs.51.95 crore per annum.

7.2 (b) (iii) Non-adoption of Prime Lending Rate

As per extant provisions of the scheme, lease charges in respect of General Service Wagons leased to Railways under Category 'A' and 'B' are payable at the rate of 16 per cent per annum for the first 10 years on quarterly basis in advance. The fixed rate of lease charges for all the years of the contract period was not market oriented as the market borrowing rates kept on fluctuating from time to time. Audit scrutiny revealed that Prime Lending Rate (State Bank of India) varied between 14 per cent and 12 per cent during the period from April 1997 to March 2000. Failure to link the payment of lease charges under the scheme with the prime lending rates resulted in extra expenditure of Rs.37.12 crore during the period 1997-98 to 1999-2000 as under:

Year	Quantity procured under OYWS	Value (Rs. in crore)	Lease charges paid @ 16 per cent per annum	Lease charges as per PLR	Difference (Rs. in crore)
1997-98	3015	236.24	37.79	31.89 (@ 13.5 per cent)	5.90
1998-99	2512.5	192.85	68.65	53.63 (@12.5 per cent)	15.02
1999-2000	1660	133.51	90.01	73.81 (@ 13.12 per cent)	16.20
Total	7187.5	562.60	196.45	159.33	37.12

In order to remove the element of uncertainty in the effective rate of return, Financial Commissioner advised (10 September 1998) that lease rentals should be revised in keeping with Prime Lending Rate (PLR). The Railway Board, however, revised the system of payment of lease charges and linked the payment of lease charges with prime lending rate only with effect from June 2000.

The Railway Board stated that after introduction of PLR linked system of payment of lease charges there had been no response to the scheme from the investors. The Railway Board justified the higher lease charges on the plea that the lease charges paid were meagre compared to the earnings generated from POL traffic. The Railway Board, however, at no point of time worked out the financial viability of the scheme nor have any details been furnished to Audit to substantiate their stand.

8. Delay in releasing the orders

Wagon manufacturing involves a long lead process. Some of the major inputs viz Steel, wheel set, bearings are procured centrally by the Railway Board and given to wagon builders as free supply items. These inputs are arranged by the Railway Board in advance. However, other inputs especially bogies, air brakes, couplers and other bought out components are to be arranged by wagon builders and they have to place orders for these components in advance and arrange for inspection by RDSO. In order to enable them to produce wagons from the first month of the year i.e. April, orders should have been placed on the wagon builders latest by December of the previous year. As against this the actual release of wagon orders during 1994-95 to 1999-2000 were as under:

Year of production	Orders released during
1994-95	June 1994
1995-96	June 1995
1996-97	50 per cent ordered through WIL on 30-11-97 50 per cent ordered against Tender on 4-3-97
1997-98	10-03-1998
1998-99	16-07-1999
1999-2000	31-03-2000

Delay in releasing the orders had not only affected the wagon production but also resulted in avoidable payment of escalation for delayed deliveries of wagons on Railways' account. Delay in finalisation of one tender for 1996-97 resulted in extra expenditure of Rs.12.88 crore as indicated in the next paragraph.

8.1 Extra expenditure due to delay in finalisation of tender for procurement of wagons

Minister of Railways (MR) approved (September 1995) procurement of 18,400 nos. (FWUs) of wagons during 1996-97 with the direction that 50 per cent of the quantity (i.e. 9,200 FWUs) should be procured through tender and the balance through M/s Wagon India Ltd. Accordingly, Ministry of Railways (Railway Board) invited limited tender on 25 September 1995 for procurement of 9,200 FWUs for 1996-97. Tender was opened on 3 November 1995 and three firms quoted their rates per wagon as under:

Sl. No.	Firm	Rate per vehicle unit inclusive of steel and air brakes		Rate per vehicle unit exclusive of steel and air brakes	
		BOXN	BCNA	BOXN	BCNA
1.	M/s. Hindustan Development corporation (HDC)	7,17,466	8,09,173	4,34,589	4,72,890
2.	M/s. Wagon India Ltd (WIL) on behalf of 11 wagon builders	7,59,000	8,47,390	4,71,700	5,11,390
3.	M/s. Binny	8,93,200	10,00,550	5,97,900	6,49,050

The offers were valid up to 30 June 1996.

After opening of the tender, wagon production target for RSP wagon for 1996-97 was increased to 25,000 FWUs. Out of this 1600 (1200 BOXN+400 BCNA) were ordered on Railway Workshop. Out of balance 23,400, a quantity of 11,700 (6150 BOXN+5550 BCNA) was ordered on M/s. WIL and the balance quantity i.e. 11,700 (7650 BOXN+4050 BCNA) was to be covered through tender. In addition to above, demand of 1040 BCNA wagons received from M/s. Kribhco was also to be covered against the open tender bringing the total to 12,740.

The Tender Committee recommended that lowest rates quoted by M/s. HDC should be counter offered to M/s. WIL and M/s. Binny. Both the firms expressed their inability to reduce their rates. However, in the second round of negotiations, M/s. WIL reduced their rates per wagon by Rs.7,150 for BOXN and Rs.7,290 for BCNA wagons, thus, bringing down the price of a BOXN wagon to Rs.7,51,850 and BCNA wagon to Rs.8,40,100 (Rs.4,64,550 for BOXN and Rs.5,04,100 for BCNA wagons excluding the cost of steel and air brakes). M/s. Binny showed their inability to reduce their quoted prices. Thus, it was decided not to place any order on M/s. Binny and distribute the quantity to other firms.

The proposal duly approved by the Railway Board was submitted to Minister of State for Railways (MOSR) on 4 May 1996. However, MOSR returned these files unapproved on 10 May 1996 with the instructions to 're-assess de-novo the quantity to be ordered on all the wagon suppliers by conducting an on the spot study by a team of Executive Directors from the Railway Board representing the Mechanical, Stores and Finance branches by visiting all the units and inspecting their stated capacity and their actual capacity with reference to the facilities available with them'. Accordingly, a Committee was constituted on 14 May 1996 which was to submit its report by 31 May 1996.

Before the Committee submitted its report, the Railway Board decided in a full Board meeting on 17 May 1996 that Board's recommendations of 4 May 1996 may be resubmitted to MR¹ for a review of the decision of the then MOSR, with a request for finalisation of tender so as to prevent a set back to production of wagons. Accordingly, the recommendations were resubmitted to MR on 20 May 1996 for sanction so as to forestall any disruption in the production of wagons which were crucial to the traffic carrying capacity of Indian Railways during 1996-97. The file was returned on 6 June 1996 for resubmission to the new Minister of Railways. The case was accordingly submitted to Minister of Railways on 13 June 1996 for approval. MR, however, did not approve the proposal and returned (30 July 1996) the file with instructions to submit the past performance of the firms against their orders and delivery schedule. By that time however, tender had lost its validity. The firms were asked to extend the validity up to 30 September 1996, M/s. HDC and other firms through M/s. WIL revised their prices citing the increase in prices of couplers and bogies (beyond the range of price variation clause) as follows:

¹ Prime Minister was looking after the work of Railways in absence of Minister for Railways.

Name of the firm	Rate per vehicle unit in rupees (without steel and Air brake)		Rate per vehicle unit in rupees (with Air brake and steel)	
	BOXN	BCNA	BOXN	BCNA
M/s HDC	4,67,139	5,01,717	7,50,000	8,38,000
M/s WIL				
(a) Private Sector	4,76,483	5,11,751	--	--
(b) Public Sector	5,02,525	5,44,074	---	--

The prices quoted were valid up to 30 November 1996.

The Minister approved (December 1996) that the lowest price i.e. Rs.4,67,139 for BOXN wagon (excluding the cost of steel and Air brakes) and Rs.7,50,000 (including the cost of Steel and Air brakes) be counter offered to 11 firms other than M/s HDC. While M/s. Binny accepted the counter offer, the other 10 firms did not accept the counter offer on the plea that M/s. HDC who quoted the lowest rate of Rs.4,67,139 for BOXN wagon and Rs.5,01,717 for BCNA wagon enjoyed certain tax and duty benefits on in-house production of couplers and bogies. Tender Committee, taking into consideration the benefits enjoyed by M/s. HDC, recommended that a rate of Rs.4,89,918 for BOXN wagons and Rs.5,28,109 for BCNA wagons should be counter-offered to all firms other than M/s. HDC and Binny. The following rates were approved by MR in February 1997.

Sl. No.	Name of firm	Rates per vehicle unit in rupees (excluding cost of steel and Air brakes)	
		BOXN	BCNA
1.	M/s. HDC	4,67,139	5,01,717
2.	Other firms (excluding Binny) through M/s. WIL	4,89,918	5,28,109

Railway Board again re-assessed the quantity in February 1997 and placed orders in March/ April 1997 for procurement of 12,135 FWUs. A quantity of 195 FWUs wagons was reserved for M/s. Binny for placement of orders at a later date on the consideration that the firm was yet to establish itself in the manufacturing of wagons. Total value of the procurement of 12,135 FWUs wagons was Rs.243.14 crore. Delay in accepting the technically suitable lower offer in time within its validity resulted in extra expenditure of Rs.12.88 crore on procurement of 12,135 FWUs wagons as follows:

BOXN Wagons					
Name of the firm	Rate available in May 1996 (Rs. per Vehicle Unit)	Rate finally accepted in February 1997 (Rs. per Vehicle Unit)	Difference in rate (Rs. per Vehicle Unit) [Col.3 (-) Col.2]	Quantity ordered (in FWUs) *	Extra expenditure (Rs. in crore)
1	2	3	4	5	6
M/s. HDC	434589	467139	32550	1862.0	2.42
M/s. WIL	464550	489918	23568	4375.5	4.44
TOTAL				6237.5	6.86
BCNA Wagons					
M/s. HDC	472890	501717	28827	1875.0	2.16
M/s. WIL	504100	528109	24009	4022.5	3.86
TOTAL				5897.5	6.02
GRAND TOTAL				12135.0	12.88

* 1 Vehicle Unit = 2.5 FWUs

The Railway Board accepted the factual position brought out by Audit in regard to procurement of wagons but contended that Railways had achieved target for procurement of 20,000 (FWUs) wagons during 1996-97 and that there was no extra expenditure due to delay in finalisation of tender in 1996-97. The procurement of wagons as per target has no bearing to the points raised by Audit. The audit observation was specific to a particular tender which if finalised on time could have resulted in Railway's spending Rs.12.88 crore less. Railway Administration has not responded to the point of inordinate delay in finalisation of the tender.

8.2 Avoidable payment of escalation due to delay in free supply of steel and other free supply items by Railway Board

Ministry of Railways (Railway Board) in September 1997 placed a contract on M/s. Modern Industries, Sahibabad for manufacture and supply 580 BOXN-CR wagons at Rs.7,32,624 per wagon (excluding the cost of steel, air brakes etc. which were to be procured and supplied to the wagon builder by the Railway Board free of cost). Terms and conditions of the contract, *inter-alia*, provided escalation on account of variation in wages and material, calculated with reference to whole sale price index with base date as 1 September 1996. Delivery of wagons was to be maintained at the rate of 35 wagons per month and the supply was to be completed by 30 April 1999.

As per the contract the Railway Board was required to make available steel of required specification to wagon builder for manufacture of wagons. Delay in supply of steel resulted in delay in supply of 382 wagons by the wagon builders and delivery of full quantity of 580 BOXN-CR wagon was completed by 31 January 2000 against the stipulated date of delivery of 30 April 1999. Failure on the part of the Railway Board to supply required quantity of steel to the wagon builders, resulted in extra expenditure of Rs.1.32 crore to Railways towards payment of escalation charges. Against the same contract, the Railway Board also failed to supply air brakes, wheel sets and cartridge tapered roller bearings to the wagon builder in time. Delay in supply of these

free supply items also resulted in payment of escalation of Rs.1.76 crore to the wagon builder.

The Railway Board stated (July 2001) that there was no delay in placement of steel contract considering first time purchase of stainless steel for use in manufacture of wagon. The contention of the Railway Board was not tenable since the required specification of steel (IRSM-44/97) was in the production line of SAIL since January 1996 (as SS 409M).

Audit scrutiny further revealed that in respect of supply of 402 BCNA wagons against three other contracts [No.96/RS(I)/954/17/1240, 1243 and 97/RS(I)/954/13/1263 dated 13 December 1996 and 9 July 1997 respectively] there was delay in supply of air brakes, wheel sets and cartridge tapered roller bearings by the Railway Board which resulted in extra payment of escalation of Rs.1.70 crore. In respect of another contract for supply of 141 BOXN wagons by M/s. Jessop and Company, Calcutta, there was a delay in supply of free supply items by the Railway Board and an amount of Rs.0.73 crore was paid towards escalation charges during 1994-95 to 1996-97.

CHAPTER 2		
Passenger Amenities on Indian Railways		
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CHAPTER 2

Passenger Amenities on Indian Railways

1. Introduction

Indian Railways are one of the biggest transporters of passenger traffic in the world. Indian Railways run nearly 7500 passenger trains daily carrying on an average 12 million passengers per day.

With the quickening pace of modernization, the Railway traveller today expects much more from the system than he did in the past in the form of amenities. The provision of passenger amenities is, therefore, one of the important objectives of the Indian Railways both as a business ethic and a social obligation. The Indian Railways have issued a Citizens' Charter on Passenger services in which, it has been pledged to ensure adequate passenger amenities in trains and at Railway stations. One of the thrust area in the VIII Plan was to provide basic passenger amenities at all stations on a priority basis.

Consequent to the recommendations of the Standing Committee of Parliament on Railways, the whole gamut of passenger amenities at stations was reviewed and Railway Board decided (May 1995):

- (i) to provide/ augment the existing facilities in a planned manner, by drawing up a Perspective Plan for the provision of passenger amenities and,
- (ii) to classify all stations into 5 categories (categories A, B, C, D and E) depending upon their importance and volume of traffic handled at each station.

The following were declared as Minimum Facilities (which were hitherto called the Basic Amenities) and were to be provided immediately.

Regular/ Flag Station	Halt Station
(i) Waiting Hall.	(i) Booking-cum-waiting shed.
(ii) Seating arrangements.	(ii) A rail level platform.
(iii) Drinking water.	(iii) Lighting arrangements where trains stop at night.
(iv) Booking office.	(iv) Shady trees.
(v) A rail level platform.	
(vi) Suitable arrangement for lighting.	
(vii) Latrines.	
(viii) Shady trees.	

Additional infrastructural facilities were to be provided based on the category of the station.

All the Zonal Railways were asked to initiate immediate action to formulate the perspective plans and to ensure that action plans so formulated were

amalgamated into one general action plan and inter se priorities for different works assigned.

Based on the suggestions and views of the Railways, following modifications were issued in September 1999 by the Board to the instructions issued in 1995:

- (i) The amenities were classified as 'Minimum Essential Amenities', 'Recommended amenities' and 'Desirable amenities' (**Annexure II**).
- (ii) Stations were categorised in 6 categories (categories A, B, C, D, E and F) depending upon the earnings. The yard sticks/ extent to which the amenities were to be provided was linked to the category of station.
- (iii) The categorisation was to be reviewed every five year. The next review is due in 2001, based on the earnings for the year 2000-2001.

The present categorisation of stations in numbers is category **A** – 160, category **B** – 199, category **C** – 398, category **D** – 272, category **E** – 5468 and category **F** – 1594.

(Annexure III)

2. Highlights

- Against the budget allotment of Rs.618.35 crore during the review period, the actual expenditure was only Rs.518.39 crore i.e. short of allotment by Rs.99.96 crore (16.16 per cent).

(Para 6)

- The commitment made by the Railways to the Estimates Committee to eliminate all deficiencies in basic amenities by 1990-91 has not been fulfilled even as on 2000-2001.
- Six Zonal Railways (Eastern, Northern, Southern, South Central, South Eastern and Western) had more than 30 per cent of stations having deficiencies in the provision of booking counters, five Zonal Railways (Central, Northern, Southern, South Central and South Eastern) in the provision of urinals.
- The percentage of deficient stations in the provision of drinking water in eight Zonal Railways ranged between 14.20 (Central Railway) and 43.84 (Western Railway).
- Southern Railway was having more than 30 per cent of stations deficient in 5 Minimum Essential Amenities, followed by Western Railway in 4 and Northern Railway in 3.

(Para 7)

- On two Zonal Railways (North Eastern and Northeast Frontier), more than 50 per cent of retiring rooms (number of units available for occupation) had occupancy of less than 40 per cent.

(Para 9)

- There was no perceptible decrease in the number of complaints (catering) received during the review period (1996-97 to 2000-2001). The maximum number was received on four Railways (Central – 1703, Western – 1079, Northern – 673 and Southern – 556).
- The complaints against the departmental catering units were more than the complaints against the contractor operated units.
- The complaints against departmental catering units increased from 563 (1996-97) to 709 (2000-2001) i.e. an increase of 26 per cent.

(Para 10)

3. Organisational set up

A separate Directorate functions in the Railway Board for monitoring passenger amenities provided and maintained by the Zonal Railways. The responsibility for monitoring of passenger amenities at the Zonal Headquarters rests with the Chief Commercial Manager (G) who is assisted by the Chief Engineer (P & D) and Deputy Chief Engineer (Planning). At the Divisional level, the Divisional Railway Manager (DRM) holds the overall charge.

4. Scope of review

The review attempts to examine (i) whether the passenger amenities provided by the Railways were in accordance with the norms prescribed by the Railway Board; and (ii) whether the facilities provided were maintained properly and actually utilised for the purpose. The review covers a period of five years from 1996-97 to 2000-2001.

5. Sample Size

At the macro level a general review of the passenger amenities available on stations was carried out. In addition the test-check as follows was carried out:

(a) Maintenance of Passenger Amenities

50 per cent of the Divisions on each Zonal Railway.

(b) Halt Stations

Two Divisions on each Zonal Railway.

(c) Model Stations

50 per cent of the model stations on each Zonal Railway as notified by the Railway Board on 4th June 1999.

6. Budget and Expenditure

Funds are provided for Passenger Amenities Works under the Plan Head – 5300 in the budget allotment in Grant Number 16. The funds allotted for this important Plan Head formed a meagre part of the total allotment made under Grant Number 16 as shown below:

Year	Budget Allotment under Grant No.16	Budget Allotment under Plan Head – 5300	Actuals	Shortfall in utilisation of amount	Percentage (Col.3 to Col.2)
1	2	3	4	5	6
(Rs. in crore)					
1996-97	7605.60	119.99	87.95	(-) 32.04	1.57
1997-98	8393.35	80.00	89.34	(+) 9.34	0.95
1998-99	10001.69	100.00	90.46	(-) 9.54	0.99
1999-00	10747.81	130.00	115.24	(-) 14.76	1.20
2000-01	12377.05	188.36	135.40	(-) 52.96	1.51
Total	49125.50	618.35	518.39	(-) 99.96	1.25

As may be observed from above, out of the total budget allotment of Rs.49125.50 crore under Grant No.16 during the review period, the share of Passenger Amenities Works was 1.25 per cent (i.e. Rs.618.35 crore) only. Even this allotment could not be fully utilised by the Railways as they could expend only Rs.518.39 crore which was 16.16 per cent short of the allotment. The phenomenon of not utilising the budget allotment was seen in all the years of the review except in the year 1997-98. Non-utilisation of amounts showed an increasing trend - from Rs.9.54 crore in 1998-99 to Rs.52.96 crore in 2000-2001.

Out of the amount of Rs.99.96 crore not utilised on Indian Railways, sizeable amount – Rs.83.97 crore (84 per cent) was not utilised by five Railways (Western – Rs.22.53 crore, Central – Rs.21.93 crore, Northern - Rs.19.26 crore, South Eastern – Rs.11.94 crore and Eastern – Rs.8.31 crore).

(Annexure IV)

The Ministry of Railways had intimated (July 1995) the Standing Committee on Railways (SCR) (1995-96) that there had been no surrender of funds since 1993-94 as a result of monitoring the passenger amenity works at various levels. It was also assured that efforts would continue to ensure that funds are fully utilised. It is evident from above that no monitoring was being done to ensure that funds are utilised to the extent of budget allotment and to ensure that the assurances made to the SCR are complied with.

The reasons given by the concerned Zonal Railways for non-utilisation were as follows:

1. Slow progress of works (Central, Eastern, Northern, North Eastern, Northeast Frontier, Southern, South Central, South Eastern and Western Railways).
2. Anticipated liabilities not materialised (Central and South Central Railways).
3. Non/ less contractual payments (Northern, Northeast Frontier, South Central and South Eastern Railways).
4. Non-finalisation of plans and estimates (Central, Eastern, South Eastern and Western Railways).
5. Non-finalisation of tenders/contracts (Central and Northern Railways).
6. Non-finalisation of Arbitration Awards (Northern Railway).
7. Due to adoption of economy measures (North Eastern, South Eastern and Western Railways).
8. Non-availability of labour and material (Southern Railway).

7. Provision of Minimum Essential Amenities

A commitment was made to the Estimates Committee that all deficiencies in respect of basic amenities, as per norms, would be eliminated by 1990-91. Accordingly, Railway Board advised (March 1990) all the Railways to draw up an Action Plan to identify these deficiencies and take necessary steps to eliminate them positively at all the stations by 1990-91 as already committed to the Estimates Committee. In June 1993, Railway Board reiterated instructions to the Railways that while planning various works, it should be ensured that the first priority is to eliminate the deficiencies in basic passenger amenities as existing on 1 April 1991. These works should be handled in such a manner so that all such deficiencies are eliminated latest by 31 March 1995.

Basic Amenities were declared as 'Minimum Facilities' in 1995 and as 'Minimum Essential Amenities' in 1999 and scales were prescribed for providing the same at different stations as per their classification.

Each Zonal Railway was required to carry out a survey of available amenities at stations in relation to those prescribed as per scale. From the results of the survey, a list of amenities to be provided was to be separately drawn up station-wise for each route. Based on these lists, Divisional Action Plans were to be formulated, and amalgamated into one General Action Plan assigning priorities for different works. All the 'Minimum Essential Amenities' were to be provided immediately at all stations.

It was noticed that all the nine Zonal Railways had identified the deficiencies in Minimum Essential Amenities as per scale prescribed to be provided at the appropriate class of stations except on Eastern Railway for three amenities (fans, timetable display and clock) and on South Central Railway in respect of 5 amenities (lighting, fans, timetable display, clock and platforms – high/ low/ rail level). However, no Divisional Action Plan/ General Action Plan was

drawn for works to be undertaken for providing them. The only exceptions were two divisions (Kota and Ratlam) on Western Railway, where Divisional Action Plans were drawn up.

As regards deficiencies in respect of Recommended Amenities and Desirable Amenities on Indian Railways, only Eastern and two divisions on Western Railway (Kota and Ratlam) had identified the same. One more division (Rajkot) on Western Railway had identified the deficiencies only in Recommended Amenities.

A review of extent of amenities provided so far revealed that out of 9 Zonal Railways, on 8 Zonal Railways more than 30 per cent of stations are having deficiencies in the following 'Minimum Essential Amenities':

1. Booking Counter [Eastern (63.01 per cent), Northern (84.41 per cent), Southern (67.74 per cent), South Central (80.19 per cent), South Eastern (36.63 per cent) and Western (53.23 per cent) Railways].
2. Drinking water [Western Railway (43.84 per cent)].
3. Waiting Hall/ shed [Western Railway (34.01 per cent)].
4. Urinals [Central (30.86 per cent), Northern (65.02 per cent), Southern (78.20 per cent), South Central (70.11 per cent) and South Eastern (35.23 per cent) Railways].
5. Latrines [Southern Railway (67.74 per cent)].
6. Platform Shelters/ Shady trees [Northeast Frontier (58.26 per cent) and Western (42.24 per cent) Railways].
7. Seating arrangements [Northern (30.12 per cent) and Southern (41.85 per cent) Railways].
8. Fans [Southern Railway (75.62 per cent)].

It was noticed that Southern Railway was having more than 30 per cent of stations deficient in 5 Minimum Essential Amenities (Booking Counter, Urinals, Latrines, Seating Arrangements and Fans), followed by Western in 4 Minimum Essential Amenities (Booking Counter, Drinking Water, Waiting Hall/ Shed and Platform Shelters/ Shady Trees) and Northern Railway in 3 Minimum Essential Amenities (Booking Counter, Urinals and Seating Arrangements).

Drinking water being a basic necessity, deficiency in providing for the same should deserve special and immediate attention of the Railways. It was, however, noticed that percentage of deficient stations in the provision of drinking water in eight Zonal Railways ranged between 14.20 (Central) and 43.84 (Western).

(Annexure V)

Thus, even after a decade, Railways have not been able to fulfill the commitment made to the Estimates Committee to eliminate deficiencies in basic amenities by 1990-91, leading to the Standing Committee on Railways

(SCR), 2001 expressing serious concern in its 7th Report over the non-availability of even basic amenities at stations as well as in the trains. Even drinking water was not available at a number of stations. Therefore, the Committee recommended that passenger amenities must form the most important issue in the Railway.

8. Maintenance of Passenger Amenities at stations

It is important to maintain the amenities provided at all the stations in good working order at all times. Maintenance staff should carry out repairs needed to bring back the amenity to functional order, immediately after receipt of information from the Station Master/Station Superintendent. Hygiene and cleanliness should be an important activity for day to day monitoring. The Railways should provide adequate imprest with station masters of stations where Railways maintenance staff was not headquartered, to enable them organise expeditious repairs to small items of passenger amenities such as handpump/ taps, water trolley, clock, light/fans, urinal/latrine and furniture at the stations.

A review of the Inspection Reports of Railway Officers on their inspection of stations in respect of 32 divisions test checked on 9 Zonal Railways during the period 1996-97 to 2000-01 revealed that the maintenance of the passenger amenities are not being effectively carried out. In respect of the following facilities/amenities, there were 7639 adverse comments in the inspection reports test checked during the period of review:

1. Drinking water facility (1520).
2. Cleanliness (2446).
3. Urinals (621).
4. Toilets (1121).
5. Retiring rooms (732).
6. Booking counters (1199).

(Annexure VI)

9. Retiring rooms

Retiring Room is one of the Desirable Amenities to be provided in stations of category A, B and D. The provision of retiring rooms at stations should be made only where a minimum of 40 per cent occupation was expected vide Railway Board letter dated 21 June 1968. The Estimates Committee in their 10th Report (1977-78) 6th Lok Sabha on Passenger Amenities recommended to ensure the utilisation of the retiring rooms to the maximum extent possible since at several stations, the average occupancy ratio of retiring room was lower than 40 per cent.

As on 31 December 2000 there were 491 stations where retiring rooms were provided. The number of units available for occupation during the years 1997,

1998, 1999 and 2000 were 3238, 3297, 3307 and 3322 respectively. On 9 Zonal Railways, the percentage of number of units that had occupancy of less than 40 per cent ranged between 13.97 per cent – Northern Railway (1999) and 65.20 per cent – Northeast Frontier Railway (1999) during the period 1st January 1997 to 31st December 2000. On 2 Railways (North Eastern and Northeast Frontier) more than 50 per cent of number of units had occupancy of less than 40 per cent.

(Annexure VII)

Though only stations of category - A, B and D should be provided with retiring rooms, 79 stations not belonging to these categories were provided with retiring rooms as on 31 December 2000 on different Zonal Railways.

(Annexure VIII)

10. Catering

Catering facilities are essentially public amenity service. Passengers need a well managed catering system for supply of tasty and wholesome food at reasonable prices.

Indian Railways provide catering services through refreshment rooms at stations and in nominated long and medium distance trains through pantry cars. These services are provided by the Railway departmental catering units and units operated by contractors. The SCR (1995-96) had noted that there was sufficient scope for improvement in catering services provided to passengers.

As on 1 April 2000 the number of departmental catering units on Indian Railways was 160 and those operated by contractors was 1111.

(Annexure IX)

For judging the performance/ services provided by these catering units, complaints received on catering services were taken as a parameter. It was noticed that total number of complaints received on catering services was 4629 during the review period. An analysis of these complaints revealed that the complaints against the departmental catering units were more than the complaints against the contractor operated units as shown in the following table:

Sl. No.	Year	Number of complaints received against		Total
		Departmental Catering Units	Contractor Operated Catering Units	
1	1996-97	563	457	1020
2	1997-98	519	425	944
3	1998-99	428	415	843
4	1999-2000	448	392	840
5	2000-2001	709	273	982
Total		2667	1962	4629

It would also be observed from the above table that there was no perceptible decrease in the number of complaints received during the review period. Only on Northern Railway, the number of complaints received showed a decreasing trend – against 250 complaints received (both departmental and contractor-operated) in 1996-97, only 36 were received in 2000-2001. Zonal Railway-wise position revealed that out of 4,629 complaints received during the review period, the maximum number received was on Central – 1703, followed by Western – 1079, Northern – 673 and Southern – 556.

While the number of complaints against departmental catering units increased from 563 in 1996-97 to 709 in 2000-2001 i.e. an increase of 26 per cent, the number of complaints against contractor operated catering units decreased from 457 in 1996-97 to 273 in 2000-2001 i.e. a decrease of 40 per cent. On two Railways viz., South Eastern and Western, the trend was reverse i.e., complaints against the contractor-operated units were more than the complaints against the departmental units during the review period. On Western Railway, out of 1079 complaints received, while 397 (36.79 per cent) complaints were against the departmental units, the number of complaints received against contractor-operated units were 682 (63.21 per cent).

The complaints against departmental catering units had increased from 448 in 1999-2000 to 709 in 2000-2001 (increase of 58 per cent). It was also noticed that out of the total of 2667 complaints received against the departmental catering units during the review period, the maximum was on Central – 1028, followed by Northern – 561, Western – 397 and Southern – 303. Further, the number of complaints received against the departmental units showed an increasing trend on Central – from 161 in 1996-97 to 408 in 2000-2001 and Western – from 67 in 1996-97 to 135 in 2000-2001.

(Annexure X)

A test check of the complaints received during the month of October and December 2000 revealed that adverse remarks pertained to:

1. 70 cases of poor quality/ poor quantity of food (Central -26, Eastern - 3, Northern – 5, North Eastern – 2, Southern – 16, South Central – 5 and Western – 13).
2. 7 cases of charging higher rates (Northern – 1, Southern – 1, South Central – 4 and South Eastern – 1).
3. 3 cases of non-supply of food (Northern – 2 and Southern – 1).
4. 1 case of non supply of water along with lunch/ dinner (South Central - 1).
5. 2 cases of impure water in pouches/ bottles (South Central - 2).
6. 4 cases of misbehavior (Northern – 2 and Southern – 2).
7. 4 cases of poor cleanliness (Southern – 2 and South Eastern - 2).
8. 40 cases of miscellaneous nature (Central – 32, Southern – 3 and Western – 5).

Even after a comment made by SCR (1995-96) for improvement in catering services provided to passengers, Railways do not seem to have made much headway in this regard. Non-improvement in catering services has again led the SCR (2001) to express their anguish and dis-satisfaction in its 7th report over the catering services in the trains as well as on the stations. The committee commented that these services were far from the expectations of the passengers and rail users. There was hardly any attention paid to the quality of food supplied and to the aspect of cleanliness. The committee desired that there was an urgent need to strengthen and professionalise these services.

11. Halt stations

In terms of Railway Board's instructions of May 1999, a halt station can be opened by the General Manager of Zonal Railways when:

- (i) there is a financial justification;
- (ii) non-suburban areas where the site of the proposed halt is at least 5 kms. from the stations/ halts on either side;
- (iii) it is feasible both from Operating and Engineering points and,
- (iv) a halt is justified on Amenity grounds, provided the estimated loss is not more than Rs.10,000 per annum.

When the conditions as stipulated above are not fulfilled, halt may be opened as a passenger amenity, if there is justification for opening the halt on grounds of volume of passenger traffic. Such halts can be opened by the Railway Board on the recommendation of the Zonal Railway.

If a halt station is found un-remunerative and also not justified on passenger amenity grounds, it could be closed by the Railway Administration. Zonal Railways should consider closure of the halt stations having sale of tickets less than Rs.20 per day. Zonal Railways are required to make a six monthly review of the working of halt stations for the timely closure of the halt stations which continue to incur losses.

On Indian Railways, there were 1708 halt stations as on 31 March 2001.

(Annexure XI)

A test check of halt stations of two divisions on each of the nine Zonal Railways during the review period revealed that these halt stations suffered a loss of Rs.203.64 crore. Out of this, Northern Railway accounted for Rs.74.42 crore, followed by South Central Railway – Rs.40.25 crore, North Eastern Railway – 36.14 crore and Eastern Railway – Rs.21.79 crore. It was noticed that as on 31 March 2001, out of 543 halt stations test checked, 526 halt stations (Central – 7, Eastern – 77, Northern – 119, North Eastern – 63, Northeast Frontier – 31, Southern – 49, South Central – 73, South Eastern – 45 and Western – 62) suffered annual loss of more than Rs.10,000.

(Annexure XII)

This indicates that Zonal Railways are not conducting the six monthly review of the working of halt stations effectively. There is an urgent need to review the position in this regard by the Railways to avoid recurring losses in the operation of un-remunerative halt stations.

12. Public complaints

During the period 1996-97 to 2000-2001, the number of complaints received annually on 9 Zonal Railways ranged between 17717 (2000-2001) and 19731 (1996-97).

An analysis of complaints received during 2000-2001 revealed that percentage of complaints regarding facilities at stations to the total number of complaints ranged between 30.35 – Western Railway and 67.82 – North Eastern Railway while percentage of complaints regarding travelling facilities during journey ranged between 13.92 (North Eastern Railway) and 46.54 (Northeast Frontier Railway).

On Western Railway, the number of complaints received increased from 2591 in 1996-97 to 2860 in 2000-2001 i.e., an increase of 10.38 per cent. The number of complaints registered an increasing trend on Northeast Frontier Railway from the year 1997-98 (282) to (449) in 2000-2001. This indicates that there was no improvement in the services rendered. These statistics may not necessarily depict the true picture and the ground realities in fact could be more serious, since most of the passengers do not generally lodge written complaints. The Railways have to be sensitive to the grievances of the public and must apply all corrective measures on a continuous basis.

(Annexure XIII)

13. Model stations

The year 1999-2000 was declared as “Passenger Year” by the Railway Minister. The Minister further declared that all efforts would be made to make at least one station of each Division as model station, where higher level of passenger facilities would be provided. Consequent upon this, Railway Board circulated on 4 June 1999 to the Zonal Railways a list of 61 selected stations where the higher level of passenger facilities were to be provided alongwith the area of upgradation and also implementation plan for these stations. The Railway Board had desired that all the works on model stations be completed by 1999-2000.

A check of the provision of the higher level of passenger facilities to be provided by 1999-2000 at model stations revealed that out of 30 stations test-checked on eight Zonal Railways (except North Eastern Railway), facilities such as Signages at 8 stations, National Train Enquiry System at 14 stations and Modular Stalls at 12 stations were not provided by 1999-2000. Provision of segregation of traffic flows and segregation of parking for various types of vehicles and development of Green patches in Circulating Areas was also not

done by 1999-2000 at 5, 3 and 10 stations respectively out of the 30 stations test-checked.

(Annexure XIV)

On Central Railway, the selection of stations for development of model stations does not appear to be proper since almost all the upgraded facilities were already provided even before they were selected as model stations.

14. Consultative Committees

Zonal Railway Users Consultative Committee (ZRUC) and Divisional Railway Users Consultative Committee (DRUC) have been constituted to foster a closer relationship with rail users and elicit their suggestions. ZRUC may meet as often as necessary but not less than twice a year and DRUC once a quarter but not less than 3 times a year. However, it was observed that during the period of review, 36 meetings of ZRUC were held forming 40 per cent of the 90 minimum meetings and 392 meetings of DRUC were held forming 33.79 per cent of 1160 minimum required number of meetings on Indian Railways. On Zonal Railways, the meetings held by ZRUC ranged between 30 per cent (Northeast Frontier, South Central and Western Railways) and 60 per cent (Northern Railway) against the required number of meetings. The percentage of meetings held in respect of DRUC was even lower which ranged between 23.57 per cent (Eastern Railway) and 44.38 per cent (Northern Railway) of the required number of meetings.

(Annexure XV)

This is indicative of the fact that the Railway Administrations are not giving due importance to the purpose for which the Consultative Committees were formulated. The SCR (2001) in its 9th report has directed Ministry of Railways to take urgent action to ensure that these meetings are held regularly.

15. Other points of interest

15.1 Provision of Escalators

Once the Minimum Essential Amenities as prescribed are available at a station, further augmentation of these amenities as per norms is required to be taken up as 'Recommended Amenities'. Desirable Amenities should thereafter be provided based on their need, customer satisfaction and relative importance of the stations. However, instances as described below have been noticed by Audit wherein an amenity not prescribed was taken up at considerable expense at certain stations.

(i) Under Metropolitan Transport Project (MTP), Chennai at five stations situated at an elevated level between Madras Beach and Thirumaiyilai, escalators (three at each stations) were installed (March 1998 – August 1999) at a cost of Rs.8.98 crore in addition to the existing lifts at these stations. The original project report (1991) had provided only for lifts. However, sanction of Railway Board was obtained in December 1995 to install elevators in addition to the existing lifts at these stations. Installation of elevators at such exorbitant cost lacked justification especially in view of the fact that the number of commuters using MTP services was far below the projections made in the project report. (Average of 5,717 commuters per day as against 6,03,000 projected).

(ii) The Central Railway Administration provided in March 1997 an escalator at Pune Railway station at a cost of Rs.0.60 crore just outside platform No.1 to reach the Foot Over Bridge to get to platforms No.2 to 6. It was found that:

- The escalator was used only for 1625 hours over a period of four years.
- Most of the important trains originating from or passing through Pune station are received at Platform No.1 for which no escalator is needed.
- The inconvenience to the travelling public in carrying heavy luggage was not reduced since luggage upto 10 Kg only was permitted.

It would be observed from the above that assigning priority for installation of escalators at exorbitant costs at these stations lacked justification, especially when a large number of stations are yet to be provided with the Minimum Essential Amenities.

15.2 Provision of Public Address (PA) System in suburban trains in Mumbai Central Railway

The work of providing the communication equipment in 100 rakes (estimated to cost 0.99 crore) was carried out by awarding contracts to M/s. Marvel Electrical Equipments Private Limited and M/s. Byte Communications, Mumbai. The equipment fitted in the rakes did not function efficiently from the date of its commissioning. The amplifiers and microphones were also stolen in many cases. The systems provided by these two contractors were not compatible with each other. Therefore, when the coaches were marshalled and rakes containing coaches with both systems were combined, the system failed to function. A number of public complaints were received about non-functioning of PA system. The exact expenditure incurred in the provision of the system as well as current position of the working of the system could not be ascertained as the concerned files were not made available to Audit as the same were stated to be with Vigilance branch of Railway Board.

It is, however, apparent that the system provided as a public utility did not achieve the desired results.

15.3 Waiting Hall/ Room

Two waiting halls (one each at Rai Bareilly and Unchahar) and one waiting room at Faizabad on Lucknow Division of Northern Railway had been under occupation by Government Railway Police (GRP) since 1986, 1989 and 1990 respectively. The Railway Administration failed to get these premises vacated from the occupation of GRP as on 30 June 2001, leading to depriving the public of this facility.

CHAPTER 3		
Stores Management and Inventory Control in Railways		
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CHAPTER 3

Stores Management and Inventory Control in Railways

SECTION I

1.1. Introduction

1.1.1 General

Stores play an important role in Railway's operations, maintenance and in-house production activities. Effective stores management ensures timely availability of essential items for efficient operations of the Railways with minimum blocking of capital by timely ascertaining the needs of stores and arranging such materials in the most efficient, economical and expeditious manner.

Stores Management encompasses the entire range of functions which affect the flow, conservation, utilisation, quality and cost of materials. These activities include materials planning, programming, purchasing, inventory control, receiving and warehousing, transportation, materials handling and disposal of scrap.

1.1.2 Railway Inventory

In nine Zonal Railways, Metro Railway, Chittaranjan Locomotive Works (CLW) and Diesel Locomotive Works (DLW), 198181 Priced Ledger (PL) items are stored in 217 depots.¹ The total receipt of stores during 2000-2001 were worth Rs.4212.20 crore and the value of inventory as on 31 March 2001 was Rs.668.91 crore² (**Annexure XVI**).

As per Para No.201 of Indian Railway Code for Stores Department, the material requirement of Railways is broadly classified into the following groups:

- Engineering Stores
- Spares for Locomotives
- Spares for Carriage and Wagons
- Electrical stores
- Signalling & Telecommunication stores
- General nature stores

1.1.3 Categorisation

The stock held in the Stores Depots may be either (a) Stock Items or (b) Non-Stock Items. Stock Items are further classified as (i) Ordinary Stores and (ii) Emergency Stores.

-
1. Source: Annual Report of Zonal Railways – Purchases plus Workshop Manufacture Items
 2. Source: One page summary of stores transactions

Stock Items: These are items of stores, which are frequently and regularly required. All stock items are given unique identification numbers called Priced Ledger Number (PL No) for easy identification and standardisation across the Railways.

Ordinary Stores: These are items of stores for which there is a regular turnover caused by a constant demand and which are stocked by the Stores department in its depots.

Emergency Stores: These are items of stores which ordinarily do not wear out or require renewal but are not readily obtainable are kept in stock to meet any emergency due to breakage or unanticipated deterioration of such items. These are generally components of imported machines and rolling stock.

Non-stock Items: All items other than Stock items are termed as non-stock items.

In order to achieve better inventory control, the stores are classified into the following categories:

A Category	High value items (about 5 per cent of the total number of items) constitute 70 per cent of the total value of all items stocked.
B Category	Medium value items (about 15 per cent of the total number of items) constitute 20 per cent of the total value of all items stocked
C Category	Low value items (about 80 per cent of the total number of items) constitute 10 per cent of the total value of all items stocked

1.2 Highlights

- For procurement of various items on annual basis, Estimate Sheets (ES) are required to be prepared by depots and sent to Controller of Stores (COS) as per a prescribed time schedule for initiating the procurement process. A test check of 224 ESs revealed that 85 ESs were sent to COS after due date of submission. In Southern Railway, non-adherence to the time schedule was in 100 per cent of cases. In 11 cases, the ESs were not prepared even after half the contract period had expired.

(Para 2.3)

- The estimated requirement of material in Depots is based on Anticipated Annual Consumption (AAC). Any irregular issues i.e. materials shown as issued but not physically lifted, could lead to computation of incorrect AAC and thus, estimation of excess quantity. In 4,274 cases, material worth Rs.20.67 crore was fictitiously shown as issued but not actually removed from the depots. Based on these

inflated issues, the requirement estimated for the next year, thus, also got inflated.

(Para 2.3.2)

- The procurement in depots is made on annual basis. The total lead time (internal and external lead time combined) for procurement of items should therefore normally be one year. Adopting 6 months each for internal and external lead time as adequate, analysis of a sample of 181 purchase orders for stock items and 182 purchase orders of non-stock items revealed that internal lead time exceeded 6 months in 85 per cent and 84 per cent of the cases in respect of stock and non-stock items respectively. It was more than 1 year in 36 per cent and 43 per cent of the cases in respect of stock and non-stock items respectively.

The external lead time exceeded 6 months in 48 per cent and 35 per cent of the cases in respect of stock and non-stock items respectively. It was more than 1 year in 13 per cent and 12 per cent of the cases in respect of stock and non-stock items respectively.

The total lead time (internal and external) over one year was in 75 per cent and 70 per cent of the cases in respect of stock and non-stock items respectively.

(Para 2.4.1-2)

- Emergency purchases necessitated in emergent cases should be made as quickly as possible. An analysis of a sample of 165 purchase orders for stock items and 178 purchase orders for non-stock items disclosed that lead time for over one month was in 36 per cent and 80 per cent of the cases in respect of stock and non-stock items respectively.

The maximum internal lead time taken in emergency purchases was 8 months (237 days) on Central Railway in respect of stock items and 16 months (496 days) on Northern Railway in respect of non-stock items.

The external lead time over one month was in 32 per cent and 42 per cent of the cases in respect of stock and non-stock items respectively.

The total lead time taken over 2 months was in 38 per cent and 77 per cent of the cases in respect of stock and non-stock items respectively.

(Para 2.4.3)

- A test check of 6,147 purchase orders which were overdue by more than 6 months revealed that the entire ordered quantity was outstanding in 100 per cent of cases on Northern Railway (162 cases) and North Eastern Railway (94 cases), 95.5 per cent in 755 cases on Central Railway, 93.10 per cent in 349 cases on Western Railway.

(Para 2.5)

- The material received in the Receipt Section should be got inspected promptly. A test check of 819 receipt challans in 33 depots revealed that in 322 cases, the inspection was not completed even after a period of 3 months of receipt. In 47 cases, the inspection was kept pending deliberately to avoid inflation of inventory.

(Para 3.3.1)

- Audit Review of rejected material cases in 32 depots disclosed that out of 2826 pending rejection cases, 758 cases valued at Rs.2.79 crore were more than 3 years old. In 1231 cases, the entire consignment were rejected by the consignee due to non-conformity of the material to the specification. In 80 cases, advices regarding rejected materials were sent to Accounts Department, but no recovery from suppliers was effected.

(Para 3.4.1)

- A review of 29 depots disclosed that in respect of 12,598 cases, material worth Rs.43.50 crore was shown as issued but material was not lifted in the same year. This tantamounted to manipulation of Turn Over Ratio (TOR).

(Para 4.2)

- The efficiency of Inventory Control is judged by Turn Over Ratio (TOR) which is expressed in percentage of value of closing balance at the end of financial year to the value of issues during the year. The Turn Over Ratio was manipulated by delaying accounting of receipts and showing materials as issued without lifting in the same year.

(Paras 5.4 and 5.5)

- In Railways, the net stores balances (purchases minus issues) on 31 March each year attracts dividend payable to General Revenues at a prefixed percentage. In 9 Zonal Railways, CLW and DLW inventory balances were artificially reduced by a money value of Rs.65.16 crore as on 31 March of 1998-99 to 2000-2001 and consequently less dividend of Rs.4.56 crore was paid to General Revenue.

(Para 5.6)

- Quantities in excess of 50 per cent of total issues during the preceding year are termed as overstocks. In 30 depots test checked on Zonal Railways, Metro Railway and DLW there were 3984 over stock items valued at Rs.23.66 crore as on 31 March 2001. Of these, 383 items were in excess of the requirement assessed with reference to Anticipated Annual Consumption (AAC).

(Para 5.7)

- The permissible limit of non moving surplus and over stock items is 2 per cent of the closing balance. On 9 Zonal Railways, CLW and DLW the closing balance as on 31 March 2001 was Rs.667.46 crore. The total value of closing balance of non moving surplus and over stock items was Rs.99.18 crore (14.86 per cent of closing balance) as against a permissible limit of Rs.13.34 crore (2 per cent of closing balance).

(Para 5.8)

- In an ideal inventory management system, there should be no 'Out of Stock' items. A test check by Audit of 373 'Out of Stock' items for more than one year in 32 depots as on 31 March 2001 revealed that out of these, demands were pending since 1996 for 50 items on Central and South Eastern Railways and since 1997 for 44 items on Western Railway.

(Para 5.9)

- Out of 541 non moving items pending disposal for more than 3 years even prior to 1998-99 in 32 depots test checked, 455 items were still awaiting disposal as on 1 June 2001. The period for which these items had been awaiting disposal was upto 26 years on Northeast Frontier Railway and 17 years on Western Railway.

(Para 6.3)

- A review of 17 depots revealed that 102 lots of scrap remained undisposed even after a period of more than 2 years of their formation. Out of 102 lots, 43 were more than 5 years old and 25 were more than 6 years old.

(Para 6.6)

- Age wise analysis of more than one year old cases of debit balances under Purchase Suspense (Indigenous) as on 31 March 2001 revealed that 20,979 items valued at Rs.195.71 crore in respect of which advance payment had been made were outstanding for a period of more than one year. Out of these, 1956 items valued at Rs.15.80 crore pertained to the period prior to 1994-95, 2080 items valued at Rs.12.50 crore pertained to 1994-95 to 1995-96 and the balance 16943 items valued at Rs.173.41 crore pertained to 1996-97 to March 2000.

(Para 7.3)

- Age wise analysis of more than one year old cases of debit balance under Purchase Suspense (Imported) as on 31 March 2001 revealed that 377 items valued at Rs.22.68 crore in respect of which advance payment had been made were outstanding for a period of more than one year. Out of these, 11 items valued at Rs.0.35 crore pertained to the period prior to 1994-95, 52 items valued at Rs.2.05 crore pertained

to the period 1994-95 to 1995-96 and the balance 314 items valued at Rs.20.28 crore pertained to the period 1996-97 to March 2000.

(Para 7.4)

- As an important check on the correct receipt and issue of stores by wards, it is necessary to have departmental stock verification which should cover selected items of large annual consumption etc. A detailed programme and a list of such selective items should be drawn up. Audit Review of 32 selected depots revealed that no such programme or list was prepared for departmental stock verification on all the Zonal Railways, Metro Railway, CLW and DLW.

(Para 8.5)

- During departmental stock verification, any excess or deficient stock found is adjusted through departmental verification sheets (DVSs). A review of DVS in depots during 1998-99 to 2000-2001 revealed that in 376 cases, DVSs were prepared not on account of discrepancy notices during departmental stock verification but as a result of irregular practice resorted to in issuing material directly from the Receipt Section.

(Para 8.5.2)

1.3 Objectives and Functions

The main objectives and functions of Stores Management include:

- Standardisation of stock items by unified coding for easy identification of materials, components and parts, efficient assessment of the stock needs and better utilisation of the available stock.
- Purchase of materials in the most efficient and economical manner, inspection, custody and issue of railway stores to the consuming departments based on the requisitions placed by the indentors.
- Classification of items based on their value, usage and source.
- Adopting scientific methods of storage, to minimise losses due to deterioration, obsolescence, breakage, leakage, thefts etc.
- Proper recording of transactions and periodical review of balances under different suspense heads for keeping up to date stores accounts.

1.4 Organisation

1.4.1 Railway Board

Member (Mechanical) looks after the Stores Management function and has one full time Additional Member (Stores) as head of Railway Stores Directorate to assist him. Framing policies, Inventory Control & centralised

purchases are the functions of Railway Board. Railway Stores Directorate is doing field function of purchase through Railway Board only for the specific items i.e. complete units of Rolling Stock and processing of all cases initiated by Zonal Railways when the purchase is beyond competence of General Manager. Railway Stores Directorate has one Directorate at Kolkatta to co-ordinate the supply of steel from main producers to various Railways and production units.

1.4.2 Zonal Railways

Controller of Stores (COS) is responsible for co-ordinating various activities of stores depots and Divisional Controllers of Stores (DCOS) and also purchases. All purchases are centralised in COS office, except for items of petty value purchased locally by DCOS. For discharging these duties, COS is assisted by Chief Material Managers, Deputy Controller of Stores and Senior Stores Officers & Assistant COSs.

1.4.3 Divisional Level

All Divisions are having Senior Divisional Controller of Stores or Divisional Controller of Stores who has to co-ordinate with COS to meet the material requirements of the Division. He has been delegated some purchase powers also to locally purchase items required for his Division.

1.4.4 Depot Level

There are thousands of indentors spread over a large geographical area. The Railways, therefore, have to plan locations of the various stores depots with care. Normally stores Depots are attached to the major workshops and are known as attached depots. In addition, Stores depots for materials of general nature which are required by most of the indentors are situated at one or two convenient locations from where the supplies can be effected. These are called as General Stores Depots.

Stores Depots are generally under the supervision of gazetted officers of the Stores Department referred to as Depot Officers. The Depot Officer is responsible to the COS for the efficient maintenance of stock of stores and for the prompt service to the indentors in his territory. Asst. Depot Officers and other senior staff such as Depot Store Keepers (DSK) assist the Depot Officer in his work.

1.5 Scope and Audit Objectives

The review focuses on important spheres of Stores Management - assessment of requirement, procurement of stores, storage & distribution arrangements, initiatives taken to minimise inventory and effectiveness of the mechanism to allocate and utilise funds, establish and monitor inventory standards.

The following areas have not been covered under the present Audit Review:-

- (i) Permanent way Depots

- (ii) Printing & Stationery Press
- (iii) Fuel Stores
- (iv) Utilisation of Depot held machinery

1.6 Sample size

There were 217 stores depots in operation on Zonal Railways, Metro Railway, CLW and DLW as on 31 March 2001. These 217 depots consisted of 323 wards. For a detailed review, 40 depots and 106 wards were selected. In addition, 12 divisions were also selected to review performance of the system of Divisionalisation of stores (**Annexure XVI**).

1.7 Methodology

At the Zonal Railways Headquarters level, records maintained in Controller of Stores (COS) office were audited to review the adequacy of managerial and administrative controls. Audit selected 4 depots each on 8 Zonal Railways (except Northeast Frontier Railway), 3 each on Northeast Frontier Railway and CLW and one each on DLW and Metro Railway. While selecting 4 / 3 Depots, one General, one Scrap and 2/ 1 Workshop attached depots were included. Specific areas viz. Receipt, Inspection, Emergency Purchase, Issue, Scrap disposal activities and user satisfaction were focused while conducting Audit Review.

(Annexure XVII)

SECTION II

2.1 Budget and Procurement

2.1.1 General

On 9 Zonal Railways, Metro Railway, CLW and DLW, expenditure on procurement of stores during 2000-2001 was Rs.2964.51 crore (**Annexure XVIII**).

The function of provisioning involves forecasting the anticipated future requirements of the Railways and initiation of timely procurement action.

The objectives of Purchase Department are to,

- (a) obtain right quantity
- (b) obtain right quality
- (c) obtain right price and value for money
- (d) obtain right delivery time
- (e) select right source of supply.

Purchases are also to be made in the most efficient, economical and expeditious manner.

2.2 Budget Allotment and Expenditure

The Final Grant & Actual Expenditure on procurement of stores (other than fuel) during 1996-97 to 2000-2001 in Zonal Railways, Metro Railway, CLW and DLW was as indicated in **Annexure XIX**.

The overall year wise position on Zonal Railways, Metro Railway, CLW and DLW of Final Grant, Actual Expenditure and Variation during the period of review was as under:

(Rupees in crore)

Year	Final Grant	Actual Expenditure	Variation	Percentage of variation
1	2	3	4	5
1996-97	2389.22	2403.98	14.76	0.62
1997-98	2637.80	2630.02	-7.78	-0.29
1998-99	3059.34	3004.58	-54.76	-1.79
1999-2000	3026.44	2974.87	-51.57	-1.70
2000-2001	3105.53	2964.51	-141.02	-4.54

A review of micro position as indicated in **Annexure XIX** revealed that:

- (a) (i) Provision of Funds in Final Grant exceeded Actual Expenditure in all the 5 years of review in Central, Northeast Frontier, Southern Railways

and CLW. In Northern Railway, final grant exceeded actual expenditure in 4 years during 1997-98 to 2000-01

- (ii) Excess of Final Grant over Actual Expenditure was more than 10 per cent in Northern Railway (1999-2000 and 2000-2001), Northeast Frontier Railway (1996-97 to 1998-99 and 2000-2001) and Metro Railway (1998-99 and 2000-2001).
- (b) (i) Actual Expenditure exceeded Final Grant in South Eastern Railway during 1996-97 to 2000-2001, North Eastern Railway during 1997-98 to 2000-2001, Eastern Railway during 1996-97 to 1997-98 and 1999-2000 to 2000-2001, South Central Railway during 1996-97 to 1998-99, Western Railway during 1996-97 to 1997-98 and 1999-2000, and DLW during 1996-97 to 1999-2000.
- (ii) Actual Expenditure exceeded Final Grant by more than 10 per cent in North Eastern Railway (1999-2000) and Metro Railway (1997-98 – 24.44 per cent and 1999-2000 – 22.68 per cent).

This indicates defective budgeting by the concerned Railways.

2.3 Estimation of Requirement

The Railways follow a system of preparing estimates for procurement of various items on an annual basis. For the purpose of estimating the quantity required, Anticipated Annual Consumption (AAC) is calculated based on the consumption pattern of the previous 3 years. Each depot prepares Estimate Sheets(ES) and sends it to the COS for initiating the procurement process. Different dates are fixed for submission of the ESs for different items so that the purchases are conveniently divided over the whole year. The position of an item is reviewed at a fixed date as per the time table prepared and the requirements are then sent to the purchase office sufficiently in advance. The ES in respect of A and B category items have to be vetted by the Associated Finance and of C category items need not be vetted by Associated Finance.

2.3.1 A test check by Audit of 224 ESs on 9 Zonal Railways, CLW and DLW revealed that:

- (i) In 85 cases (37.95 per cent), estimate sheets were sent by depots to Controllers of Stores after due date of submission. In Southern Railway, in all the 15 cases (100 per cent) ESs were sent to Controller of Stores after due date of submission.
- (ii) In 11 cases, purchase orders were not placed even after half the contract period had expired and the balance quantity had come below the critical level.
- (iii) In 11 cases, purchase orders placed were in excess of estimated quantity resulting in blocking of the capital un-necessarily.

(Annexure XX)

2.3.2 Effect of Irregular issues on AAC

Since the estimation is largely based on AAC, irregular issues could lead to excess procurement. The following illustrations highlight the danger of manipulating the issue figures.

In 4274 cases, material worth Rs.20.67 crore was fictitiously dealt with to manipulate and keep the inventory low as indicated below:

- (i) In 705 cases, material worth Rs.8.41 crore was shown as issued in 17 depots during each of the financial years but issues were reversed in the next financial year.
- (ii) In 2848 cases, material worth Rs.7.60 crore was shown as issued in 13 depots during financial years but material actually lifted in the next financial years.
- (iii) In 721 cases, material worth Rs.4.67 crore was shown as issued in 15 depots but not lifted as on 1 June 2001.

(Annexure XXI)

2.4 Procurement Lead Time

2.4.1 The interval between identification of requirement and receipt of material is termed as procurement lead-time. As already mentioned in Para 2.3 (Estimation of requirement), the procurement in depot is done on annual basis. The total lead time should, therefore, normally be one year. The length and variance in procurement lead time directly influence inventory and demand forecast. During this procurement lead time, various activities like invitation, finalisation of procurement tenders and thereafter issue of supply orders take place. These activities can be divided into two phases. Phase 1 which involves activities from identification of requirement to issue of supply orders may be termed as "internal lead time" and phase 2 which involves activities from issue of supply orders to receipt of material may be termed as "external lead time".

Taking lead time of 6 months each and 1 year combined as adequate, Audit analysed the time elapsed between identification of requirement and materialisation of supplies for various types of purchases as discussed in the following paragraphs.

2.4.2 For procurement by COS

COS makes purchase of stores through the process of tendering. Results of analysis of a sample of 181 purchase orders for stock items and 182 purchase orders for non-stock items revealed that:

- Internal Lead Time was more than 6 months in 85 per cent of cases (153 out of 181) in respect of stock items and 84 per cent of cases (153 out of 182) in respect of non-stock items. In 36 per cent of cases (66

out of 181) in respect of stock items and 43 per cent of cases (79 out of 182) of non-stock items, the internal lead time was more than 1 year.

- The External Lead Time was more than 6 months in 48 per cent of cases (86 out of 181) in respect of stock items and 35 per cent of cases (63 out of 182) in respect of non-stock items. The external lead time was more than 1 year in 13 per cent and 12 per cent of the cases in respect of stock and non-stock items respectively.
- The total lead time was more than 1 year in 75 per cent of cases (136 out of 181) in respect of stock items and in 70 per cent of cases (127 out of 182) in respect of non-stock items.
- The total lead time of more than 2 years was in 18 per cent of cases in respect of stock items and 23 per cent of cases in respect of non-stock items.

(Annexure XXII)

One of the factors for a substantial internal lead time was the issue of corrigenda subsequent to notification of tender notices in News Papers. It was noticed by Audit that in 6 Zonal Railways (except North Eastern and Northeast Frontier and Southern Railways) 1045 corrigenda were issued during 1995-96 to 2000-2001 involving an avoidable expenditure of Rs.0.74 crore. The reasons attributed to issue of corrigenda were – frequent changes of date of opening, change of quantity, correction in description of materials, change of specification, incorporation of new clauses after publication of tender notices etc.

(Annexure XXIII)

2.4.3 Emergency Purchase

Emergency purchase arises only when suppliers fail to deliver against outstanding orders and the stock of the item, which is urgently required, is precariously low. The Railway may purchase such items to meet their emergent requirements. Depot officer has funds in the form of imprest for such type of purchases within his financial power. Considering emergent nature of purchases, the entire process of calling of quotation/tenders, finalising the same and issuing supply orders should be completed in the minimum possible time.

Taking lead time of 1 month each for internal and external process and 2 months combined as adequate, Audit conducted a test check of 165 purchase orders in respect of stock items and 178 purchase orders in respect of non-stock items to assess the extent of internal, external and total lead time taken in the emergency purchases and observed that

- Internal Lead Time was more than 1 month in 36 per cent of cases (60 out of 165) in respect of stock items and in 80 per cent of cases (143 out of 178) in respect of non-stock items.
- The maximum internal lead time taken was 237 days in respect of emergency purchase of stock items on Central Railway and 496 days

in respect of emergency purchase of non-stock items on Northern Railway.

- External Lead Time was more than 1 month in 32 per cent of cases (53 out of 165) in respect of stock items and in 42 per cent of cases (75 out of 178) in respect of non-stock items.

The maximum external lead time taken was 360 days in respect of emergency purchase of stock items on Central Railway and 359 days in respect of emergency purchase in respect of non-stock items on South Central Railway.

The total lead time of more than 2 months was in 38 per cent (63 out of 165) of the cases in respect of stock items and 77 per cent (137 out of 178) of the cases in respect of non-stock items.

The total lead-time taken for various purchases directly reflects on the efficiency of an inventory system. From total lead-time taken in effecting Emergency purchases in the above cases, it appears that due importance was not given to the emergency procurement as the total lead-time was upto 401 days in respect of stock items on Central Railway and 673 days in respect of non-stock items on Northeast Frontier Railway (**Annexure XXIV**).

2.4.4 Time taken for post receipt activity in Emergency Stock Item Purchase

A further test check of 141 out of 165 cases of emergency purchase against Emergency Recoupment Memo (ERM) of stock items revealed that:

- (i) In 129 cases, time taken before acceptance of the material by the depots ranged between 1 and 111 days (Central Railway).
- (ii) In 122 cases, time taken for recording receipt of the material in the ward from the date of acceptance of the material ranged between 1 and 429 days (Eastern Railway).
- (iii) In 105 cases, time taken for issue of the material after its receipt in the ward ranged between 1 and 350 days (North Eastern Railway).

(Annexures XXIV and XXV)

Given the fact that all these procurement had been made against Emergency Recoupment Memo and the receipt, accounting and issue of material took such long a time, the very purpose of making emergency purchase stands defeated.

2.5 Purchase orders overdue by more than six months

Purchase orders where materials ordered have not been received within the delivery period are termed as 'overdue'. In 8 Zonal Railways (except Eastern Railway), list of Purchase Orders overdue by more than six months in the month of March 2001 was reviewed in 31 depots. It was noticed that in respect of 6147 purchase orders over due by more than six months, the ordered quantity outstanding was 100 percent in Northern and North Eastern Railways,

95.50 per cent in Central Railway and 93.10 per cent in Western Railway. In other four zonal Railways, the outstanding ordered quantity ranged from 57.93 to 77 percent.

In Eastern Railway and DLW the information was not available.

Detailed study of 794 Purchase Orders out of 6147 Purchase Orders outstanding over six months revealed that:

- (i) In 113 cases, Railway Administration did not take any action for getting the matter expedited.
- (ii) In 20 cases, concerned Depot officer had written to COS for cancellation of Purchase Order, but no response from COS was received.
- (iii) In 36 cases, concerned Depot had issued reminders to COS for getting the supply from the supplier but no response from COS was received.
- (iv) In 5 case, even though material was received in 1998, the same PO figured in the list of outstanding POs for more than six months as of March 2001.

(Annexure XXVI)

2.6 Receipt of material without Purchase Order

Review of local purchase items revealed the following irregularities:

- (a) Receipt of materials without any order therefor.
- (b) Receipt of materials in advance of issue of Purchase Orders.

On Central and Northeast Frontier Railways, in 41 cases of stock items (Central – 35, Northeast Frontier – 6) material were received without any purchase order placed therefor. In Central Railway, in 17 cases of non-stock items, the materials were received without issue of any Purchase Orders.

In Central, Northeast Frontier Railway and CLW, it was noticed in 214 cases (Central Railway – 46, Northeast Frontier Railway – 164 and CLW – 4) in respect of both Stock and Non-Stock Items, materials were received first and Purchase Orders therefor issued later.

From the above cases, it is evident that the procedure prescribed to ensure that the best quality of material is procured at the most competitive prices was not followed.

2.7 Comparison of purchases by COS and Emergency Purchases

Review by Audit of emergency purchase of 307 stock items by depots officers on Zonal Railways, Metro Railway, CLW and DLW revealed as under:

- In 133 cases in Zonal Railways, CLW and DLW, though materials were procured locally within six months of the dates of purchases by COS, there were wide variations in rates. The extra cost paid in respect of 133 cases of emergency purchase amounted to Rs.0.53 crore.

- In 10 cases (6 cases on Central Railway and 4 cases on Western Railway), there was frequent procurement of material.
- In 5 cases (4 on Central Railway and 1 on Western Railway), splitting of purchase orders was done in order to avoid sanction of higher authority.

(Annexure XXVII)

2.8 Shipping consignments

Majority of the Railway imported stores land at three important ports in India viz., Chennai, Kolkata and Mumbai. The clearance work at Mumbai port is looked after by the Central Railway, at Kolkata by Eastern Railway and Chennai by Southern Railway. All works connected with clearance of material from the port, including obtaining the Marine Insurance Policy, till they are dispatched to the appropriate consignees are attended to by these Railways, on behalf of all Zonal Railways and Production Units.

The results of analysis of a sample of 18 out of 50 high value Railway Board's contracts/purchase orders in respect of Central Railway (13 out of 37), Eastern Railway (3 out of 8) and Southern Railway (2 out of 5) which had been placed for imported goods during 1996-97 to 1998-99 and completion reports thereof were drawn by COS revealed that an extra expenditure of Rs.1.01 crore in 15 cases was incurred as detailed below:

- (i) In one case pertaining to the period 1999-2000, Central Railway Administration incurred an additional cost of Rs.0.16 crore against freight and customs duty due to failure of Railway Administration to arrange for timely provision of a vessel by Shipping Corporation of India.
- (ii) Clause 10(b) of the Standard Contract Agreement provides that in case of extension of delivery period, the Railways reserve the right to recovery of any extra expenditure which may be incurred by Railways on account of increase in custom duty and freight charges etc. due to variation in foreign exchange rate or any other extra expenditure directly resulting from the delay in shipment beyond original delivery period.

In 14 cases (12 on Central Railway and 2 Eastern Railway), additional cost of Rs.0.71 crore (Rs.0.70 crore on Central Railway and Rs.0.01 crore on Eastern Railway) was incurred by Railway Administrations on account of freight and custom duty due to late delivery of material by the suppliers. This extra cost which was recoverable from the suppliers, as per the aforesaid clause of the agreement, was not recovered.

SECTION III

3 Receipt and Inspection Management

3.1 General

All the stores ordered by the zonal railways or Ministry of Railways with advance payment clause and purchase orders having the condition of quality control are inspected by outside inspecting agency before dispatch. Inspection charges are borne by the consignee. Inspecting agencies are as mentioned below:

- (a) Indigenous materials:
 - (i) By Directorate of Quality Assurance (DQA) of materials purchased through DGS&D
 - (ii) By RITES and RDSO of materials purchased by Railway Board or Zonal Railways
- (b) By Railway Liaison Officers or Indian Supply Missions, Washington/ London/ Tokyo in respect of Imported Stores.

Each depot has a Receipt Section (RS), which deals with all documents relating to the receipts into the depot. This section is independent of the Ward and other Section of the Depot. After clearance of materials, the clearing section hands over the materials to custodian of receipt and inspection section. The duty of RS is to receive the materials with proper documents. Inspection of materials and quality assurance are very important aspects, therefore, each RS is having an Inspection wing to carry out periodical inspections of the material received from various suppliers.

3.2 Functions of the Inspection wing

The Inspection wing is responsible for the expeditious inspection of all incoming materials when received or at the manufacturer's works. All correspondence relating to disputes of inspection of materials is done by the inspection wing until final acceptance or rejection.

A consignment, after receipt, is inspected by the consignee with reference, inter alia, to specification. Consignments which do not conform to specifications are rejected. When the materials are rejected by the Depot officer, the material is sent to Rejection Section along with the file. This section immediately sends an advice in the prescribed form to the supplier, purchaser and concerned Accounts Officer, indicating the details of reasons for rejection and advising the firm to remove the rejected materials within 14/21 days from the date of receipt of letter (14 days in the case of DGS&D supplies). If the rejected stores are not removed within 21 days from the date of rejection, co-ordinating HOD or Dy. HOD has full powers to dispose of the rejected material at the risk and cost of the contractor.

Whenever a consignee finds that the material inspected by Rail India

Technical and Economic Services (RITES)/ Research, Design and Standards Organisations (RDSO)/ Directorate of Quality Assurance (DQA), does not meet the requirement of the contract purchase order, Rejection Advice is also sent to the inspecting authority. Thereafter, joint inspection is carried out within 30 days of the receipt of the rejection advice by the representative of inspecting authority, supplier and consignee. The findings of the joint inspection are advised by the inspecting authority to all other representatives.

3.3 Delay in Inspection and disposal of Rejected Materials

Material is received in the Receipt Section of the Depot alongwith challans prepared by the supplier. Efficiency of receipt section is judged on the basis of prompt disposal of challans by transferring the received material to the ward for making available to the consumer after proper inspection and preparation of Receipt Order (RO).

3.3.1 Analysis of Challans

The efficiency in inspecting and accepting the material was reviewed in audit by carrying out the detailed analysis of 819 challans of 33 depots selected for review in respect of consignments lying in receipt section for more than 3 months. Analysis revealed that:

- In 322 cases, the inspections were not completed even after a period of 3 months of receipt. The incidence of such cases was very high on DLW – 100 per cent (55 out of 55), South Central Railway – 87.18 per cent (34 out of 39), Western Railway – 49.57 per cent (58 out of 117) and CLW – 37.65 per cent (64 out of 170).
- In 47 cases, the inspection was kept pending deliberately to avoid inflation of inventory. Out of this, 39 cases (83 per cent) were on Western Railway alone.
- In 34 cases, the reasons for rejection of material were not recorded. The number of such cases was high on CLW (18 out of 170) and Central Railway (11 out of 218).
- In 295 cases, the material was received either against extended delivery dates or modified purchase orders. Copies of such documents were awaited from COS for which depots were in correspondence with COS.
- In 18 cases, clearance from vigilance/ police was awaited.
- In 103 cases, inspection was not completed due to various other reasons.

On North Eastern Railway, the reasons for Challans being outstanding for over a period of 3 months were not on record (**Annexure XXVIII**).

3.3.2 March Phenomenon

A review of year-wise position of challans received from suppliers and disposed of during 1998-99 to 2000-2001 revealed that clearance of Challans

in the month of March each year was generally less as compared to the monthly average of Challans on Central Railway (except Curry Road Depot), Northern Railway, South Central Railway (Stores Depot – Lallguda and Mettuguda), South Eastern Railway, Western Railway and CLW. This could be a deliberate practice to keep inventory at a low level on 31 March every year (**Annexure XXIX**).

3.3.3 The receipt challans received alongwith material in Receipt Section should be processed promptly. A summary of actual transactions in depots for the month of March 2001 taken from the daily register is as under:

Railways	No. of Depots	Challans received During March 2001	Processed in April & May 2001	Cases Pending (as on 1st June 2001)
1	2	3	4	5
Central	3	380	255	68
Eastern	3	709	139	30
Northern	4	404	65	118
North Eastern	3	234	126	9
Northeast Frontier	3	218	101	3
Southern	4	593	158	13
South Central	3	564	257	1
South Eastern	3	253	214	26
Western	3	270	109	10
Metro	1	14	6	1
CLW	3	557	58	78
DLW	1	582	55	248
TOTAL	34	4778	1543	605

From the above table it would be seen that out of 4778 challans received in March 2001, 605 challans were pending as on 1 June 2001 even after a period of over 2 months had elapsed.

It was further noticed in audit that figures furnished in PCDOs for the months were also at variance with the month wise figures shown in the Daily Register maintained in the Receipt Section.

3.4 Rejection cases

3.4.1 Position of Rejected Material

During inspection by the consignee substantial number of consignments were rejected. Some of the consignments rejected involved advance payments.

Audit Review of Rejected Material cases of 32 depots on Zonal Railways, Metro, CLW and DLW revealed that:

- (i) Out of 2826 pending rejection cases valued at Rs.12.33 crore, 758 cases valuing Rs.2.79 crore pertained to period more than 3 years old. This indicates lack of efforts to settle pending cases.
- (ii) In 1231 cases, the entire consignments were rejected by the consignees as the supplies did not conform to the required specification. This indicates poor quality of inspection by the nominated inspecting agencies.

- (iii) Out of 2826 rejected cases of 32 depots pending as on 31 March 2001, 138 cases each of Rs.1 lakh and above were reviewed. It was noticed that:
- In 11 cases, the material was found damaged during installation.
 - In 45 cases, the material was found not conforming to the prescribed specification/ contents/ tests.
 - In 94 cases, the material was rejected due to reasons like different colour/ size, cancellation of Purchase Orders, excess quantity, late receipt of materials etc.
 - In 80 cases, advices were sent to accounts but no recovery was effected.

(Annexure XXX)

3.4.2 A high incidence of rejection cases as a result of poor quality of inspection further leads to wastage of resource and time of Railway Administration in chasing suppliers for replacing the rejected material, besides serious repercussions in the form of:

- (i) Non-availability of quality material to the consignees.
- (ii) Payment towards the inspection charges to the agencies for improper inspections.
- (iii) Funds to the extent of rejected material are blocked till they are recovered.
- (iv) Avoidable increase in paper work and loss of productive man-hours.
- (v) Avoidable increase in claims/arbitration cases and possible loss of money.
- (vi) Avoidable occupancy of precious space in the depot.

3.5 Settlement of Claims

Bulk of the Railway Stores are transported by rail. In case of shortages/damages and also whenever the consignments are not received within a reasonable period of time, claim should be lodged with the Commercial Department for shortage/ Non-receipt of the consignments. As per Railway Board's instructions of April 1983, such claims should be preferred by the consignees well in time and settled promptly by chief claims officer. Meetings should be held at various levels with the claimants to expedite settlement. In no case should a claim remain outstanding for over 18 months from the date it was preferred.

3.5.1 A review by Audit of claim cases settled during 1998-99 to 2000-01 in 33 depots, revealed that out of 2974 cases pending as on 31 March 2001 in 9 Zonal Railways, CLW and DLW, 2093 claim cases valuing Rs.10.19 crore were pending for a period of more than 18 months.

Of these 2093 cases, 831 cases and 497 cases pertained to Eastern and Northeast Frontier Railways respectively.(Annexure XXXI).

SECTION IV

4. Issues

4.1 General

All issues are effected through Stores Depots/ Workshop attached depots. The materials required by Workshop/ Consuming Units are drawn by means of advance lists, prepared based on forecast schedules from depots attached to workshops and by means of written requisitions, in prescribed form, from depots not attached to workshops. The material in the former case is issued through issue tickets and in the latter case by issue notes.

4.2 Fictitious Issues

4.2.1 Review of Issues made by 74 wards of 29 depots during the period 1998-99 to 2000-2001 revealed the following:

4.2.1.1 General Depots

- (i) In 17 depots/ wards on Zonal Railways, the transactions for the said period indicated issue of material worth Rs.8.41 crore for 705 cases through issue notes though there were no requisition for the same. In all these cases, there was no physical movement of materials from ward to consuming units, as no gate pass was prepared. Further all these issues were reversed by passing minus issue entries during the next financial year.
- (ii) In 12 depots on 8 Zonal Railways (except North Eastern Railway) and DLW, in 2848 cases, issues worth Rs.7.60 crore made in the months of January, February. & March through issue notes were lifted in the months of May, June & July of the next financial year i.e. after a lapse of 2 to 4 months. In Central Railway, in Curry Road Depot, it was done in 1757 cases involving value of Rs.2.09 crore while on Eastern Railway it was done in 223 cases involving Rs.3.19 crore.
- (iii) In 11 depots on 9 Zonal Railways and DLW, issues worth Rs.4.67 crore were made in 721 cases on issue notes but material was not lifted by the consuming units and was lying in the ward as on 31 March 2001.
- (iv) Against 7925 demands made since 1998-99 finished garments worth Rs.2.30 crore were issued by 6 depots but not lifted till June 2001 by the consignees of all the 28 Divisions.

(Annexure XXXII)

4.2.1.2 Workshop attached Depots

- (i) In 18 workshop attached depots, 301 instances of recording transactions as issued without actual movement of material worth

Rs.17.17 crore were noticed. In all such cases the material was kept in the wards on the plea that there was no space to keep those material in the concerned shops. Out of 301 cases materials shown as issued in 231 cases, valued Rs.10.74 crore were lying in wards even on 1 June 2001.

- (ii) In 98 cases, issues worth Rs.3.35 crore made in the months of January, February & March through issue notes were lifted in the months of May & June of the next financial year i.e. after a lapse of 2 to 3 months.

(Annexure XXXIII)

4.3 Irregular issues of material direct by Receipt section

4.3.1 All the requests for issue of material are handled by the concerned wards through issue notes or issue tickets and proper accounting of materials so issued is kept. However, in 11 depots, cases of issue of material directly by the receipt section showing it as unconnected receipts and accounting for the same through Departmental Verification Sheets were noticed. A total of 376 unconnected receipt items valued Rs.6.45 crore were accounted for in this manner. This irregular practice is resorted to keep the inventory low.

(Annexure XXXIV)

4.3.2 Cases were noticed of issues of material by Receipt Section to consignees on challans also. Stores Requisition Form No. GI-5 was being used as a Challan.

- (i) Challan or Stores Requisition Form is not an authorised document for issue of stores as per stores code and it is also not a pre-printed numbered stationery. Generally acknowledged copy of challan is not received from consignee to issuing depot as a proof of receipt of material. This results in failure in reconciliation of issues with actual receipt of material by the consignee. Thus the possibility of fraudulent use of challans for issue of material without accounting for the same in the books of accounts cannot be ruled out.
- (ii) In 32 depots there were 421 & 475 instances of issues through challans in March 1999 & March 2001 compared to average of 343 & 341 per month for the year 1998-1999 & 2000-01 respectively. This irregular practice was being followed throughout the year with a marked increase in the month of March indicating manipulation to show low inventory level.
- (iii) A test check of 475 challans of March 2001 with reference to Daily Receipt Register of March 2001 further revealed that in 182 cases, date of acceptance of material was later than the date of issue of material.

(Annexure XXXV)

SECTION V

5. Valuation of Inventory

5.1 General

Inventory on Zonal Railways comprises Stores Suspense which indicates cost of physical stocks of stores held at depots (as Stores Balance), Work-in-Progress in various workshop and production units (as Workshop Manufacturing Suspense) and Miscellaneous Advances including the value of stores advanced to contractors for fabrication etc. (as Miscellaneous Advances).

The Railways have to pay dividend as determined by the Parliament every year on the inventory holding of Railways at the end of the financial year. Hence, there is a need for proper Inventory Control.

The primary objective of effective stores management is, therefore, to keep down the investment towards the Inventory, inventory carrying cost and obsolescence that may occur due to introduction of sophisticated modern equipments.

5.2 Inventory Control

For the purpose of effective inventory control, stores are maintained in ABC system (vide para 1.1.3 ante). 'A' value items are closely monitored at the highest level at frequent intervals. Their stock levels, consumption forecast etc., are monitored at the level of COS/CMM every month. 'B' value items are monitored at the level of CMM/Dy. COS every quarter or every six months. To achieve better turnover ratio, average stock of 3 months, 6 months & 12 months of 'A', 'B' & 'C' value items respectively are kept in the Stores Depots.

There is an inventory control cell consisting of Stores & Accounts officers to effect a systematic inventory control. This cell also attends to the clearance of suspense accounts and takes prompt action to liquidate the accumulation of scrap. Stores budget is also compiled by this section.

5.3 Evaluation of Performance in Inventory Control

The overall position of inventories on Zonal Railways, Metro Railway, CLW and DLW for the period 1996-97 to 2000-2001 is tabulated below:

Year	(Rs. in crore)				
	1996-97	1997-98	1998-99	1999-00	2000-01
Stores Balance	369.781	356.092	427.092	429.281	527.250
Workshop Manufacturing suspense	277.180	267.560	461.200	449.050	493.750
Miscellaneous Advances	66.360	42.960	54.910	54.300	38.300
Total Stores suspense Balance	713.321	666.612	943.202	932.631	1059.300
Value of Purchase	2620.780	2891.010	3295.670	3277.800	3392.670
Value of Issue	3527.050	3957.590	4267.000	4291.720	4430.990

The Railway wise and production unit wise position is given in **Annexure XXXVI**. From this annexure, it would be seen that on CLW, there was consistent increase in total stores suspense balance in all the five years under review. In Northeast Frontier and South Central Railways, there was consistent increase during 1997-98 to 1999-2000 and 1998-99 to 2000-2001 respectively.

5.4 Turnover Ratio (TOR)

5.4.1 This is an important parameter to measure the efficiency of Inventory Management in Railways. Turnover ratio is the percentage ratio of physical closing balances to the issues of the material during the year. Targets for TOR are fixed by Railway Board. The TOR actually achieved against target fixed are reported to Railway Board through Periodical Confidential Demi Official (PCDO). The targets fixed and achieved for TOR as per PCDO are given in **Annexure XXXVII**.

It would be seen therefrom that the actual TOR achieved was higher than the targets in Central Railway during 1997-98 to 2000-01, North Eastern Railway during all the 5 years and Northeast Frontier Railway during 1997-98 to 2000-2001.

5.4.2 Pattern of Receipts and issues

Year-wise inventory position on Zonal Railways, Metro Railway, CLW and DLW and month-wise pattern of receipts, issues & balances of selected 32 Depots were studied for the years 1998-99 to 2000-2001. The studies revealed that issues in the month of March were much higher as compared to the monthly average of issues on 8 Zonal Railways (except Southern Railway) and DLW.

In CLW and Metro Railway, this information was not available.

(Annexure XXXVIII)

5.5 Irregular Transactions to exhibit low inventory value

5.5.1 Delay in accounting of material at Depots

Out of 4600 cases of materials received during March 2001 in 32 depots on Zonal Railways, Metro Railway, CLW and DLW, 2321 cases were kept pending either for inspection or even after inspection in receipt section. This resulted in non-accounting of receipts in the year (2000-2001) to which they pertained. There was therefore under valuation of ground balance of inventory worth Rs.102.54 crore (in respect of 1389 cases where value was known).

(Annexure XXXIX)

5.5.2. Items shown as issued in the last quarter of the year but entries reversed in subsequent years

As already brought out in preceding paras 2.3.2 and 4.2.1.1 (Item No.i), in respect of irregular issues worth Rs.8.41 crore in 705 cases where material

shown as issued was retained in depots and reverse entries of issues (minus issues) were carried out in subsequent year. Thus, inventory balances were undervalued to this extent in respective years.

5.5.3. Stores shown as issued but not lifted by the consignees or lifted partly in the next year

5.5.3.1. As already mentioned in preceding paras No.2.3.2 [Item No. (ii) and (iii)] and 4.2.1.1 and 2, materials worth Rs.35.09 crore in respect of 11893 cases was shown as issued but these were either not lifted in the same year or lifted partly in subsequent years. Out of total material of Rs.35.09 crore in respect of 11893 cases shown as issued, material worth Rs.17.38 crore in respect of 3016 cases was lifted during April to July in the subsequent year.

5.6 Dividend payable to General Revenue

Railway Administration has to pay dividend at a fixed percentage to General Revenue on the Capital invested. In respect of Stores, the net balance (Total Purchases - Total Issues) attracts dividend as on 31 March of every year. From the foregoing paras, it can be seen that by fictitious book adjustments, the inventory balance at the end of financial year was artificially reduced by Rs.65.16 crore during 1998-99 to 2000-2001 and less dividend to the tune of Rs.4.56 crore during 1998-99 to 2000-2001 was paid to General Revenue in respect of transactions covered in sample size. As the Dividend to General Revenue was paid from the Revenue Earnings, less payment affected the Profit and Loss Account and Balance Sheet resulting in mis-statement of the financial status of the Railways (**Annexure XL**).

5.7 Over stocks

5.7.1 Overstocks are generally the quantities in excess of 50 per cent of the total last year's issues of a particular item. The formula adopted for computation of overstock on Zonal Railway was as under:

- For 'A' and 'B' category – Stock of over 12 months' requirements
- For 'C' category – Stock of over 24 months' requirements

The Railway wise and production units wise position of over stock items during 1996-97 to 2000-2001, revealed that:

- (i) On Northern Railway, the number of over stock items increased from 304 in 1996-97 to 8324 in 2000-2001 (increased by 26 times),
- (ii) On Northeast Frontier Railway, the number of non-moving items increased from 946 in 1996-97 to 1397 in 2000-2001 (increased by 48 per cent),
- (iii) In South Central Railway, the number of over stock items increased from 245 in 1996-97 to 895 in 2000-2001 (increased by 265 per cent).

(Annexure XLI)

5.7.2 There were 3984 overstock items valued at Rs.23.66 crore as on 31 March 2001 in 30 depots on 9 Zonal Railways, Metro Railway and DLW. A

review of these cases with reference to Anticipated Annual Consumption (AAC), receipts and issues for the period from 1998-99 to 2000-01 revealed that:

- (i) In 383 cases, procurement was more than required with reference to AAC which resulted into overstock of items. Out of this number, 188 cases were on Northern Railway alone.
- (ii) In 40 cases (Central – 10, Northern – 20, Southern – 5 and South Central – 5) less consumption of material resulted in over stock valued at Rs.0.27 crore (Central – Rs.0.01 crore, Northern – Rs.0.21 crore, Southern - Rs.0.01 crore and South Central - Rs.0.04 crore).

(Annexure XLII)

In DLW, in 5 cases, though the demand for contract period 2000-2001 was nil, COS office placed purchase orders and procured material worth Rs.0.12 crore involving 14744 stock items.

5.8 Surplus Stock

5.8.1 Such items, as have not been issued from stock for Railway consumption for a period of 2 years, are declared as surplus stock. Such surplus stocks except emergency stores are further classified as movable surplus and Dead/Non-movable surplus.

Movable Surplus comprises items of stores, which have not been drawn for a period of 24 months but which, it is anticipated, will be utilised in the near future.

Dead Surplus comprises items of stores, which have not been issued for the past 24 months and are not likely to be utilised on any railway within the next 2 years.

- (i) During 1996-97 to 2000-2001, on Zonal Railways, CLW and DLW the Non-moving items ranged between 203 (Southern Railway in 1998-99) and 3626 (Central Railway in 1998-99) with corresponding values of Rs.0.44 crore and Rs.2.45 crore respectively. On an average there were 12802 non-moving items every year with an average value as Rs.17.07 crore.
- (ii) During 1996-97 to 2000-2001, on Zonal Railways, CLW and DLW, the surplus items ranged between 4 (South Eastern Railway) and 834 (Northern Railway in 2000-2001) with corresponding values as Rs.0.002 crore & Rs.1.75 crore respectively. On an average there were 1551 surplus items every year with an average value as Rs.1.02 crore **(Annexure XLI)**.
- (iii) Permissible limit for total Non-Moving surplus & overstock is 2 per cent of the closing balance. On 9 Zonal Railways, CLW and DLW, the closing balance as on 31 March 2001 was Rs.667.46 crore (excluding Metro Railway). The total value of closing balance of non-moving and over stock items was Rs.99.18 crore as against a permissible limit of Rs.13.34 crore. The percentage of actual non-moving and over stock

items as on 31 March 2001 was 14.86 against the permissible percentage of 2 as tabulated below:

(Rs. in crore)					
Sl. No.	Railways	Closing Balance as on 31 March 2001	Total of Non-moving and Over Stock items	Permissible limit of N/M + O/S (2 per cent of Col.3)	Excess stock of N/M and O/S
1	2	3	4	5	6
1	Central	66.16	5.47	1.32	4.15
2	Eastern	43.94	13.78	0.88	12.90
3	Northern	103.37	45.27	2.07	43.20
4	North Eastern	26.14	1.97	0.52	1.45
5	Northeast Frontier	18.21	1.64	0.36	1.28
6	Southern	47.57	5.81	0.95	4.86
7	South Central	44.46	5.17	0.89	4.28
8	South Eastern	42.30	1.53	0.85	0.68
9	Western	88.38	11.26	1.77	9.49
10	CLW	99.20	1.31	1.98	-0.67
11	DLW	87.73	5.97	1.75	4.22
12	Metro	1.45	NA	NA	NA
TOTAL		667.46 (excluding Metro Railway)	99.18 (14.86 per cent of Col.1)	13.34 (@ 2 per cent of Col.1)	85.84

Source: Inventory Control Section of COS Office

5.8.2 Surplus and Non-moving Items

The position of Surplus & non-moving items as on 31 March 2001 for selected 32 depots of Zonal Railways, CLW and DLW was as under:

Description	For depots	
	No. of Items	Value (Rs. in Crore)
Non-Moving over 1 Year	2473	5.93
Non-Moving over 2 Years	1825	2.43
Surplus Items	913	1.00

(Source: List of Emergency, surplus & Non-moving items generated by EDP Centre)

Non-moving items should be disposed of by circulating the list of items among the consuming depots over the home railway and to other railways. If material is not required by other Depots/ Railways, these items are to be made available to survey committee for inspection and to declare them as dead surplus.

Out of 1825 non-moving items over 2 years of 32 depots, 639 items valued at Rs.1.23 crore were more than 3 years old and final action on these cases have not been taken by the Depots. In 502 cases, non-moving was due to the fact that material was not required by the consignee because of change of design and in 65 cases, stoppage of manufacturing of the items for which this material was required.

(Annexure XLIII)

5.9 “Out of Stock” Position

In the ideal Inventory Management system, there should be no “Out of Stock” position. “Out of Stock” Statement is prepared for the items having stock position less than 5 per cent of AAC in case of A category items. The out of stock target fixed by Railway Board for both Purchase and Workshop manufactured items on Zonal Railways, CLW and DLW was 5 per cent of the total stock items under Category 'A'.

5.9.1 A review of “Out of Stock” position of purchase items & Workshop Manufactured Items on Zonal Railways, CLW and DLW revealed that:

- (i) (a) “Out of Stock” position on Central, Northeast Frontier, South Central, South Eastern and Western Railways was always higher than the target (5 per cent) fixed by the Railway Board for purchase items.
(b) “Out of Stock” position in respect of purchase items was 48 per cent on Northeast Frontier (1997-98), 36.61 per cent on Northern Railway (1996-97), 17.12 per cent on Central Railway (1999-2000) and 17.03 per cent on Southern Railway (1999-2000).
- (ii) (a) Out of Stock position on Central and Southern Railways was higher than the target fixed for workshop manufactured items.
(b) In Central, Eastern, Southern and South Central Railways, “Out of Stock” position in respect of Workshop Manufacture items had gone upto 20.85 per cent, 21.25 per cent, 17 per cent and 27.01 per cent respectively.
(c) The actual position of Out of Stock Workshop manufactured items ranged from 1.51 per cent (North Eastern in 1999-2000) to 27.01 per cent (South Central in 1998-99).

(Annexure XLIV)

5.9.2 Analysis of out of stock items

Test check of 373 ‘Out of Stock’ items for more than one year in 32 depots as on 31 March 2001 revealed that:

Out of these, demands were pending for 50 items (Central – 32, South Eastern – 18) since 1996, 44 items (Western Railway) since 1997, 40 items (North Eastern Railway—15, Northeast Frontier Railway– 17 and CLW – 8) since 1998, 7 items (Eastern Railway) since 1999 and 2 items (South Central Railway) since 2000.

(Annexure XLV)

SECTION VI

6. Scrap Disposal Management

6.1 General

The stores items of different kinds which are no longer useful for the purpose for which they were obtained by the consuming departments on Railways are called "Scrap Items". Scrap materials are held at nominal value in the books. Regular sale of scrap material is a must not only to fetch the best price possible but also to avoid unnecessary accumulation, theft and pilferage.

Scrap can be divided into ordinary scrap and surplus scrap. Ordinary scrap are materials which can ordinarily be used in the Railway Workshop or for other Railway purposes. Surplus scrap is normally referred as dead surplus, which should be sold off to fetch the best price possible.

6.2 Survey

Scrap is sold either on 'As is where is' basis or collected in the scrap depot, and; then sold either by auction or tender sale. Before stores are scrapped, a Survey Committee is appointed to survey the lots and to make recommendations for scrapping. The auctions are normally conducted by an auctioneer appointed for this purpose on remuneration with reference to sale value obtained. During auction, if the highest bid is less than the reserve price, the bid is not accepted and the material in question is withdrawn from auction sale. Tenders are invited by the COS and the same procedure like in the case of purchase of materials is followed for inviting, opening & evaluation of tenders, functions of tender committee and approval of recommendations. In all other respects the sale procedure as in the case of auction sales is followed.

6.3 Disposal of Inactive Items

Items, which are not consumed in a depot for a period of more than 2 years, are treated as non-moving items. Items so identified are circulated by the depot concerned to other depots of the same Zonal Railway as well as to other Railways so that the material can be utilised by other depots/ Railways. After getting response from all the Railways to the effect that material is not required by any Railway, Survey Board declares the material as dead surplus or scrap.

A test check of 541 non-moving items pending for more than three years prior to 1998-99 in 32 depots on Zonal Railways and CLW revealed that:

- (i) Out of 541 items, 455 items pertaining to 8 Zonal Railways (except North Eastern Railway), CLW and DLW were still lying un-disposed of as on 1 June 2001. The period for which inactive items had been awaiting disposal was upto 26 years on Northeast Frontier Railway, 23 years on DLW and 17 years on Western Railway.

- (ii) The time gap between material declared as non-moving and issue of circular to depots/ Railways was upto 23 years on Northeast Frontier Railway, 11 ½ years on Central Railway and 7 years on Southern Railway.
- (iii) In 3 Zonal Railways (Northern, North Eastern and South Eastern) and CLW, where material (86 items) was disposed of, the time taken before its disposal was upto 10 years on Northern Railway, 8 years on South Eastern Railway and 7 years on North Eastern Railway.
- (iv) In 102 cases, items declared as scrap, no material was disposed of as on 1 June 2001 even though the material was declared as scrap during the years 1998 to 2000 on Central – 36 cases, Northern – 6 cases, Northeast Frontier – 50 cases, Southern – 1 case, South Eastern – 3 cases and CLW – 6 cases.

This information was not available on Metro Railway.

(Annexure XLVI)

6.4 Delay in finalisation of Tenders and award of Contracts

A test check of 40 contracts awarded by COS for sale of scrap revealed that:

- (i) There has been considerable delay in finalisation of tenders. There was delay of more than 11 months in one case (Central Railway), more than 10 months in one case (DLW), more than 2 months in six cases (North Eastern Railway – 2, CLW – 1, DLW – 2 and Metro Railway – 1) and more than one month in seven cases (Northern – 2, Southern – 4 and Western – 1).
- (ii) After finalisation of tenders by Tender Committee (TC), the delay in awarding contracts was 4 months in 5 cases (North Eastern Railway – 3, CLW – 1 and Metro Railway – 1), 2 months in 18 cases (Central Railway – 4, Northeast Frontier Railway – 2, Southern Railway – 5, CLW – 1, DLW – 5 and Metro Railway – 1) and one month in 4 cases (Northern Railway).
- (iii) In 9 cases, even though contract period was over, no Completion Reports were drawn (North Eastern – 2, Northeast Frontier – 2, Western – 1, CLW – 2 and Metro Railway – 2).

6.5 Auction Process

During the review of scrap disposal in 18 depots/ wards on Zonal Railways, CLW and DLW for the years 1998-99 to 2000-01, it was noticed that:

- (i) There was poor performance in quantity sold against quantity listed on Northern (9.82 per cent), Central (30.96 per cent), South Eastern (41.94 per cent) and Southern (50.06 per cent).
- (ii) A review of reasons for non disposal revealed that in 27824 bids (Central, Northern, Northeast Frontier, Southern, South Central, South Eastern, Western, CLW and DLW) the material was not sold because

the bids were below the reserve price and in 49 bids (Central and South Central), the material was withdrawn from the auction sale due to non-receipt of Joint Inspection Report.

- (iii) In 11 depots on Central, Eastern, Northern, North Eastern, South Central, South Eastern, Western Railways and CLW, in 95 cases, material was not lifted within the delivery period and ground rent was not recovered.

(Annexure XLVII)

6.6 Deterioration of scrap not disposed of

A test check of 17 depots on Zonal Railways (except North Eastern), CLW, DLW and Metro Railway revealed that 102 lots remained un-disposed of even after 2 years of formation of lots for disposal as scrap as tabulated below:

Railways	No. of depots test checked	No. of lots not disposed of within a period of 2 years	Delay over and above 2 years by			
			1 Year	2 Years	3 Years	4 Years and above
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
Central	4	4	-	2	1	1
Eastern	1	22	10	6	1	5
Northern	2	27	8	5	8	6
Northeast Frontier	2	2	Nil	1	Nil	1
Southern	1	2	1	-	-	1
South Central	1	3	3	-	-	-
South Eastern	1	9	3	3	Nil	3
Western	2	17	3	11	3	-
Metro	1	1	1	-	-	-
CLW	1	12	-	-	4	8
DLW	1	3	2	-	1	-
TOTAL	17	102	31	28	18	25

From the above table, it was further seen that out of 102 lots, delay over and above 2 years was 1 year in 31 lots, 2 years in 28 lots, 3 years in 18 lots and 4 years and above in 25 lots.

On Southern Railway, it was noticed that a quantity of 2480 MTs of foundry skullings including slag and clinkers had accumulated at foundry shop of Engineering Workshop/ Arakkonam (EWS/ AJJ). The arisings of skullings have not been disposed of since 1994.

During 1998-99, Survey committee inspected the above skullings and fixed the price at Rs.4310 per MT. A quantity of 600 MTs was proposed to be sold at the rate of Rs.900 per MT for a total value of Rs.0.054 crore to M/s Sri Abirami Steels/ Chennai. However, the delivery of the lot sold out was not effected due to intervention of Vigilance Department of Southern Railway. In order to ascertain the percentage of material composition, samples were also collected by the Vigilance.

Subsequently, no effective action has been taken to dispose of the above skullings at 11 locations scattered around the foundry shop. The value of the scrap works out to Rs.1.07 crore.

6.7 Targets for Disposal of Scrap

Railway Board fixes yearly targets of earnings on account of disposal of scrap for each of the Zonal Railways. The targets fixed by the Board and achieved on Zonal Railways, Metro Railway, CLW and DLW are given in **Annexure XLVIII**. A review of disposal of scrap revealed that the targets fixed by Railway Board were not achieved in Eastern Railway (1996-97 to 1998-99), in Northern Railway (1996-97 to 1997-98), in North Eastern Railway (1996-97 and 1998-99), in South Central Railway (1996-97 and 2000-2001), in CLW (1996-97 to 1999-2000) and in DLW (1997-98 to 2000-2001).

A further review of performance in disposal of scrap with reference to paras 6.3 (Disposal of inactive items) and 6.6 (Deterioration of scrap not disposed of) on the Zonal Railways which had achieved the targets fixed for disposal of scrap during the period of review would indicate that merely fixing targets with reference to earning was not sufficient to ensure prompt declaration as dead surplus of non-moving/ inactive items and disposal of scrap lots formed for auction. It would be seen from the **Annexure XLVIII** that Central, Northeast Frontier, Southern and South Eastern Railways had almost achieved the targets for disposal of scrap in terms of earnings during the period of review but still had 367 inactive items (Central -101, Northeast Frontier-252, Southern-11 and South Eastern -3) awaiting disposal for a period ranging 9 to 26 years. Further, it would be seen from the table in para 6.6 that 17 lots of scrap (Central-4, Northeast Frontier-2, Southern-2 and South Eastern -9) remained undisposed of even after a period of 3 to 6 years of their formation for auction.

SECTION VII

7. Stores Accounting

7.1 General

The materials are purchased from trade or manufactured in the workshop or returned from Division/Works. Similarly, the materials are issued to various indentors in the Divisions chargeable to revenue/works and issued to workshops for repairs & maintenance or for manufacturing activities or surplus stores, scrap are sold to outsiders. To enable correct and timely accounting of stores received and issued, efficient accounting procedure is required to be employed of payments for materials received, credits to workshops/ works etc. and also debits against the Divisions.

7.2 Present System

After the physical transaction has taken place in the ward, the vouchers are assigned a serial number and forwarded to EDP centre for data entry on computer, updating the balances and Book Average Rate (BAR). Various MIS reports are also generated through the system.

7.3 Purchase-Suspense (Indigenous)

7.3.1 The link between purchase of material and their accounting in the depot is watched through this suspense head. Debit balances indicate advance payments made and materials not received, materials not connected properly due to delay in preparation of ROs or incorrect PL nos etc. Credit balances indicate unconnected ROs, recoveries from bills etc.

The increasing debit and credit balances reflect adversely on efficiency of a depot in particular and Railways as a whole.

A review by Audit of these balances for five years (1996-97 to 2000-2001) of Zonal Railways, Metro Railway, CLW and DLW as indicated in **Annexure XLIX** revealed as under:

(A) DEBIT BALANCES

Overall debit balance of Rs.570.53 crore as on 31 March 1997 increased to Rs.721.47 crore as on 31 March 2001 registering an increase of 26.46 per cent over the period of review. The Railway wise position revealed that:

- The debit balance registered a significant increase on Northern Railway (Rs.152.49 crore to Rs.188.28 crore), North Eastern Railway (Rs.27.33 crore to Rs.37.89 crore), South Central Railway (Rs.3.57 crore to Rs.55.76 crore) and South Eastern Railway (Rs.99.99 crore to Rs.220.01 crore).

- On Central, Northern, North Eastern, South Western Railways and CLW, the debit balance March 2001.

Age-wise analysis of more than 1 year old cases of Purchase Suspense (Indigenous) as on 31st March 2001 is given below:

Sl. No.	Railway	Prior to 1 April 1994		1 April 1994 to 31 March 1996		1 April 1996 to 31 March 2001		Total	
		Items	Value	Items	Value	Items	Value	Items	Value
1	2	3	4	5	6	7	8	9	10
1	Central	289	1.95	465	1.76	6647	21.11	7401	24.82
2	Eastern	-	-	-	-	239	1.86	239	1.86
3	Northern	-	-	-	-	359	0.16	359	0.16
4	North Eastern	642	3.50	603	3.79	1674	12.91	2919	20.2
5	Northeast Frontier	-	-	-	-	63	0.03	63	0.03
6	Southern	100	0.31	260	0.15	506	1.06	866	1.52
7	South Central	-	-	-	-	485	48.02	485	48.02
8	South Eastern	N.A.	N.A.	N.A.	N.A.	2979	59.06	2979	59.06
9	Western	896	3.77	495	5.80	1522	8.70	2913	18.27
10	CLW	29	6.27	257	1.00	1990	19.00	2276	20.27
11	DLW	-	-	-	-	479	1.50	479	1.50
TOTAL		1956	15.80	2080	12.50	16943	173.41	20979	195.71

From the above table, it would be seen that as on 31 March 2001, 20979 items valued at Rs.195.71 crore in respect of which advance payment had been made, were outstanding for more than a period of one year. It was further seen that out of these, 1956 items valued at Rs.15.80 crore pertained to the period prior to 1994-95 (more than 7 years old), 2080 items valued at Rs.12.50 crore pertained to the period 1994-95 to 1995-96 (5/6 years old) and balance 16943 items valued at Rs.173.41 crore pertained to the period 1996-97 to March 2000.

(B) Credit Balances

- (i) Overall credit balance of Rs.513.78 crore on 31 March 1997 increased by 45.59 per cent to Rs.747.99 crore on 31 March 2001.
- (ii) Railway wise position disclosed that:
 - (a) On Central Railway, there was consistent increase in credit balance items on 31 March 1997 to 31 March 2000.
 - (b) On Northern Railway credit balances registered a consistent increase over the previous balances on 31 March each year during 1997 to 2000. Credit balance of Rs.110.69 crore on 31 March 1997 increased by 220.84 per cent to Rs.355.14 crore on 31 March 2000 (**Annexure XLIX**).

7.3.2 Advance Payment for Purchases

Normally 100 per cent payment is made to the supplier after receipt and acceptance of the material by the consignee. However 90/95/98 per cent

advance payment can be granted to the supplier by the competent authority on the proof of dispatch and inspection certificate issued by the nominated inspecting agency as specified in the contract and balance payment on receipt and acceptance of the material by consignee.

The position of debit balances outstanding against Advance Payment for indigenous purchases under Suspense head "Purchase – Indigenous" of Zonal Railways and CLW shows that:

- Cases of advance payment outstanding/ awaiting receipt of material for a period of more than one year of date of payment were very high at the end of each of financial year during 1996-97 to 2000-2001 on Central, South Central, South Eastern and Western Railways.
- It ranged from 29.75 per cent to 44.73 per cent on Central Railway, 39 per cent to 71 per cent on South Central Railway, 9.87 per cent to 92.22 per cent on South Eastern Railway, 26.33 per cent to 40.74 per cent on Western Railway and 21 per cent to 80 per cent on CLW.
- Overall 80.25 per cent to 93.95 per cent of total advance payment was locked up for a period of over one year.

The position as brought out above indicates lack of chasing the cases for delivery of material for which advance had already been made.

This information was not made available on Northern and North Eastern Railways. It was partly available on Southern Railway.

(Annexure L)

7.3.3 The analysis of Purchase Items (Indigenous) which were not received by the consignees for a period of more than one year as on 31 March 2001 from the dates the materials were stated to have been despatched is shown in **Annexure LI**.

From the annexure, it would be seen that on Central, Northern, Southern, Western and CLW, 8395 items (except Western Railway) valued at Rs.38.57 crore (including western Railway) were not received by the consignees for a period of over one year as on 31 March 2001, of which 94 cases involving Rs.2.05 crore, the material was either lost or damaged in transit and in respect of 334 cases valued at Rs.5.82 crore, the amount was recoverable from parties on account of rejected stores.

7.3.4 A review of statement showing debit balances under Purchase Suspense as on 31 March 2001 disclosed that:

- (i) 765 cases each valuing Rs.5 lakh or more involving a total value of Rs.41.18 crore were outstanding on Central – 121 (Rs.14.90 crore), Northeast Frontier – 7 (Rs.0.53 crore), Southern – 3 (Rs.0.33 crore), South Central – 62 (Rs.8.86 crore), Western – 80 (Rs.9.73 crore) and CLW – 492 (Rs.6.83 crore).
- (ii) 1154 cases each valuing upto Rs.5 lakhs involving a total value of Rs.16.79 crore were outstanding on Central – 219 (Rs.3.91 crore), Northeast Frontier – 17 (Rs.1.09 crore), Southern – 13 (Rs.0.28 crore),

South Central – 171 (Rs.3.88 crore), Western – 108 (Rs.2.53 crore) and CLW – 3 (Rs.0.04 crore), DLW – 623 (Rs.5.06 crore).

- (iii) In 20 cases on Central Railway, Purchase Order numbers were shown as zeros and in 2 cases Purchase Order numbers were invalid.

On Eastern, Northern, North Eastern and South Eastern Railways, this information was not available (**Annexure LII**).

7.4 Purchase Suspense (Imported)

7.4.1 This suspense head is akin to the Purchase Suspense (Indigenous) head and this head records all the transaction in respect of Imported Material. The position of balances outstanding under Purchase Suspense (Imported) head of Central Railway shows that:

(A) Debit Balance

- (i) The debit balance of Purchase Suspense (Imported) on Zonal Railways, CLW and DLW showed a consistent increase during 1997-98 to 1999-2000. It was Rs.28.18 crore on 31 March 1997, Rs.31.03 crores on 31 March 1998, Rs.60.93 crore on 31 March 1999 (an increase of 10.11 per cent and 96.36 per cent respectively over the previous year) and Rs.62.66 crore on 31 March 2000.
- (ii) Railway wise analysis disclosed an alarming position on Northern Railway (total balance of Rs.17.11 crore on 31 March 1997 increased to Rs.62.66 crore on 31 March 2001 – 266.22 per cent increase), South Central Railway (Rs.1.83 crore on 31 March 1997 increased to Rs.13.57 crore on 31 March 2001 – 641.50 per cent increase) and Western Railway (Rs.2.20 crore on 31 March 1997 increased to Rs.7.37 crore on 31 March 2001 - 235 per cent increase).

(Annexure LIII)

Age-wise analysis of more than 1 year old cases of debit balances under purchase imported as on 31st March 2001 is as under:

(Rs. in crore)

Sl. No.	Railway	Prior to 1994-95		1994-95 to 1995-96		1996-97 to March 2000		Total	
		Items	Value	Items	Value	Items	Value	Items	Value
1	2	3	4	5	6	7	8	9	10
1	Central	-	-	-	-	1	0.03	1	0.03
2	Eastern	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
3	Northern	2	0.05	34	0.54	53	1.18	89	1.77
4	North Eastern	7	0.27	3	0.10	11	0.97	21	1.34
5	Northeast Frontier	-	-	-	-	28	1.20	28	1.20
6	Southern	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
7	South Central	-	-	-	-	84	7.07	84	7.07
8	South Eastern	N.A.	N.A.	7	0.51	61	5.63	68	6.14
9	Western	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
10	CLW	2	0.03	8	0.90	37	3.78	47	4.71
11	DLW	-	-	-	-	39	0.42	39	0.42
12	Metro	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
TOTAL		11	0.35	52	2.05	314	20.28	377	22.68

From the table above, it would be seen that as on 31 March 2001, 377 items valued at Rs.22.68 crore in respect of which advance payment had been made, were outstanding for more than a period of one year. It was further seen that of these, 11 items valued at Rs.0.35 crore pertained to the period prior to 1994-95, 52 items valued at Rs.2.05 crore pertained to the period 1994-95 to 1995-96 and balance 314 items valued at Rs.20.28 crore pertained to the period 1996-97 to March 2000.

(B) Credit Balance

(i) Overall credit balance of Purchase Suspense (Imported) on Zonal Railways, CLW and DLW also registered a consistent increase each year over the preceding years during 1997-98 to 1999-2000. It was Rs.23.54 crore on 31 March 1997 and Rs.47.28 crore on 31 March 2000 registering an increase of 100.85 per cent (**Annexure LIII**).

7.5 Stores in Transit (Purchase)

The balance in this suspense head depicts the value of materials not accounted for by the stocking depots.

A review of the above suspense head revealed that debit balance of Rs.24.06 crore which, was lying un-accounted for on 31 March 1997 increased to Rs.36.33 crore as on 31 March 2001 (an increase of 51 per cent) on Central, Eastern, Northeast Frontier, Western Railways and CLW.

Out of the balance shown on 31 March 1997 and 31 March 2001, the debit balance on Eastern Railway alone accounted for 91 per cent and 87 per cent respectively (**Annexure LIV**).

7.6 Risk Purchase Suspense

Balance under this head indicates recoverable amount from the defaulting firms for the difference between risk purchase rate and contract rate of the defaulting contractor.

A review of outstanding balances under Risk Purchase Suspense revealed that an amount of Rs.6.97 crore against 3829 cases (except South Eastern Railway) on account of Risk Purchase cost was outstanding for more than a period of one year as on 31 March 2001 on Central, Eastern, North Eastern, South Central, South Eastern and Western Railways.

This information was not available on Northern Railway.

(Annexure LV)

SECTION VIII

8. Stock Taking

8.1 General

Stock verification is an important managerial exercise to ensure proper and safe store keeping. In Railways, the COS & FA&CAO have to certify the Annual Statement of Stores Transactions that the value balances truly reflect the ground balances.

This is achieved by actual physical verification, quantitative and qualitative verification of vouchers, store accounts, comments on the state of storage, deterioration of stock due to bad storage etc.

8.2 Stock Verification

The ISA chalks out the programme as per the frequency contemplated under para 3202-S, which is as follows:

'A' value Items	Once in six months
'B' value Items	Once in a year
'C' value Items	Once in two years
Items that have no issue for 12 months and over	Once in a year
All Tools & Plant Items	Once in 36 months
All Imprest Stores	Once in 24 months
Machinery and plant	Once in 3 years

8.3 Stock Verification Programme

The ISA chalks out the programme as per the frequency contemplated in para 3202-S and is responsible for the efficiency of the scrutiny of accounts, inspection of Receipt Section and speedy verification of stores and the programme is approved by the FA&CAO. Under orders of SAO, ISA undertakes special and important verifications and carries out test check of stock verifier's work. Shortcomings noticed during verification are taken up with the management through Stock sheets i.e., narrative reports and special reports. Stock sheets are supposed to be cleared within three months of receipt. The disposal is watched at Head of Department levels.

A review by Audit of Stock Verification Programmes as sanctioned by Railway Administrations and actually carried out in depots during 1999-2000 to 2000-2001 revealed that in 5 depots, Northern Railway (Shakurbasti and Alambagh), North Eastern Railway (Samastipur depot), South Eastern Railway (Scrap Yard, Kharagpur), there was shortfall between 1 to 40.58 per cent in carrying out the sanctioned programme as indicated in the following table:

Railway	Name of depots	No. of programmes approved	No. of Programmes actually carried out	Shortfall	Percentage of shortfall
1	2	3	4	5	6
Northern	Shakurbasti	6260	6197	63	1.01
	Alambagh	6765	6530	235	3.47
North Eastern	Samastipur depot.	47140	35180	11960	25.37
South Eastern	Scrap Yard, Khargpur	483	287	196	40.58
Metro	Noapara	7608	7127	481	6.32

8.4 Position of outstanding SV Sheets

The year-wise breakup of outstanding stock verification sheets as on 31 March 2001 in respect of Zonal Railways, CLW, DLW and Metro Railway is given in **Annexure LVI**. It would be seen from the annexure that on Zonal Railways, CLW, DLW and Metro Railway, the number of outstanding verification sheets increased consistently during 1998-99 to 2000-2001.

The overall increase during 1997-98 to 2000-2001 was 79.95 per cent. Of the total outstanding stock verification sheets every year during 1996-97 to 2000-2001, the outstanding stock verification sheets on Eastern Railway constituted 87.68 per cent, 87.43 per cent, 77.82 per cent, 68.39 per cent and 52.70 per cent respectively.

8.5 Departmental Stock verification

8.5.1 As an important check on the correct receipt and issue of stores by the wards, the department itself is expected to check whether up-to-date balance of an item in the ledger agrees with the actual physical stock balance. Such departmental verification arranged by the depot officer is in addition to the stock verification arranged by the Accounts Department.

The departmental verification cover selected items, such as items of large annual consumption having regular and frequent issues, items having intrinsic value like Non-Ferrous items, tool steel etc., and pilferable items. A list of such selective items to the extent of 25 percent of total items stocked should be drawn up and approved by COS. The verification of physical balances should be done by an official other than the custodian of the stores. The Depot Officer may waive verification in exceptional cases. A list of such items waived by Depot Officer should be sent to SAO through COS every year.

A review of departmental stock verification on Zonal Railways, Metro, CLW and DLW revealed that:

- (i) In all 32 selected depots on Zonal Railways, Metro, CLW and DLW, there was no departmental stock verification programme /list prepared.
- (ii) No departmental stock verification was done on Eastern, Southern, Western Railways, CLW, DLW and Metro Railway. In Central, Northern, North Eastern, Northeast Frontier and South Eastern Railways, departmental stock verification was done, but there was

severe short fall in compliance of the prescribed verification of 25 per cent of total items. The shortfall was large on Central and South Eastern Railways where against 4710 and 4700 items due for verification, stock verification was done in respect of only 65 and 638 items respectively.

On South Central Railway, this information was not available.

(Annexure LVII)

8.5.2 Irregular preparation of Departmental Verification Sheets (DVSs)

DVSs are required to be prepared when excess or deficient stock is noticed during the course of Departmental Stock Verification to adjust difference in ground balance and stock as per Bin Card. A review of the DVSs issued during 1998-99 to 2000-2001 revealed that in 376 cases, the DVSs were prepared not on account of discrepancies noticed during Departmental Stock Verification but as a result of irregular practice of issuing material directly from Receipt Section. An analysis of 353 cases (except South Eastern Railway) out of 376 DVSs revealed that:

- (i) There were 5 (Central – 4 and Northeast Frontier – 1) unconnected receipts for the material received under purchase order placed by Railway Board but the same were not posted in the Transaction Register(TR) on time because of incomplete PO. Hence, the items were kept under Purchase Suspense since purchase in June 1999 (Central Railway) and May 2000 (Northeast Frontier Railway).
- (ii) In 305 cases, DVSs were prepared in 1998-99 to 2000-01 for issues made directly by Receipt Section of material available in receipt section for which receipt orders had not yet been prepared. These DVSs were required to be reversed after accounting of receipt orders. No reverse DVSs were, however, prepared till March 2001.
- (iii) In 48 cases, DVSs were prepared in 1998-99 and 1999-2000 and the same were reversed in subsequent years.

The above information was not available in respect of 23 DVS on South Eastern Railway.

(Annexure LVIII)

SECTION IX

9. Computerisation

9.1 In January 1984, a comprehensive Material Management Information System (MMIS) for better Inventory Control and Stores Purchase was designed by the System Development Group (SDG), Central Railway, which were to be implemented by all zonal Railways. Envisaged 7 Modules are briefly described below.

- (a) **Module I:-** This module covers processing of vouchers, generating Priced Ledgers, Class Ledgers and various exception reports.
- (b) **Module II:-** This module is divided into 4 sub-systems i.e. Purchase processing. Demand Generation, Forecasting and Generation of various Exception Reports for assisting Purchase Officers, Stores Accounts Officers and Depot Officers to discharge their functions in a better manner.
- (c) **Module III:-** This module is planned to cover monitoring of activities of Receipt Section in the depots. As such this module mainly concerns generation of various performance reports of receipt Section.
- (d) **Module IV:-**The activities covered in this module are sale of Railway materials conducted through the Office of the Controller of Stores. Disposal would be tracked right from formation of lots till they are finally delivered.
- (e) **Module V:-** This covers generation of various suspense registers and liability registers and periodical updating of the same.
- (f) **Module VI:-** This Module covers Vendor Evaluation. A part of this evaluation would be done at the point of closure of each P.O. received from the Float Order File. Annual evaluation of the Vendors would be done against all Orders secured/completed by the Vendor in the fiscal year.
- (g) **Module VII:-** The activities covered in this module are Tender Processing; from the point of receipt of demands in the purchase Section to coverage of demands by Purchase Orders and generation of various reports for adjudging the performance of Purchase Section in pre-tender stage.

A review by Audit of implementation of the above mentioned modules revealed that:

- (i) 5 out of 7 modules were developed by SDG Central Railway by 1990. Modules IV and VII were not developed. However, Module III and Module VI are not in use at present in any of the Zonal Railways.
- (ii) This MMIS Application software is not in use in North Eastern and Southern Railways. Southern Railway is using a locally developed application.

- (iii) On South Central Railway Modules I & II have been under partial implementation after some suitable modification since June 1988. Key components of Module II such as those relating to Demand Generation and PO processing have not been implemented. Since both the modules were inter linked, incomplete utilisation of one module invariably affects the reports generated from the other module. The Suspense computerisation package developed locally by Accounts is in use in place of Module V.

9.2 The following deficiencies were noted in audit in the MMIS package which in turn reduce the effectiveness of the Railway Administration for better stores management.

- (i) In the MIS report of 'Stores In Transit (DT)', 18 depot transfer cases for PL numbers of other depots were shown against the selected depots which were not dealing with those PL Nos. on 4 Railways (Central - 5, Northeast Frontier - 2, South Eastern - 9 and Western - 2).
- (ii) The PL No. Master files of 6 out of 9 Zonal Railways contained 655 PL items (Central - 361, Northern - 147, Northeast Frontier - 89, South Central - 10, South Eastern - 18 and Western - 30) where no description was available.
- (iii) On 6 out of 9 Zonal Railways, out of 86 Estimate sheets test checked, in 80 cases (Central - 10, Eastern - 4, Northern - 15, south Central - 6, South Eastern - 35 and Western - 10), the details shown in the computer generated Estimate Sheets (ES) had to be changed manually by the depot staff before forwarding the same to COS office, as the estimate sheet was not correctly generated. This is mainly due to the system not taking into account the out of stock periods and depot transfer quantities of an item for calculating AAC. This resulted in wrong estimation.
- (iv) Purchase Order No, PL No, Depot Code and Railway Receipt Numbers are the key fields for matching the entries of Receipt Orders with purchase orders. If there is a mismatch in any key field, the whole record becomes invalid resulting ultimately in increase in purchase suspense balance. Test check of MIS reports of Purchase suspense balance outstanding revealed that,
 - (a) 95 records had invalid/incorrect Vendor Codes.
 - (b) 41 records had invalid/incorrect PO nos. with last 5 digits as zeroes or the entire PO no. with zeroes.
 - (c) 338 records had invalid/incorrect Receipt Note nos.
 - (d) 169 records had invalid/incorrect RR nos.
 - (e) 113 records show quantity as 'zero' and value column with figures.

9.3 New MMIS

9.3.1 Railway Board decided in September 1997 to form a Systems Development Team on Central Railway to develop new MMIS applications on an on-line environment making use of an RDBMS * and new hardware systems. Once the system is fully implemented on Central Railway, it will be transferred to other Zonal Railways.

9.3.2 So far expenditure incurred on Hardware & System software was Rs.1.36 crores and Rs. 0.34 crore for Application software. The project which was to be implemented by December 1999, has not yet been fully implemented and has been delayed by more than 21 months (October 2001).

* Oracle PL/SQL as back-end and Developer 2000 as front-end

CHAPTER 4		
Modernisation of Signalling and Telecommunication System		
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CHAPTER 4

Modernisation of Signalling and Telecommunication System

1. Introduction

Indian Railways serve as the principal passenger and freight carrier in the country. To cope with the increasing freight and passenger traffic needs and to ensure adequate safety standards, it is necessary for the Indian Railways to steadily modernise its signalling and telecommunication system. With a view to bring about substantial improvement in productivity and efficiency of Railways, Indian Railways Corporate Plan (1985-2000) assigned top priority to the technical upgradation of the signalling and telecommunication systems.

The Planning Commission in its IX Plan identified strengthening of line capacity of Indian Railway system as the main thrust area. The Plan in its investment strategy observed that the highest priority for taking up new projects should be given to projects, which augment the capacity of the Railway system in the high density corridors, apart from investments needed to ensuring safety and reliability of services.

Modern signalling and telecommunication systems help in achieving these twin objectives of augmentation of line capacity at comparatively lesser cost and at the same time improve the safety and reliability of services. The main objective of modernisation of signalling and telecommunication system on Indian Railways, thus is (i) to improve safety by providing modern safety devices such as track circuiting, block proving by axle counter, auxiliary warning system, etc., (ii) to provide cost effective solutions to increase line capacity by introducing systems such as Centralised Traffic Control (CTC), Automatic Block Signalling, Intermediate Block Signalling (IBS), etc. and (iii) to achieve operational efficiency through modern signalling systems such as Panel Interlocking, Route Relay Interlocking, etc., and modern telecommunication systems such as Digital Electronic Exchanges, Digital Microwave, Optical Fibre Communication, Railnet, etc.

2. Organisational Structure

At the Railway Board level, Signal and Telecommunication Directorates function under Additional Member (Signal) and Additional Member (Telecommunication). These Directorates are responsible for taking policy decisions on matters relating to Signal and Telecommunication.

At the Zonal Railway level, Chief Signal and Telecommunication Engineer (CSTE) is responsible for the efficient and economical working of the Signal and Telecommunication Department. CSTE is assisted by Chief Signal Engineer (CSE) and Chief Communication/ Telecommunication Engineer (CCE/ CTE). The major construction activities related to signal and telecommunication are under the administrative control of Chief Signal and

Telecommunication Engineer (Construction) who is assisted by a team of officers.

At the Divisional level, Senior Divisional Signal and Telecommunication Engineer (Sr.DSTE) is responsible for the operation and maintenance of the installations under his charge.

3. Scope of the review

In this Review, stress has been given more on operational efficiency and cost effectiveness, rather than on safety aspects on which a detailed Review had been conducted and results commented upon in Para 5.3 of Report No.9 of the Comptroller and Auditor General of India (Union Government – Railways) for the year ended March 1998. This review covers areas such as planning, investment decisions, allotment and utilisation of funds, implementation of works and performance of systems related to modernisation of signal and telecommunication. The review covers 5 years period from 1996-97 to 2000-2001.

4. Highlights

- **The Standing Committee on Railways (1996) viewed that the modernisation of Signalling and Telecommunication System on Railways should be made a thrust area for investment in IX th Plan (1997-2002). However, during the period from 1996-97 to 2000-2001, out of the total allocation of Rs.58010.96 crore on nine Zonal Railways for Grant No. 16 – Assets, Acquisition, Construction and Replacement, the allocation for S&T was only Rs.1482.02 crore, a mere 2.55 per cent.**

(Para 6)

- **Modernisation of points and signals through Panel Interlocking (PI), Route Relay Interlocking (RRI) and Solid State Interlocking (SSI) had not been completed. Out of 5244 signalling stations, only 1812, 180 and 13 stations respectively were provided with PI, RRI and SSI and 3093 stations were still being operated mechanically. In 431 out of 1075 stations on 'A' route, points and signals are still being operated through mechanical means.**

(Para 7.1)

- **Out of 6746.73 route kms., automatic signalling was in use only for a limited length i.e., in 560.34 route kms. on 'A' route and work was stated to be in progress on 170 route kms. No concrete steps had been taken to introduce modern signalling system on remaining 6016.39 route kms. of 'A' route.**

(Para 7.2)

- In 523 sections on the 'A' route covering 3807.40 route kms., of five Railways, where the utilisation of line capacity is more than 100 per cent, automatic block signalling has not been provided to de-congest the traffic.

(Para 7.2.1.1)

- Sanction for construction of 3rd line was accorded during the review period in 8 sections on three Zonal Railways at a cost of Rs.761.34 crore to increase the line capacity. The line capacity increase could have been achieved by provision of automatic block signalling at an estimated cost of Rs.61.42 crore.

(Para 7.2.1.2)

- Due to line capacity constraints, traffic on 17 routes is being moved through longer routes for more than five years. In respect of 8 routes, rationalisation orders were in force for more than 10 years. No efforts to de-congest the shortest routes were made by providing automatic block signalling etc.

(Para 7.2.1.3)

- Khanna Accident Enquiry Committee recommended (1998) that block proving axle counters be installed on 'A' route within a time frame of 3 years. However, only on four Zonal Railways (Central, Northern, South Eastern and Western) 210 block proving axle counters covering 867.52 route kms. on 'A' route had been installed as on 31 March 2001. Even before provision of axle counters on 'A' routes, 418 axle counters were provided at a cost of Rs.20.75 crore in other than 'A' routes.

(Para 7.4)

- On five Zonal Railways, during the review period, there were 158480 cases of failures of signalling and telecommunication equipments. 57.21 per cent of the total failures were on Eastern and Northern Railways. The maximum failures were due to failure of signal gears.

(Para 7.6.1)

- The Railway Reforms Committee (RRC) had felt the need for Railways to develop its own infrastructure for telecommunication, independent from BSNL. As on 31 March 2001, Railways have leased from BSNL 43126.93 route kms. for its operational requirements and 17267.31 route kms. for its administrative use.

(Paras 8.1 and 8.2)

- Due to lack of clear policy for laying Optical Fibre Cables (OFC), the progress in laying OFC for both its own needs and for commercial exploitation was very slow. Out of 15491.83 electrified route kms., OFC have been laid only in 3337.07 route kms. (21.54

per cent) as on 31 March 2001. For 5306.74 electrified route kms., OFC works were in progress.

(Para 8.3.1)

- Out of 668 sanctioned/ on going works, 165 works were completed and 476 works were in progress as on 31 March 2001. Remaining 27 works were dropped/ frozen after incurring Rs.26.73 crore on 20 works.

(Para 9.1)

- As against a training capacity of 66977 officials in 10 training centres, training courses were organised for 64206 personnel, of which only 41901 attended the training courses.

(Para 11)

5. Sample Size

Apart from a general review at macro level, detailed review at micro level was undertaken as per sample size adopted as indicated in Annexure LIX.

6. Budget Allocation and Actual Expenditure on Signalling and Telecommunication System

The detailed Zonal Railway wise position of allotment of funds under Capital Works Grant No.16 vis-à-vis funds allotted for Signalling and Telecommunication is given below:

Budget Allocation and Expenditure incurred on Signalling and Telecommunication by Indian Railways during the period 1996-97 to 2000-2001

(Rs. in crore)

Year	Budget Allotment			Actual expenditure on S&T	Excess	Percentage of Col.6 to Col.3
	Grant No.16	S&T	Percentage of Col.3 to Col.2			
1	2	3	4	5	6	7
1996-97	9698.30	226.85	2.34	229.54	2.69	1.19
1997-98	10616.28	241.99	2.28	251.74	9.75	4.03
1998-99	11554.05	312.59	2.71	313.34	0.75	0.24
1999-2000	12819.09	344.20	2.69	368.30	24.10	7.00
2000-2001	13323.24	356.39	2.67	363.02	6.63	1.86
TOTAL	58010.96	1482.02	2.55	1525.94	43.92	2.96

(Annexure LX)

Review of allotment of funds to the Zonal Railways and actual expenditure incurred by them during the review period revealed that all the Zonal Railways had exceeded the budget allotment for Signalling and Telecommunication.

The Standing Committee on Railways (1996) had emphasized installation of modern signalling devices at all stations systematically by making signalling and telecommunication as a thrust area for investment in IX Plan (1997-2002). However, from the table above, it will be observed that out of the total budget

allotment of Rs.58010.96 crore for the five years (1996-97 to 2000-2001), the allocation for Signalling and Telecommunication was merely Rs.1482.02 crore (2.55 per cent) and the actual expenditure on signalling and telecommunication was Rs.1525.94 crore. This was not commensurate with the objectives enunciated by the Standing Committee that Signalling and Telecommunication should be a thrust area.

Though the total budget allotment for Eastern Railway under Grant No.16 increased from Rs.1087.50 crore in 1996-97 to Rs.2139.09 crore in 2000-2001, the total funds allotted for Signalling and Telecommunication got reduced from Rs.38.07 crore in 1996-97 to Rs.29.31 crore in 2000-2001. Correspondingly, the expenditure on Signalling and Telecommunication came down from Rs.37.56 crore in 1996-97 to Rs.31.44 crore in 2000-2001. This is a cause for concern as 50 per cent of the over-aged signalling equipments existing on the Indian Railways were owned by Eastern Railway. In Northern and South Central Railways, there was no perceptible increase in the budget allotment and expenditure for Signalling and Telecommunication over the five-year review period.

(Annexure LX)

7. Signalling system

7.1 Operation of Points and Signals

Earlier, signals and points at most of the stations were mechanically operated from 2 cabins, located at either end of a station, or from a central cabin. With the use of electrical signalling equipment such as panel interlocking (PI), Route Relay Interlocking (RRI), Solid State Interlocking (SSI), etc., there is no limit on the distance up to which points and signals could be operated from a centralised location. SSI is the most modern interlocking system. It is a microprocessor based interlocking and provides better reliability and consumes less power than PI/ RRI.

Review of the position of route-wise data of operation of points and signals on nine Zonal Railways as on 31 March 2001 revealed that, out of the total number of 5244 signalling stations, 1812, 180 and 13 stations were provided with PI, RRI and SSI respectively. Points and signals in 3093 stations were still being operated mechanically and in 146 stations (Auto stations), no interlocking was considered necessary by the Railway Administrations due to absence of points and crossings.

(Annexure LXI)

Out of 1075 stations on 'A' route of seven Zonal Railways (excluding North Eastern and Northeast Frontier Railways), 479, 73 and 12 stations, respectively have been provided with PI, RRI and SSI. While 80 stations on 'A' route do not require any interlocking, remaining 431 stations are still operated through mechanical means.

(Annexure LXII)

As on 31 March 2001, out of 5244 stations with points and signals, SSI had been provided on only two Railways, viz., Central (2 out of 714 stations) and South Central (11 out of 563 stations).

(Annexure LXI)

7.2 System of train working

System of train working mainly used on the Railways is known as block system. This system is based on the principle of maintaining a fixed minimum space interval between trains on a section. The types of system for train working in the Indian Railways are Token/ Tokenless Instruments, One Train Only System, Intermediate Block Signalling and Automatic Block Signalling.

Out of the above systems, Automatic Block Signalling (ABS) is the most modern system. In this system, signals are cleared automatically for the passage of a train after maintaining a specified distance behind preceding train.

In nine Zonal Railways, 4205 sections out of 6036.50 sections are being operated with single line token/ tokenless instruments.

(Annexure LXIII)

ABS has been introduced only on 560.34 route kms. (8.31 per cent), covering 128 sections out of 6746.73 route kms. (943 sections) in 'A' route in seven Zonal Railways, except North Eastern and Northeast Frontier Railways. In 170 route kms. [Northern (106 route kms. covering 18 sections) and Western (64 route kms. covering 7 sections) Railways], two works were stated to be in progress as on 31 March 2001. Out of the remaining 6016.39 route kms. yet to be provided with automatic signalling, the maximum route kms. were on Central Railway – 1827.98 route kms. (225 sections), followed by Western Railway – 1117 route kms. (146 sections), South Eastern Railway – 971 route kms. (113 sections) and Northern Railway – 645.96 route kms. (113 sections).

(Annexure LXIV)

7.2.1 Augmentation of line capacity through Automatic Block Signalling (ABS)

Indian Railways Corporate Plan envisages that it is possible to achieve wide range of increased line capacities with different types of signalling. For example, tokenless block working increased line capacity from 17 to 21 trains each way on a single line section. Computer aided Centralised Traffic Control (CTC) can further increase line capacity on a single line section to about 35 to 40 trains each way. Intermediate block signalling (IBS) can increase sectional capacity to 65 trains each way on a double line section and ABS can increase it further upto 100 trains each way. The areas where introduction of ABS could have improved the operational efficiency of the Railways and reduced the expenditure on augmentation works were reviewed in Audit. The following observations are made:

7.2.1.1 Easing of saturated routes

It was observed that as on 31 March 2001, there were 617 sections on 'A' routes, where the utilisation of line capacity was more than 100 per cent. However, out of these automatic block signalling has been provided for only 94 sections covering 412.66 route kms. Thus, 523 sections covering 3807.40 route kms. on five Railways still remain to be de-congested through provision of automatic block signalling system.

(Annexure LXV)

7.2.1.2 Construction of 3rd line vis-à-vis Automatic Block Signalling

With the objective of increasing the line capacity, three Zonal Railways had sanctioned construction of 3rd line covering 8 sections on Eastern Railway (3 sections - Sonnagar - Mughalsarai, Chandanpur - Gurup and Gurup - Saktigarh), South Eastern Railway (4 sections - Bilaspur - Urkura, Urkura - Sarona, Sarona - Bhilai and Goelkera - Manaharpur) and Western Railway (1 section - Surat - Kosamba - Phase I) during the review period. On the basis of per km. estimated cost of providing automatic signalling in other works undertaken on these Railways during the period of review (which ranged between Rs.0.09 crore to Rs.0.26 crore), it was observed that while the cost of providing automatic signalling on these routes worked out to Rs.61.42 crore provision of third line cost the Railway Administrations Rs.761.34 crore. The objective of increasing line capacity could have been achieved by providing ABS instead of going in for a more expensive option of providing a third line.

Out of the four works of South Eastern Railway mentioned above, the Railway Administration, in October 1998, made a detailed study on enhancement of line capacity by providing automatic signalling vis-à-vis construction of third line in respect of three works viz., Bilaspur - Urkura, Urkura - Sarona and Sarona - Bhilai sections and recommended to the Railway Reforms Committee (RRC) that automatic signalling was not only a feasible and economical option but also creates more line capacity than provision of third line. But Railway Administration resorted to construction of third line ignoring the recommendation made by Chief Signal Engineer.

The fact that automatic block signalling increases line capacity to a greater extent than construction of 3rd line was observed by Audit in South Eastern Railway. While the line capacity of Bilaspur - Naila section increased only by 36.73 per cent on provision of a 3rd line, the capacity of Panskura - Kharagpur section provided with ABS at a much lesser cost and in a shorter completion period had increased by 40.35 per cent.

(Annexures LXVI and LXVII)

7.2.1.3 Diversion of traffic by longer route

Owing to line capacity constraints and traction constraints on some saturated routes, it becomes necessary for the Railways to divert traffic from such routes to a longer route. In order to minimise the loss to Railways on carrying traffic through longer routes and to enable zonal railways to collect charges from the parties for the actual distance hauled for movement of traffic, orders for rationalising such longer routes are issued by the Railway Board from time to time. Due to such diversion of traffic via longer route, the consignee incurs higher freight cost and Railways suffer loss of traffic as a result of higher transportation cost and loss of revenue due to longer turn round time of its rolling stock.

As on 31 March 2001, 17 routes were rationalised and traffic moved through longer routes. It is noticed that out of these 17 routes covered by the rationalisation orders, in respect of 8 routes rationalisation orders were in force for more than 10 years. No efforts to de-congest the shortest routes were made by providing automatic block signalling etc.

(Annexure LXVII)

Had the line capacity constraints been resolved by providing modern signalling system, it could have helped in increasing the line capacity, improving the turn round of rolling stock, besides the consignors being charged less for the goods carried. Railway Administration has also failed to assess the quantum and value of traffic lost to road transport due to rationalisation of these routes.

The objective of augmentation of line capacity, improved safety, reliability of service etc by provision of automatic block signalling, thus, largely remained unfulfilled.

7.3 Signalling indicators

Following types of signalling are presently in use on the Indian Railways.

1. 2 aspect lower quadrant signalling (LQ).
2. Multi-aspect upper quadrant signalling (MAUQ).
3. Multi-aspect colour light signalling (MACL).

MACL is the most reliable type of signalling in use on Indian Railways. Colour light signals with powerful and penetrating light provide better visibility and drivers are able to sight them from far away and act upon their indication. Besides, these types of signals are more reliable and require less maintenance.

On nine Zonal Railways, out of 4840 stations of Broad Gauge (BG), only 3078 stations had been provided with colour light signals as on 31 March 2001. Out of remaining 1762 stations, 399 stations were on 'B' route and 593

stations on 'D' Special and 'D' routes and 672 stations on 'E' and 'E' Special route (excluding Western Railway).

(Annexure LXVIII)

7.4 Provision of Axle Counters

Axle Counters are electronic devices employed for detecting presence of a vehicle on a defined length of a Railway Track. This can also be used as a substitute for conventional track circuiting even in locations where steel sleepers are used. Axle counters also help in reduction/ elimination of block operation time thereby contributing to increase in line capacity.

In Indian Railways, Axle Counters are mainly used for block proving¹. Khanna Accident Enquiry Committee, in its Report (1998) recommended that Block Proving Axle Counters should be installed section-wise and not spread out to various sections in a random and haphazard manner. The Committee recommended that Block Proving Axle Counters be installed in 'A' route within a time frame of three years and in 'B' route in 5 years after 'A' route.

On four out of seven Zonal Railways having 'A' routes (Central, Northern, South Eastern and Western), 210 Block Proving Axle counters covering 867.52 route kms. had been installed in 108 sections as of 31 March 2001. 5260.51 route kms. in 703 sections on the 'A' route have not yet been provided with an important safety device recommended for block proving by the Khanna Accident Enquiry Committee. The maximum route kms. where axle counters were yet to be provided was on Central (1675.51 route kms. - 206 sections), followed by South Eastern (926.40 route kms. - 106 sections), South Central (747 route kms. - 82 sections) and Northern (686.51 route kms. - 119 sections).

(Annexures LXIX and LXX)

Even before provision of block proving axle counters on 'A' route and in 455 sections covering 3153.55 route kms. on 'B' route where superfast trains like Rajdhani Express are being operated, Railway Administration provided 418 axle counters at a cost of Rs.20.75 crore on other than 'A' and 'B' routes on Northern, North Eastern, Southern, South Central, South Eastern and Western Railways. The maximum expenditure incurred on provision of block proving axle counters in other than 'A' and 'B' routes was Rs.13.19 crore in South Eastern Railway (305 axle counters in 106 sections) and Rs.3.01 crore in Western Railway (38 axle counters in 19 sections).

(Annexures LXXI and LXXII)

It is also noticed that on three Railways (Central, South Central & South Eastern), the installation of 52 block proving axle counters (Central-38, South Central-5 and South Eastern-9) covering 212.25 route kms in 29 sections had not been taken up in continuous stretches as recommended by the Khanna Accident Enquiry Committee. It was actually taken up in a random and

1. Section of Railway track between two adjacent stations is called block section. The process of proving that there is no vehicle in the entire length of block section is called block proving.

haphazard manner. The maximum number of axle counters installed haphazardly was on Central Railway (38 over 19 sections with 152.47 route kms.), followed by South Eastern Railway where 9 axle counters were provided haphazardly in 7 sections covering 44.60 route kms.

(Annexure LXXIII)

7.4.1 Audio-Frequency Track Circuiting (AFTC)

Indian Railway's Corporate Plan (1985-2000) envisaged introduction of Audio frequency/high voltage impulse track circuits which allow greater length of track circuit for automatic block signalling devices which would permit substantial improvement in reliability.

On four Zonal Railways, it was observed that during 1996-97 to 2000-01, only 7 works (Central-3, Eastern-1, Southern-2 and Western-1) for provision of AFTC on 49 sections covering 184.91 route kms. were completed. As on 31 March 2001, 11 works of provision of AFTC (covering 270.43 route kms. and 8 yards (Central-7 and Western-1) were in progress.

(Annexure LXXIV)

7.5 Monitoring of Signalling Equipments through Data Loggers

Data logger is a microprocessor based equipment which monitors the health of the signalling equipment and logs the events occurring in the signalling function of yard through the energised contract of relays. It acts like a 'Black Box' which can scan, store and process the data for generating various users friendly reports and also envisaged reduction in signalling failures.

On comparing the signal incidences, which had occurred prior to and after installation of data loggers on 11 sections over Central (2), Northern (1), Southern (3), South Central (1), Western (4) and 3 yards on Kharagpur Division on South Eastern Railway where data loggers were installed during the review period, it was observed in Audit that in Andul and Sankrail yards of South Eastern Railway, signalling incidences had increased from Nil in 1999-2000 to 21 and 17 respectively in the year 2000-01. Thus, inspite of regular input on the health of the signalling equipments through data loggers, Railway Administration had not taken effective steps through preventive maintenance for reduction of signalling incidences.

(Annexure LXXV)

7.6.1 Performance of signalling and telecommunication equipments

Review of failures of signalling and telecommunication equipments over nine Zonal Railways has revealed that there were in all 464372 failures during the review period. Of these, 57.75 per cent were attributable to Eastern (138931) and Northern (129238) Railways.

Details of category-wise failures for all the five years of the review period were available only on five Zonal Railways viz., Central, Southern, South Central, South Eastern and Western Railways. Details are given in the following table:

Sl. No./ Railway	Signal gear failures	Bad maintenance	Defective design	Block instruments	Track circuits	Others	TOTAL
1	2	3	4	5	6	7	8
1. Central	1350	918	6554	11045	890	9820	20577
2. Southern	10299	3495	4495	12112	7454	-	37855
3. South Central	29859	205	-	9980	4507	-	44551
4. South Eastern	10682	1019	-	2826	4565	13822	32914
5. Western	5228	1731	2922	5864	3381	3457	22583
TOTAL	57418	7368	13971	31827	20797	27099	158480

In respect of Eastern and Northern Railways, where maximum number of failures were reported during the five year period, category-wise failures were not made available relating to the period 1996-97 and 1997-98 for Eastern Railway and 1999-2000 and 2000-2001 for Northern Railway. Similarly, on North Eastern and Northeast Frontier Railways, the category-wise failures were not made available to Audit. Hence, no analysis could be made in these cases.

Category-wise analysis over the above five Zonal Railways indicated:

- (i) Maximum number of failures were due to 'Signal gear failures' (57418), followed by failures of 'Block instruments' (31827).
- (ii) There was increasing trend in failure due to 'Bad maintenance' on Central (171 in 1996-97 to 226 in 2000-2001), Eastern (3635 in 1998-99 to 4648 in 2000-2001) and Western (256 in 1996-97 to 468 in 2000-2001) Railways.
- (iii) On Eastern Railway, there was increasing trend in 'Signal gear failures' (from 12768 in 1998-99 to 15304 in 2000-2001).
- (iv) 'Track circuit failures' had also increased on Eastern Railway from 3996 in 1998-99 to 5988 in 2000-2001 and on South Eastern Railway from 722 in 1996-97 to 895 in 2000-2001.

(Annexure LXXVI)

7.6.2 Signal failures due to interruption in power supply

As per Railway Board's policy in non-electrified sections colour light signalling should not be introduced without ensuring reliability of power. To ensure uninterrupted power supply for colour light signalling in non-electrified sections, apart from the reliable local power supply, stand by arrangements by means of DG sets are to be made.

On three Zonal Railways (Central, Eastern and South Eastern), out of 112 stations (Central-51, Eastern-1 and South Eastern-60) in 10 non-electrified BG sections (Central-7, Eastern-1 and South Eastern-2) having colour light signalling, stand by arrangements for power supply were not made on 23 stations (Eastern-1 and South Eastern-22). Signal failures for want of power supply on these stations of Eastern and South Eastern Railways were 49 and 112 respectively during the review period. The maximum failures were on South Eastern Railway - 65 during 1999-2000 and 47 during 2000-2001.

(Annexure LXXVII)

8. Telecommunication system

Telecommunication is an essential input for operating a rail transport system efficiently. The telecommunication facilities created in Railways serve two main purposes (i) operational viz., for controlling and monitoring day-to-day train movements and (ii) administrative viz., for collecting basic data from Activity Centres like stations, marshalling yards, interchange points, goods sheds, parcel offices etc., for planning train movements, giving instructions to these centres for deployment of rolling stock, locomotives and crews and transmitting data in respect of passenger reservations, meal messages and other customer services. Railway Reforms Committee (1983) in its Report recommended inter alia that:

- (i) On such routes where the alignments provided by the Post and Telecommunication Department (erstwhile name for BSNL) are exclusively used or can be segregated for Railways exclusive use, the alignments should be transferred to Railways; and,
- (ii) On such routes, where such segregation is not possible, the Railways should erect their own departmental wire alignments.

Thus, the Committee clearly felt the need for Railways to develop its own infrastructure for telecommunication independent from BSNL.

8.1 Operational Telecom facilities

The operational requirements such as control, block, traction power, traction loco, emergency and other circuits are catered through departmental and BSNL underground cables, overhead alignment, microwave, optical fibre cables, quad cables.

Railways had in use a total of 75713.36 route kms.* for operational requirements as on 31 March 2001. Railways own operational telecom infrastructure accounted for 32586.43 route kms. (43.04 per cent). Out of this, 11760.12 route kms. were underground cables, 15701.88 route kms. were departmental overhead alignment, 2950.47 route kms. OFC and 2173.96 route kms. quad cables. As against this, the Railways had leased 43126.93 route kms. (56.96 per cent) from BSNL.

Out of 43126.93 route kms., the maximum dependence on BSNL alignments was on Southern Railway which had 12131.68 route kms. (28.13 per cent) provided with BSNL alignment, followed by Northern Railway – 9139.19 route kms. (21.19 per cent), South Central Railway – 6979 route kms. (16.18 per cent) and Western Railway – 6200 route kms (14.38 per cent).

Zonal Railway-wise position revealed that on Western Railway, 64.31 per cent of its operational telecom facilities (6200 route kms. out of 9641 route kms.) were provided with BSNL alignment, followed by Northern Railway – 67.12 per cent (9139.19 route kms. out of 13615.39 route kms.), South Central Railway – 68.63 per cent (6979 route kms. out of 10169.33 route kms.), Southern Railway – 75.19 per cent (12131.68 route kms. out of 16135.72 route kms.). Central Railway depended on BSNL alignment only to the extent of 33.81 per cent of their total telecom facilities for operational purposes.

(Annexure LXXVIII)

8.2 Administrative Telecom facilities

Railways' Administrative Telecommunication requirements such as control, coordination and collecting data from important activity centres are catered through administrative circuits. These circuits interconnect Zonal and Divisional Headquarters with important activity centres.

Review of the Railways own infrastructure for Administrative Telecom requirements revealed that during the review period, on nine Zonal Railways, the Railway Administrations had in use a total of 40413.78* route kms. for Administrative requirements. Railways own administrative telecom infrastructure accounted for 23146.47 route kms. (57.25 per cent). Out of this, 12655.72 route kms. were analog microwave, 5368.91 route kms. were digital microwave and 5121.84 route kms. were UHF. As against this, the Railways had also leased 17267.31 route kms. (42.73 per cent) from BSNL.

The maximum dependence on BSNL was noticeable on Southern Railway – 5364.95 route kms. (70.15 per cent out of the total administrative telecom facilities of 7648 route kms.) followed by South Central Railway – 5622 route kms. (67.52 per cent out of the total administrative telecom facilities of 8317.98 route kms.) as on 31 March 2001.

(Annexure LXXIX)

* Figures in respect of Northern, Southern and South Central Railways are in cable kms. as the respective Railway Administrations could not furnish them in route kms.

8.3 Modernisation in Telecommunication

Optical Fibre cable (OFC) system of communication has several advantages over conventional telecom cables or radio relay communication. It is totally immune to induction effect of the AC traction or interference from thyristor. While providing all the advantages of radio relay communication system, OFC has the potential of making much larger number of channels available as compared to the conventional cable system.

Indian Railway Corporate Plan (1985-2000) stipulated that the existing assets, which had been in use from the 2nd Five Year Plan onwards and 50 per cent of which were already over-aged, would need replacement during the next 15 years. Modernisation of these assets was to be done at the time of their replacement. The Plan specifically covered the following areas:

- (i) Replacement of underground cable on electrified routes by optical fibre cables.
- (ii) Replacement of existing analog microwave equipment by digital microwave.
- (iii) Replacement of Strowager type telephone exchanges by electronic exchanges.

In respect of item (i) above the position has been explained in para 8.3.1 below.

As regards item (ii) viz., replacement of existing analog microwave equipment by digital microwave, it was observed that on nine Zonal Railways out of 18024.63 route kms., where Railway owned Administrative Telecom microwave facilities are available, only 5368.91 route kms. (29.79 per cent) have been provided with the modern digital microwave system and in 12655.72 route kms. (70.21 per cent) telecommunication is maintained through the analog system.

In so far as item (iii) is concerned, it was observed that 35 Strowager type telephone exchanges were yet (as on 31 March 2001) to be replaced by electronic exchanges.

8.3.1 Formulation and execution of policy for laying OFC

In Indian Railways, OFC communication was installed, for the first time in 1988, on experimental basis on Churchgate – Virar section of Western Railway covering a distance of 60 route kms. at a cost of Rs.10.71 crore.

- (i) After introduction of the OFC system in 1988, the Railway Board/ Administration had neither framed any policy till 1994-95 for laying OFC cables nor any plans for commercial exploitation of spare capacity that would become available on its laying.

(ii) It was only in January 1996 that Railway Board directed all the Zonal Railways to provide OFC in all future Railway Electrification Projects as well as in sections where copper cables were due for replacement.

Out of 53845.04 route kms., 15491.83 route kms. are electrified over 7 Zonal Railways (excluding North Eastern and Northeast Frontier Railways where there are no electrified routes). In respect of 15491.83 electrified route kms., OFC has been laid only in 3337.07 route kms. representing 21.54 per cent and in respect of 5306.74 electrified route kms., OFC works are stated to be in progress.

(Annexure LXXX)

During the period 1997-98 to 2000-2001, on five Zonal Railways 13 works for electrification were sanctioned covering 287 sections and 2688 route kms. Out of this, in 11 works on 5 Railways covering 274 sections and 2254 route kms., provision of OFC was contemplated in detailed estimate and on 2 works on South Eastern Railway covering 13 sections and 434 route kms., such provision was not made.

(Annexure LXXXI)

On four Zonal Railways, in 29 sections covering 4062 route kms. works for replacement of copper cables in electrified section were sanctioned during 1996-97 to 2000-2001, but only in 20 sections on 4 Railways covering 3513 route kms., replacement of copper cables with OFC was contemplated in detailed estimate. Non-provision of replacement of copper cables by OFC in the detailed estimate for 9 sections covering 549 route kms. was, therefore, against the Board's directives.

(Annexure LXXXII)

(iii) In May 1998, Railway Board decided to transfer the Railway's right of way for its commercial exploitation to (a) M/s Rail India Technical and Economic Services (RITES) for Mumbai – Chennai route and (b) M/s Indian Railway Construction Company (IRCON) for Delhi – Jaipur – Ahmedabad – Mumbai section.

In March 1999, Railway Board entrusted the work of floating and finalising global tender for laying of OFC on various sections of Indian Railway to Indian Railway Central Organisation for Telecom (IRCOT).

M/s IRCON laid cables and other necessary equipment from Gandhinagar to Pratapnagar (Vadodara) – 145 route kms. and OFC cable from Vadodara – Surat upto April 2000. RITES has not taken up the work of laying OFC on the Mumbai – Chennai route so far (March 2001). As on 31 March 2001, no contract for laying OFC cable has been finalised by IRCOT.

(iv) In the Railway Budget presented in February 2000, the decision to form a Telecom Corporation for commercial exploitation of telecom capacity in Railways was announced. In August 2000, the Central Government approved the setting up of a Broadband Telecom and Multimedia Corporation of Indian Railways namely Railtel Corporation of India Limited (RCIL). Other than receiving recommendations from a private consultant for laying of

OFC cables in 33000 route kms., no progress in laying the OFC has been made by Railtel.

Though the decision to form a Corporation for commercial exploitation of telecom capacity was announced in the Railway Budget 2000-2001, the Railway Board also accorded sanction for carrying out departmentally 18 works of laying OFC on 6 Zonal Railways (details of 2500 route kms. on three Zonal Railways were available) for commercial exploitation at an estimated cost of Rs.331.16 crore and provided funds amounting to Rs.8.75 crore for undertaking these works during 2000-2001.

(Annexure LXXXIII)

8.4 Non-exploitation of surplus telecom capacity

In July 1998, Central Government authorised Railways to lease excess/ spare capacity for data transmission to BSNL or licensees of BSNL for basic as well as value added services or to any other users including Internet Service Providers (ISPs). In November 1998, Railway Board issued guidelines for leasing/ renting Railway's communication channels.

During the period 1998-99 to 2000-2001, on four Zonal Railways, 1260 spare channels (estimated potential earnings – Rs.10.06 crore) were available, in excess of Railways' administrative telecom requirements, the maximum (1140) being on one Railway (Southern) alone. Out of these, only 54 channels could be leased out with estimated potential of Rs.2.24 crore, out of which only 45 channels were actually utilised from which Railways realised Rs.1.37 crore. Since there was no enabling clause in any of the contracts to penalise or levy minimum charges for non-utilisation of all the circuits, no action against the parties could be initiated.

Thus, three Railways could lease out only 4.20 per cent of the total spare capacity (only 54 channels out of 1260) and only 13.62 per cent of total anticipated earnings (Rs.1.37 crore against the estimated Rs.10.06 crore) could be realised.

(Annexure LXXXIV)

9.1 Execution of works

On nine Zonal Railways, 183 works (costing more than Rs. one crore) relating to Telecommunication and Signalling valuing Rs.1370.23 crore were in progress as on 1 April 1996. During 1996-97 to 2000-2001, 485 new works costing Rs.2962.37 crore were sanctioned. Out of 668 sanctioned works, 165 works were completed and 476 works were in progress as on 31 March 2001. Remaining 27 works were dropped (18)/ frozen (9) after incurring expenditure of Rs.26.73 crore on 20 works.

(a) In Central Railway, one work viz., Bilaspur - Nagpur – replacement of analog microwave link by digital radio relay system was frozen, after

incurring expenditure of Rs.1.07 crore on account of taking up OFC work in this section.

(b) The work of electrification of Udhna – Jalgaon (UDN-JL) section of Western Railway was under serious consideration since 1993-94. Approval for the same was given by Railway Board much later and included in the budget for the year 1997-98. During this period, the work of upgrading the existing Standard III interlocking into Mechanical signalling was under way. Since this standard of interlocking was not of Railway Electrification standard, the work was frozen in 1996-97. However, Railway Administration continued the work and incurred an expenditure of Rs.13.19 crore till 31 March 2001.

(c) On Southern Railway, four works were undertaken for improvement of signalling system. But these works were frozen after incurring expenditure of Rs.1.45 crore as detailed below:

(i) The work of provision of Second Distant Signal on Rajdhani/ Shatabdi route on Jolarpettai-Shoranur section (estimated cost Rs.7.82 crore) was frozen during 1999 after incurring expenditure of Rs.0.34 crore (cost of cables) due to diversion of Rajdhani Express and cancellation of Shatabdi Express trains on this section.

(ii) Three works for provision of standard III interlocking in Tiruparankundram-Tirumangalam-Kallagudi (estimated cost – Rs.1.25 crore), Sattur-kovilpatti-Kumarapuam-Kadambur (estimated cost – Rs.1.57 crore) and 5 stations in Bangalore-Tumkur section (estimated cost Rs.2.10 crore) were frozen during 1996 for want of funds, after incurring expenditure of Rs.0.10 crore, Rs.0.08 crore and Rs.0.93 crore respectively.

(d) On South Eastern Railway, two works with estimated cost of Rs.11.36 crores taken up in 1996-97 for establishing Emergency communication system with VHF sets in (i) Howrah-Khragpur-TATA-Chakradharpur-Bilaspur-Durg-Nagapur and Bokaro Steel Nagar-Gungrana-Sini Junction-Anara-Adra-Asnsol sections and (ii) Bilaspur-Anuppur-Katni section were frozen by Railway Board in 1997-98 as trials with the system were going on and the final decision of the Railway Board were awaited. While one work mentioned at (i) above was frozen after incurring Rs.0.11 crore, the other work was frozen without incurring any expenditure.

(Annexure LXXXV)

9.2	Cost Over run
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During the period of Review 165 works were completed on nine Zonal Railways of which 116 works were completed on selected 18 divisions and 18 Survey and Construction units. Out of these 116 completed works, 67 works were test checked. In 34 cases, cost over run amounting to Rs.33.38 crore was noticed. Out of this, the cost over run was Rs.14.65 crore (1 work) on North Eastern Railway, Rs.6.75 crore (8 works) on Eastern Railway, Rs.2.96 crore (4 works) on Western Railway and Rs.2.88 crore (5 works) on South Eastern Railway.

(Annexure LXXXVI)

The main reasons for cost over run were as follows.

1. Price escalation (Central, Eastern, Northern, North Eastern and Western).
2. Increase in cost of establishment (Central, Western).
3. Due to change in scope of work (Central, Eastern, Northern, North Eastern, Western).
4. Site conditions (Eastern).
5. Operation of non schedule items (Northeast Frontier).
6. Delay in taking up of the works after preparation of the estimate (Southern).
7. Variation in quantity of works (South Eastern).

9.3 Time Over run

Out of 67 cases test-checked, in 8 works, time overrun was 6 to 12 months, in 19 works 1 to 3 years and in 14 works more than 3 years.

(Annexure LXXXVI)

The main reasons for time over run were as under.

1. Delay in taking up the works (Central).
2. Delay on the part of the contractors (Central, Western)
3. Delay in completion of civil and electrical works by Railway Administration's and other departments (Eastern, Northern, Northeast Frontier, Southern, South Eastern, Western).
4. Non-receipt of material (Eastern).
5. Non-availability of adequate block (Eastern, Northeast Frontier).
6. Non-allotment of adequate funds (Northern).
7. Non-allotment of funds in one go (South Central).
8. Due to inclusion of additional works (South Eastern).
9. Due to natural calamities (South Eastern).
10. Termination of original contract (Western).
11. Change in scope of works (Western).

10. Man power management

While undertaking modernisation works on signal and telecommunication, besides the benefits of increase in line capacity, safety, reliability, etc., the reduced manpower requirements are also being assessed. It was observed in audit that on 8 divisions out of 25 divisions test checked on four Zonal

Railways (Northeast Frontier – 4, South Central – 5, South Eastern – 8 and Western – 8) during the period under review, 77 stations were provided with PI/ RRI/ SSI. Consequently, 495 posts (Pointsmen/ Levermen/ Linemen etc.) had become surplus. However, till 31 March 2001, only 367 posts were surrendered leaving a balance of 128 posts in operation. Delay in surrender resulted in avoidable expenditure of Rs.3.27 crore on the four Zonal Railways. The maximum expenditure pertained to Northeast Frontier Railway (Rs.1.56 crore) and Western Railway (Rs.1.17 crore).

(Annexure LXXXVII)

11. Training of Signalling and Telecommunication personnel

Railway Board has been laying stress on imparting training to Railway staff for improving reliability, quality of service and safety of operation in the Railways. Railway Board had sent several communications to the Railways for improving not only the quality of training imparted in the training centres but also to improve their capacity utilisation to more than 90 per cent.

It was observed in audit that in 10 training centres spread over nine Zonal Railways, during the period 1996-97 to 2000-2001, in all 66977 staff were to be trained. As against this, training courses were organised for 64206 (95.86 per cent), whereas the number of staff who actually attended the training courses was only 41901 (62.56 per cent of the targetted). There was shortfall of 22305 (34.74 per cent) due to staff not attending training during the review period.

The maximum shortfall (63.69 per cent) in attending the training courses vis-à-vis the number of staff for whom the courses were organised was on Southern Railway, followed by Northeast Frontier Railway (48.10 per cent) and South Eastern Railway (41.14 per cent).

(Annexure LXXXVIII)

12. Overhaul/ repair of Modern Signalling equipments in Signal Workshops

To meet the requirement of manufacturing and overhauling/ repairing of various signalling equipments and their parts, Indian Railways have established several Signalling Workshops.

With rapid pace of modernisation, it is necessary to equip the workshops for undertaking manufacturing/ maintenance works on the modern signalling equipments.

On nine Zonal Railways, out of 10 workshops, facilities for manufacture/ overhauling of the modern signalling equipments have been provided only in 8 workshops. The two workshops viz., Ghaziabad (Northern Railway) and Kharagpur (South Eastern Railway) do not have any facility for manufacture/ overhauling of the modern signalling equipments.

During the period of review in 18 out of 60 divisions test-checked, 9025 items were identified for repairs/ overhaul. Of these, only 4735 items could be repaired/ overhauled within the Zonal Railway workshops. On Southern Railway, while 1829 items (out of 4149 identified for repairs) remained with the Railways unattended, 141 items had been got repaired/ overhauled through private agencies.

(Annexure LXXXIX)

CHAPTER 5		
Compensation Claims on Indian Railways		
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CHAPTER 5

Compensation Claims on Indian Railways

1. Introduction

The Indian Railways is a premier mode of transport in India. It carried 3,471.55 million tonne of goods and parcels during 1996-97 to 2000-01 and earned Rs.95,970.15 crore by way of freight traffic.

The Railway Administration under section 93, 124 and 124 A of the Railway Act, 1989 is responsible for loss, damages or deterioration of goods in transit arising from any cause, except those due to Act of God, war, public enemies etc. and is liable to pay compensation.

Claims for compensation made on Indian Railways are a useful index to judge its efficiency. Every claim is a complaint against the Railway resulting in loss of revenue and goodwill.

2. Organisation

The Claims Organisation on a Zonal Railway works under the Chief Claims Officer. He is assisted by Additional or Deputy Chief Claims Officer and Senior Scale/ Assistant Claims Officers. Even though the settlement machinery is mostly centralised in the Zonal Headquarters, some Claims Officers are also working at the outstations. Under the Chief Claims Officer, there is a separate section to deal with the Court cases.

3. Scope of review

The review focuses on compensation claims paid during the period of five years from 1996-97 to 2000-01, the causes of claims and details of action taken by the Railways to minimise the cases of compensation claims. The review also covers a study of suits filed in Railway Claims Tribunals (RCTs)/ Courts due to non-acceptance/ repudiation of decision of Zonal Railway Administrations.

4. Highlights

- During the review period 1996-97 to 2000-01, a total number of 2,82,146 claims were accepted and Rs.129.97 crore were paid as compensation for goods and parcels including Rs.58.79 crore (45.23 per cent) paid for Court cases decreed against Railways. 30,011 cases were pending settlement as on 31 March 2001.

(Para 5)

- Out of the total of Rs.129.97 crore, Rs.116.66 crore (89.76 per cent) compensation paid was mainly due to (i) complete loss of package/ consignments (Rs.53.34 crore), (ii) Pilferage (Rs.40.68 crore) and (iii) damage by wet (Rs.22.64 crore)

(Para 6.1)

- Major items for which compensation of Rs.71.11 crore paid were (i) perishables (Rs.19.00 crore), (ii) food grains and pulses (Rs.17.10 crore), (iii) iron and steel (Rs.12.63 crore), (iv) Petroleum, Oil and Lubricants (POL) (Rs.11.79 crore) and (v) cement (Rs.10.59 crore).

(Para 6.2)

- A combined cause and commodity-wise analysis revealed that Rs.47.61 crore was paid due to (i) complete loss (Rs.22.31 crore), (ii) pilferage (Rs.14.10 crore) and damage by wet/ leakage (Rs.11.20 crore) for 4 commodities viz. food grains, iron and steel, coal and POL.

(Para 6.3)

- Compensation (Rs.8.92 crore) paid in respect of food grains was high on account of damage by wet in Northeast Frontier, Southern and Northern Railways accounting for Rs.8.20 crore. Similarly, pilferage was another major cause for compensation paid in respect of food grains (Rs.4.45 crore) with Northeast Frontier, South Eastern and Northern Railways accounting for Rs.3.93 crore.

(Para 6.3)

- In 1973, the Railway Board introduced a system to analyse the reasons for pilferage/ partial loss, to pin point the area of loss, to devise preventive measures and to fix staff responsibility. Except in South Eastern Railway, the Railways are not undertaking the location-wise analysis regularly. Even where the location-wise analysis was attempted in respect of 86,281 cases of complete loss of packages/ consignments and 57,441 cases of pilferage, Railway Administration concluded that locations remain un-identified rendering the whole exercise futile and leaving very little scope for taking remedial action.

(Para 8)

- During the review period, 916 departmental claims for Rs.6.37 crore were repudiated as time-barred which could have been avoided by the claimant departments if the claims had been preferred in time.

(Para 10)

- Out of 1,00,627 cases dealt with in Railway Claims Tribunals (RCTs) during the period of review, a total of 66,840 cases were cleared. Of this, 36,003 cases (53.86 per cent) were decreed against Railways. Number of cases decreed against Railways were high in Eastern (11,962 cases) followed by South Eastern (7,433 cases) and Northeast Frontier Railways (6,848 cases).

(Para 12.2)

- As many as 33,787 cases were pending settlement in RCTs as on 31 March 2001. Out of this, 8,008 cases were pending for more than 3 years. There were 135 cases pending for more than 10 years (which

includes 3 cases pending for more than 20 years and 2 cases pending for more than 32 years).

(Para 12.3)

- One of the reason for abnormal delay in settlement of Court Cases and consequent accumulation of pending cases was the acute vacancy position of posts of Members (Judicial/ Technical), which ranged from 2 to 60 months during the period 1996-97 to 2000-01. At the end of review period (February 2001), against the sanctioned strength of 37 Members (Judicial/ Technical), only 18 (49 per cent) were in position.

(Para 12.4)

5. Compensation Claims preferred and settled

During the period 1996-97 to 2000-01, a total number of 2,82,146 claims were accepted and Rs.129.97 crore were paid as compensation for goods and parcels. This includes Rs.58.79 crore (45.23 per cent), paid for court cases decreed against the Railways.

Review of compensation claims (other than Court cases), dealt with in the Commercial Departments of Indian Railways during the period from 1996-97 to 2000-2001 revealed that out of 7,31,945 claim cases dealt with, 7,01,934 cases were cleared.

Name of the Railway	Opening balance	Additions		Total	Claims cleared						Closing balance
		New claims registered	Claims reopened		On settlement by payment	On receipt and delivery of consignment	Due to non-pursuance by claimants	Otherwise	By repudiation	Total	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Central	6795	65563	2153	74511	44456	8561	6738	3051	11439	74245	266
Eastern	3850	134681	824	139355	48192	18280	19719	9538	28591	124320	15035
Northern	6468	126457	16982	149907	42121	35663	30370	21735	18209	148098	1809
North Eastern	1227	46707	2862	50796	19935	12773	3820	1642	12129	50299	497
Northeast Frontier	10568	64979	13768	89315	24804	2539	547	49223	9537	86650	2665
Southern	379	41864	2492	44735	4910	11478	431	6917	20618	44354	381
South Central	1426	33424	821	35671	4784	13956	0	4500	11954	35194	477
South Eastern	2132	86578	15577	104287	34910	24216	0	27324	10447	96897	7390
Western	1413	39532	2423	43368	16552	15765	2704	2197	4659	41877	1491
Total	34258	639785	57902	731945	240664	143231	64329	126127	127583	701934	30011

It was observed from the above that out of 7,01,934 claim cases cleared during the review period, 2,40,664 cases (34.29 per cent) were settled by payment, 1,43,231 (20.41 per cent) cases were cleared due to delivery of consignments after the claims were registered, 64,329 (9.16 per cent) cases were closed due to non-pursuance by claimants and 1,26,127 (17.97 per cent) cases were cleared otherwise (where consignments delivered to other parties were later on regularised by matching delivery, by clearing such claims where parties had wrongly claimed compensation even though delivery was made and receipts were obtained from them etc.). 1,27,583 cases (18.18 per cent) were repudiated and the remaining 30,011 cases (4.28 per cent) were pending settlement as on 31 March 2001.

6. Cause and Commodity-wise analysis

6.1 Cause-wise analysis

Out of the total of Rs.129.97 crore, Rs.116.66 crore (89.76 per cent) compensation paid was mainly due to (i) complete loss of packages/ consignments where theft could not be established (Rs.53.34 crore); (ii) pilferage (Rs.40.68 crore); and (iii) damage by wet (Rs.22.64 crore). Details of the payment made over the last 5 years are as under:

Causes	1996-97	1997-98	1998-99	1999-00	2000-01	Total
Complete loss by other than theft	12.16	11.84	10.90	11.64	6.80	53.34
Pilferage	6.82	7.81	7.35	10.45	8.25	40.68
Damage by wet	5.48	5.22	4.10	4.45	3.39	22.64
Total	24.46	24.87	22.35	26.54	18.44	116.66

6.2 Commodity-wise analysis

Out of total amount of Rs.129.97 crore paid as compensation during 1996-97 to 2000-2001, Rs.71.11 crore (54.71 per cent) was for (i) Perishables (Rs.19.00 crore); (ii) Food Grains and Pulses (Rs.17.10 crore); (iii) Iron and Steel (Rs.12.63 crore); (iv) POL (Rs.11.79 crore); and (v) Cement (Rs.10.59 crore).

The compensation paid for perishables was high when compared to the total compensation paid in Eastern Railway viz. Rs.6.58 crore (38.06 per cent), Rs.4.22 crore (30.60 per cent) in South Eastern Railway and Rs.2.87 crore (9.81 per cent) in Northern Railway. For Iron and Steel, it was high in Northern Railway viz. Rs.4.80 crore (16.41 per cent) and in Central Railway Rs.2.76 crore (17.35 per cent). For POL, the Northern Railway had paid Rs.4.92 crore (16.82 per cent), whereas for Cement, Central Railway had paid Rs.3.10 crore (19.48 per cent) followed by Western Railway Rs.2.20 crore (17.47 per cent).

(Annexure XC)

6.3 Combined Cause and Commodity-wise analysis

A combined cause and commodity-wise analysis revealed that Rs.47.61 crore had to be paid due to (i) complete loss (Rs.22.31 crore), (ii) pilferage (Rs.14.10 crore) and (iii) damage by wet/ leakage (Rs.11.20 crore) for 4 commodities alone viz. food grains, iron and steel, coal and POL as under:

Particulars	Complete Loss		Pilferage		Damage by Wet/ Leakage for POL		Other causes		Total amount paid
	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
Food Grains	1302	3.23	4649	4.45	6925	8.92	634	0.50	17.10
Iron and Steel	1146	5.92	674	5.81	-	-	64	0.90	12.63
Coal	889	7.88	261	1.46	-	-	65	0.55	9.89
POL	376	5.28	792	2.38	804	2.28	57	1.85	11.79
TOTAL		22.31		14.10		11.20		3.80	51.41

(Annexure XCI)

Compensation paid in respect of Food Grains was high on account of damage by wet (Rs.8.92 crore) with Northeast Frontier, Southern and Northern Railways accounting for Rs.5.75 crore, Rs.1.63 crore and Rs.0.82 crore respectively. Pilferage was another major cause for compensation paid in respect of food grains (Rs.4.45 crore) with Northeast Frontier, South Eastern and Northern Railways accounting for Rs.3.10 crore, Rs.0.50 crore and Rs.0.33 crore respectively.

Compensation paid in respect of Iron and Steel was due to complete loss (Rs.5.92 crore) with Central, Northern and Southern Railways accounting for Rs.1.79 crore, Rs.1.43 crore and Rs.1.33 crore respectively and due to Pilferage (Rs.5.81 crore) with Northern, Western and South Eastern Railways accounting for Rs.3.37 crore, Rs.0.97 crore and Rs.0.64 crore.

Compensation paid on account of complete loss of Coal was also very high (Rs.7.88 crore) with Northern, Central and Western Railways accounting for Rs.3.51 crore, Rs.1.86 crore and Rs.1.62 crore respectively.

Compensation paid on account of complete loss for POL was Rs.5.28 crore with Northern and Central Railways accounting for Rs.2.95 crore and Rs.1.14 crore respectively. Out of Rs.2.38 crore paid for Pilferage, Northern and Northeast Frontier Railways paid Rs.1.06 crore and Rs.1.05 crore respectively. In North Eastern Railway the entire amount of Rs.0.35 crore was paid as compensation due to leakage of POL.

(Annexure XCI)

7. Maintenance/ repairs of wagons

7.1. The claims due to damage by wet to packages/ consignments are attributable to failure on the part of Mechanical Department to follow the prescribed maintenance practices in sick lines and transportation sheds, such as, application of roofing compound on wagons with leaky roof and repair of wagons with defective doors, proper welding and riveting of wagons with cotter, etc.

7.2 Wagons turned out of sick lines/ workshops after POH are subjected to intensive examination by the Neutral Control Wing (NCW). Out of 279 repair/ overhaul points, NCW is working at only 59 points to monitor the quality of maintenance/ repairs carried out on the wagons. During the period under review, on intensive examination of wagons, the NCW declared 163201 wagon units in need of repairs for water tightness. Out of these, 16117 wagon units were passed locally, without being made water tight. Supply of such unfit wagons led to damage of goods resulting in payment of compensation claims. Details of losses on this account were, however, not available.

8. Location-wise analysis

Cases of theft and pilferage reported are classified as "localised" and "unlocalised". Unlocalised cases are those where actual place of theft/ pilferage cannot be identified. When an incident is localised within the jurisdiction of some other Railways, it is transferred to the Railways

concerned. The Railway Board introduced in 1973, a system to analyse reasons for the pilferage/ partial loss, to pinpoint the area of loss, to devise preventive measures and to fix staff responsibility. The PAC, in their 84th Report (1986-87), observed that such measures would have considerable scope for prevention of claims, provided concerted efforts were made by the Railways.

However, it was noticed that except in South Eastern Railway, the Railways are not undertaking this analysis regularly. Detailed analysis of the locations of occurrence in respect of complete loss of package/ consignments and pilferage was done upto 1995-96 by Western Railway, upto 1997-98 by Eastern, Northern, North Eastern, Southern and South Central Railways and upto 1999-2000 by Northeast Frontier Railway. In Central Railway, the analysis in respect of pilferage was not done beyond 1996-97.

Even where location-wise analysis was attempted in respect of 86,281 cases of complete loss of packages/ consignments and 57,441 cases of Pilferage, Railway Administration had concluded that locations remained un-identified rendering the whole exercise futile and leaving very little scope for taking remedial action.

9. Mis-despatch/ detention enroute of wagons

9.1 Due to incorrect indication of destination, illegible particulars as to the destination station etc. on seal cards by the Commercial Department and despatch of wagons to wrong destination (attributable to the failure of Operating Department), wagons are mis-despatched. Mis-despatch of wagons results in preference of compensation claims by parties for non-receipt of goods, damage of goods and deterioration.

A test check of 481 cases revealed that an amount of Rs.7.06 crore was paid as compensation on account of mis-despatch of wagons. Out of this, in 25 cases, only a sum of Rs.0.11 crore was realised through auction of some consignments and in 129 cases contents of wagons worth Rs.2.84 crore were utilised by the departments.

(Annexure XCII)

9.2 The detention of wagons enroute results in deterioration and damage to goods. A test check of 864 cases involving 1243 wagons conducted by audit revealed that 1121 wagons (90.19 per cent) were delayed upto 6 months, 79 wagons upto 12 months and 43 wagons over one year. Consequently, an amount of Rs.3.92 crore was paid by the Railways as compensation. In view of the fact that compensation paid for perishables was high, the necessity to deliver these consignments in time and in good condition assumes great significance.

(Annexure XCIII)

9.3 In case of missing Food Grains wagons (i.e. wagons not delivered against surrender of Railway Receipts), and unconnected food grains wagons (i.e. wagons delivered without surrender of Railway Receipts) reconciliation is carried out periodically between the Railway Administration and the FCI; and

the particulars of wagons which remain missing and un-connected after such reconciliation are intimated to the Railway Board for further reconciliation and adjustment at Railway Board's level.

Reconciliation in this regard at Zonal Railway level was completed only upto 1995-96 in Northeast Frontier Railway, upto 1998-99 in Central, Northern, South Central and South Eastern Railways and upto 1999-2000 in Eastern, North Eastern, Southern and Western Railways. However, the reconciliation at Railway Board's level was completed only upto 1995-96 and it was in arrears for the years from 1996-97 onwards.

10. Departmental claims

The compensation claims preferred, during the review period included 17088 claims for Rs.171.46 crore preferred by various Departments of the Railways. Out of this, 1,334 cases (Rs.0.78 crore) were accepted by the Railways and payments made. 10,793 cases (Rs.68.49 crore) were repudiated by the Railways, out of which 916 cases (Rs.6.37 crore) were repudiated as time barred, which indicated laxity on the part of the concerned Departments of the Railway Administration in preferring the claims. As on 31 March 2001, 4,961 cases (Rs.102.19 crore) were outstanding.

11. Fixing of staff liability

Compensation claims mainly arise from some lapse on the part of the staff connected with the booking and transport of goods. During the review period 1996-97 to 2000-2001, 10036 staff were found responsible; but only 4194 were punished.

A test check of 1257 cases revealed that in 662 cases the time taken to fix the staff responsibility was between 6 months to 1 year; in 168 cases between 1 year to 2 years; in 71 cases between 2 years to 3 years and in 80 cases more than 3 years. Further, it was observed that action taken against the staff found responsible was only 27.70 per cent on Northern Railway.

12. Court Cases

12.1. In their 84th Report (1986-87), the Public Accounts Committee (PAC) considered that a large number of court cases involving compensation claims were instituted every year and substantial amount was paid by the Railways as compensation as a result of Court Decrees and that further vigorous efforts were necessary to ensure that all the claims were settled expeditiously and correctly so that the Railway customers did not resort to litigation in Courts of Law. With a view to taking remedial steps to prevent unnecessary litigation, the Railway Board in September 1987 stressed the need for reviewing the causes for suits decreed against the Railways and also directed all the Zonal Railways that the cases contested but lost by them should be systematically analysed and lessons learnt from such reviews should be used by them and might also be communicated to other Zonal Railways for their use. None of the 9 Zonal Railways had any record to indicate that such an analysis was conducted and remedial steps were initiated to prevent unnecessary litigation.

For speedy adjudication of claim for loss or damage to goods, filed by those who are not satisfied with the decisions of the Railway Administration, the Central Government under section 3 of Railway Claim Tribunal Act, 1987, established the Railway Claims Tribunals (RCTs) in November 1989. At present 21 RCTs are functioning in the Zonal Railways.

12.2 Out of 1,00,627 cases dealt with in RCTs during the period 1996-97 to 2000-2001, a total of 66,840 Court cases were cleared. Zonal Railway-wise break up is given below:

Name of the Railway	Total no. of cases dealt with	Total No. of Court cases cleared	No. of Court Cases decreed against Railways	No. of Court cases settled out of court	No. of cases dismissed in favour of Railways	Disposed of otherwise	Court cases pending settlement as on 31/3/01	Out of Col.8 number of court cases pending for more than 3 years.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Central	8033	4570	692	2883	748	247	3463	2342
Eastern	22048	16265	11962	212	1255	2836	5783	NA
Northern	19737	14004	4732	4044	3305	1923	5733	2530
North Eastern	3722	2469	1141	165	572	591	1253	529
Northeast Frontier	11092	8173	6848	163	1162	0	2919	985
Southern	5962	5402	2361	2198	605	238	560	204
South Central	1969	927	253	280	331	63	1042	742
South Eastern	21907	10193	7433	820	1803	137	11714	NA
Western	6157	4837	581	2836	1052	368	1320	676
Total	100627	66840	36003	13601	10833	6403	33787	8008

It may be observed that out of 66,840 cases cleared, 36,003 cases (53.86 per cent) were decreed against Railways. The number of cases registered were high in respect of Eastern, South Eastern, Northern and Northeast Frontier Railways. Number of cases decreed against Railways were high in Eastern Railway (11,962 cases) followed by South Eastern Railway (7,433 cases) and Northeast Frontier Railway (6,848 cases) with reference to the cases cleared.

12.3 As many as 33,787 cases were pending settlement in RCTs/ Courts as on 31 March 2001. Out of this, 8,008 cases were pending for more than 3 years. The percentage of claims (33,787 cases) outstanding as on 31 March 2001 to the total number (1,00,627 cases) of suits dealt with was 33.58 per cent. The percentage was very high in South Eastern Railway (53.47 per cent) followed by Northern Railway (29.05 per cent) and Eastern Railway (26.23 per cent). Further it was observed that during 1996-97 to 2000-2001, the progress of disposal of cases was slow in Western Railway. There were 135 cases pending for more than 10 years (which includes 3 cases pending for more than 20 years and 2 cases pending for more than 32 years).

12.4 One of the reason for abnormal delay in settlement of court cases and consequent accumulation of pending cases was the acute vacancy position of the posts of Member (Judicial)/ Member (Technical) in the RCTs, which ranged from 2 to 60 months during the period 1996-97 to 2000-01. In RCT, Kolkata, one post of Member (Judicial) was vacant for the entire period of five years. In RCTs Gorakhpur, Chandigarh and Ghaziabad, the post of Member (Judicial) was vacant almost for the entire period 1998-1999 to 2000-2001. In RCT, Patna, one post of Member (Technical) was vacant for 36 months and one post of Member (Judicial) was also vacant for 34 months. In RCT,

Bhubaneswar, the post of Member (Technical) was vacant for 30 months and the post of Member (Judicial) was also vacant for 23 months during the period of review. At the end of the review period (February 2001), against the sanctioned strength of 37 Members (Judicial/ Technical), the working strength was only 18 (49 per cent).

13. Analysis of cases decreed against Railways

13.1 The cases illustrated below reveal the weaknesses of the Railway Administration in arranging for proper weighment facilities of consignments, providing covered platforms for unloading, proper testing and certification of wagons by Train Examination Staff (TXRs) and contesting the cases properly in RCTs.

(i) A test-check of 251 Court cases relating to compensation claims in respect of iron and steel consignments revealed that 114 cases were decreed against the Railways, by accepting the weighment particulars furnished by the parties. Out of the 114 cases involving payment of Rs.1.06 crore, in 52 cases (45.61 per cent), there were no facilities for weighment at destination stations and the Railway Administration did not agree to the requests of the parties for weighment through private weighbridges. In 53 cases, though weighment was allowed through private weighbridges to the parties and shortage certificates issued by the Northern Railway Administration, the cases were repudiated on the ground that the consignments were loaded by the consignor in the private siding without being supervised by the Railway staff. In 9 cases, re-weighment was not allowed at destination and the party got the re-weighment done privately which was accepted by the Court.

(Annexure XCIV)

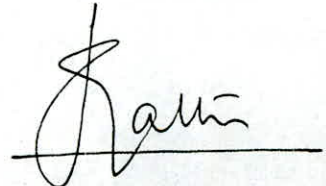
- (ii) In 38 Court cases dealt with by Northern Railway, Rs.0.19 crore was paid for cement consignments unloaded in sound condition at the destination, but the cement was damaged by rain water due to unloading of consignments in open space, despite the request of consignors for placing the rakes in covered platforms. The suits filed by aggrieved parties were decreed against the Railways by RCT on the ground that the consignments were unloaded in uncovered open site, despite repeated request by the parties.
- (iii) In 5 Zonal Railways (except North Eastern, Northeast Frontier, South Central and Western Railways), the certificates issued for water tightness of wagons by the TXRs were not produced before the RCTs, and hence the claims were decreed against the Railways involving payment of compensation of Rs.0.42 crore in 68 cases.
- (iv) On Northern, North Eastern, Northeast Frontier and South Central Railways certificates of TXRs produced before the RCTs were not accepted as a valid document as the TXRs who issued the certificate had not indicated the type of test applied to certify that the wagon were water tight and, therefore, no reliance could be placed on it. Consequently, the claims were decreed against the Railways and Rs.0.55 crore were paid in 25 cases.

- (v) In Southern Railway, for 59 cases decreed against the Railway for consignments containing food grains claimed to have not been delivered to Food Corporation of India (FCI), a sum of Rs.0.38 crore was paid (March 1994 to February 1998) as compensation towards cost, interest, and proportionate Court costs. It was observed in audit that in all the above 59 cases, the consignments were actually delivered by arranging for matching consignments etc. for which details were available in the relevant case files. On this being pointed out, Southern Railway Administration initiated action to get the amount (Rs.0.38 crore) refunded by FCI (March 2000). This amount was still pending realisation (July 2001).
- (vi) On South Eastern Railway, FCI filed 104 suits during 1981 to 1988 for Rs.0.86 crore for non-delivery of consignments. The Hon'ble court dismissed 2 cases and decreed the remaining 102 cases in favour of FCI. Out of 102 cases, in 16 cases the Railway Administration filed appeals in the High Court. It made payment of Rs.0.63 crore in 63 cases. In the remaining 23 cases, payment has not yet been arranged by the Railway Administration for want of necessary documents (Plaint, copy of judgements and necessary commercial documents). In addition to Rs.0.20 crore towards claims/ decretal value, the Railway Administrations shall have to pay interest and other cost due to abnormal delay in settling the cases. The Railway Administration has been taking abnormally long time to process the cases for payment resulting in additional financial burden on account of accumulating interest. It was also observed that in 4 cases, Railway was not represented in the Court and decree was awarded ex-parte in favour of FCI.

New Delhi

Dated

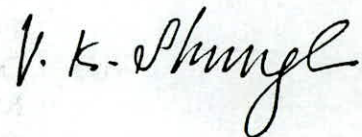
7 MAR 2002



(J.S. MATHUR)

Deputy Comptroller and Auditor General of India

Countersigned



New Delhi

Dated

- 8 MAR 2002

(V.K. SHUNGLU)

Comptroller and Auditor General of India

ANNEXURES

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Annexure I
[Para 7.2 (b) (i)]

Statement showing extra lease charges payable for 2225 wagons directly procured by the parties under OYWS
(Rupees in units)

Type of wagons	Quantity procured (VUs)#	Railway cost per wagon (Rs./VU)	Industry cost per wagon* (Rs./VU)	Difference in cost per wagon {Col. (4)-(3)} (Rs.)	Total cost difference {Col. (5)x(2)} (Rs.)	Lease charges payable	
						@ 16% for 1 st 10 years	@ 1% for next 10 years
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
BTPN	600	1146882	1225000	78118	46870800	74993280	4687080
BTPN	1500	1272106	1371545	99439	149158500	238653600	14915850
BCNA	125	1247399	1376123	128724	16090500	25744800	1609050
Total	2225				212119800	339391680	21211980

VUs = Vehicle Units

* Excise Duty (less MODVAT on inputs) is payable extra on "OYWS" wagons being statutory levies

Total Extra lease charges payable =Rs.339391680+Rs.21211980
= Rs.360603660

or Rs.36.06 crore

**Annexure II
(Para 1)**

Statement showing Classification of Passenger Amenities (Minimum Essential, Recommended and Desirable)

Minimum Essential		Recommended		Desirable	
1.	Booking Facility	1.	Waiting Hall	1.	Retiring Room
2.	Platforms – High, Low, Rail Level	2.	Drinking Water	2.	Waiting Room – (i) Common, (ii)
3.	Drinking Water – (i) Piped, (ii) Hand Pump	3.	Latrines		Separate for Upper and Second Class, (iii) Separate for Ladies and Gents
4.	Waiting Hall/ Shed	4.	Urinals	3.	Clock Room
5.	Sitting arrangements	5.	Platform covering	4.	Enquiry
6.	Platform shelters – Shady trees	6.	Bathroom	5.	NTES
7.	Lighting	7.	Coolers	6.	Interactive Voice Response System (IVRS)
8.	Fans	8.	Booking arrangements	7.	Public Address System
9.	Urinals	9.	Self Printing Ticket Machine (SPTM)	8.	Water Vending Machines/ Chilling Plants
10.	Latrines	10.	Interactive Voice Response System (IVRS)	9.	Water Coolers
11.	Foot Over Bridge			10.	Bathing Facility
12.	Time Table Display			11.	Book Stalls/ Other Stalls of essential goods
13.	Clock			12.	Refreshment room
				13.	Catering/ Vending Stalls
				14.	Parking/ Circulatory area
				15.	Washable apron
				16.	Train Indicator Board
				17.	Public Phones

Note: For the same amenities appearing in the list of Recommended/ Desirable amenities, higher scales over and above the prescribed minimum scale were prescribed as per categorisation of stations.

Annexure III
(Para 1)
Categorisation of stations
(After issue of Railway Board's Guidelines dated 13 September 1999)

Sl. No.	Railway	Categorisation of Stations						TOTAL
		Number of Stations						
		A	B	C	D	E	F	
1	2	3	4	5	6	7	8	9
1	Central	21	24	72	43	555	137	852
2.	Eastern	20	19	144	22	324	301	830
3.	Northern	35	40	20	43	1120	186	1444
4.	North Eastern	22	12	NIL	49	472	164	719
5.	Northeast Frontier	3	6	NIL	12	420	79	520
6.	Southern	21	30	72	22	609	173	927
7.	South Central	7	41	26	23	575	141	813
8.	South Eastern	9	11	36	19	622	160	857
9.	Western	22	16	28	39	771	253	1129
TOTAL		160	199	398	272	5468	1594	8091

Annexure IV

(Para 6)

Statement showing Budget Allotment and Actual Expenditure incurred by the Zonal Railways during the period 1996-97 to 2000-2001

(Rs. in crore)

Sl. No.	Railway	Budget Allotment under Grant No.16	Budget allotted	Percentage of allotment [Col.4 (x) 100]/ Col.3]	Actual Expenditure	Shortfall of amount in utilisation	Percentage of shortfall of amount in utilisation [Col.7 (x) 100/ Col.4]
1	2	3	4	5	6	7	8
1.	Central	8298.04	110.30	1.33	88.37	21.93	19.88
2.	Eastern	2577.07	61.92	2.40	53.61	8.31	13.42
3.	Northern	10114.44	111.14	1.10	91.88	19.26	17.33
4.	North Eastern	1256.61	39.03	3.10	38.97	0.06	0.15
5.	Northeast Frontier	1616.01	31.79	1.96	23.85	7.94	24.97
6.	Southern	5856.93	64.96	1.10	60.20	4.76	7.32
7.	South Central	4851.59	41.30	0.85	38.07	3.23	7.82
8.	South Eastern	8303.43	64.77	0.78	52.83	11.94	18.43
9.	Western	6251.38	93.14	1.48	70.61	22.53	24.18
TOTAL		49125.50	618.35	1.25	518.39	99.96	16.16

Annexure V
(Para 7)

Statement showing number of stations having deficiencies in Minimum Essential Amenities

Sl.No/ Railway	Station		Amenity (Number of stations having deficiencies)													
	Category	Number	Booking Counter	Drinking Water	Waiting Hall/ shed	Urinals	Latrines	Platform shelters/ Shady Trees	Sitting Arrangements	Foot Over Bridge	Lighting	Fans	Time Table Display	Clock	Plat-form (High/ Low/ Rail Level)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1. Central	A	21	8	7	10	5	5	1	13	1	Nil	Nil	Nil	Nil	1	
	B	24	3	6	12	3	3	2	7	Nil	Nil	Nil	Nil	1	2 (LL)	
	C	72	Nil	3	54	10	17	5	1	9	Nil	Nil	Nil	1	1	
	D	43	17	4	8	12	4	1	11	1	Nil	Nil	Nil	1	1	
	E	555	201	79	90	227	76	89	96	7	26	131	23	24	Nil	
	F	137	7	22	17	6	10	27	5	6	7	5	Nil	9	1	
Total		852	236	121	191	263	115	125	133	24	33	136	23	36	6	
Percentage of total number of stations			27.69	14.20	22.41	30.86	13.49	14.67	15.61	2.81	3.87	15.96	2.69	4.22	0.70	
2. Eastern	A	20	18	5	1	8	5	3	9	2	Nil	Deficiencies not identified by Railway Administration.				Nil
	B	19	18	7	3	5	6	3	8	2	1					Nil
	C	144	143	115	29	30	87	86	22	22	11					1
	D	22	21	6	1	8	3	Nil	4	Nil	Nil					1
	E	324	292	42	65	146	122	44	23	Nil	50					Nil
	F	301	31	38	7	Nil	Nil	53	Nil	Nil	84					1
Total		830	523	213	106	197	223	189	66	26	146				3	
Percentage of total number of stations			63.01	25.66	12.77	23.73	26.86	22.77	7.95	3.13	17.59				0.36	
3. Northern	A	35	21	6	3	15	8	3	23	1	Nil	Nil	Nil	2	13	
	B	40	37	9	5	17	9	7	27	2	Nil	Nil	Nil	6	10	
	C	20	17	4	3	15	8	12	8	5	Nil	Nil	Nil	Nil	6	
	D	43	38	7	2	21	9	9	19	Nil	Nil	Nil	Nil	5	11	
	E	1120	1063	212	198	871	354	57	358	Nil	167	167	Nil	129	Nil	
	F	186	43	40	75	Nil	Nil	7	Nil	Nil	50	50	Nil	44	Nil	
Total		1444	1219	278	286	939	388	95	435	8	217	217	Nil	186	40	
Percentage of total number of stations			84.41	19.25	19.80	65.02	26.86	6.57	30.12	0.55	15.02	15.02	Nil	12.88	2.77	

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Sl.No/ Railway	Station		Amenity (Number of stations having deficiencies)												
	Category	Number	Booking Counter	Drinking Water	Waiting Hall/ shed	Urinals	Latrines	Platform shelters/ Shady Trees	Sitting Arrangements	Foot Over Bridge	Lighting	Fans	Time Table Display	Clock	Plat-form (High/ Low/ Rail Level)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
4.North Eastern	A	22	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	B	12	Nil	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	C	Nil	-	-	-	-	-	-	-	-	-	-	-	-	-
	D	49	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NA	Nil	Nil	Nil	NA	Nil
	E	472	Nil	Nil	Nil	46	Nil	Nil	Nil	NA	Nil	Nil	Nil	NA	Nil
	F	164	Nil	Nil	Nil	NA	NA	Nil	Nil	NA	Nil	Nil	Nil	NA	Nil
Total		719	Nil	Nil	2	46	Nil	Nil	Nil	Nil	Nil	Nil	NA	NA	Nil
Percentage of total number of stations			Nil	Nil	0.27	6.39	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
5.Northeast Frontier	A	3	2	2	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	B	6	5	2	1	3	1	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil
	C	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	D	12	4	6	2	6	1	Nil	2	Nil	Nil	Nil	Nil	Nil	Nil
	E	420	-	92	96	4	3	242	6	Nil	Nil	Nil	Nil	Nil	Nil
	F	79	2	15	10	Nil	Nil	61	1	Nil	Nil	Nil	Nil	Nil	Nil
Total		520	13	117	109	14	5	303	10	Nil	Nil	Nil	Nil	Nil	Nil
Percentage of total number of stations			2.50	22.50	20.96	2.69	0.96	58.26	1.92	Nil	Nil	Nil	Nil	Nil	Nil
6. Southern	A	21	13	2	2	17	16	2	18	4	Nil	9	N.A.	Nil	1
	B	30	30	3	9	29	29	3	28	15	3	25	N.A.	9	13
	C	72	63	22	41	69	65	22	47	25	2	67	N.A.	29	5
	D	22	9	2	2	22	21	2	20	Nil	Nil	21	N.A.	6	Nil
	E	609	504	232	143	588	497	127	275	Nil	10	579	N.A.	230	126
	F	173	9	Nil	Nil	Nil	Nil	47	Nil	Nil	4	Nil	N.A.	Nil	Nil
Total		927	628	261	197	725	628	203	388	44	19	701	N.A.	274	145
Percentage of total number of stations			67.74	28.15	21.25	78.20	67.74	21.89	41.85	4.74	2.04	75.62	N.A.	29.55	15.64

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Sl.No/ Railway	Station		Amenity (Number of stations having deficiencies)												
	Category	Number	Booking Counter	Drinking Water	Waiting Hall/shed	Urinals	Latrines	Platform shelters/Shady Trees	Sitting Arrangements	Foot Over Bridge	Lighting	Fans	Time Table Display	Clock	Plat-form (High/Low/ Rail Level)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
7. South Central	A	7	6	2	Nil.	4	Nil	Nil	Nil	Nil	N.A.	N.A.	N.A.	N.A.	N.A.
	B	41	41	10	3	34	8	1	13	1	N.A.	N.A.	N.A.	N.A.	N.A.
	C	26	26	24	5	24	1	12	5	12	N.A.	N.A.	N.A.	N.A.	N.A.
	D	23	23	2	Nil	23	Nil	Nil	2	Nil	N.A.	N.A.	N.A.	N.A.	N.A.
	E	575	556	82	26	485	51	Nil	106	Nil	N.A.	N.A.	N.A.	N.A.	N.A.
	F	141	Nil	31	9	Nil	Nil	Nil	Nil	Nil	N.A.	N.A.	N.A.	N.A.	N.A.
Total		813	652	151	43	570	60	13	126	13	N.A.	N.A.	N.A.	N.A.	N.A.
Percentage of total number of stations			80.19	18.57	5.28	70.11	7.38	1.59	15.49	1.59	N.A.	N.A.	N.A.	N.A.	N.A.
8. South Eastern	A	9	4	Nil	4	3	1	Nil	1	Nil	Nil	Nil	Nil	Nil	Nil
	B	11	7	6	3	4	3	1	3	Nil	Nil	Nil	Nil	Nil	Nil
	C	36	1	31	31	13	30	Nil	18	3	Nil	3	Nil	12	Nil
	D	19	6	16	10	14	3	1	4	Nil	Nil	3	Nil	1	Nil
	E	622	265	91	55	268	73	134	24	Nil	9	110	4	Nil	Nil
	F	160	31	Nil	Nil	Nil	Nil	102	Nil	Nil	51	Nil	14	Nil	Nil
Total		857	314	144	103	302	110	238	50	3	60	116	18	13	Nil
Percentage of total number of stations			36.63	16.80	12.01	35.23	12.83	27.77	5.83	0.35	7.00	13.53	2.10	1.51	Nil
9. Western	A	22	11	16	18	4	10	1	13	Nil	Nil	3	Nil	Nil	7
	B	16	13	11	9	3	6	2	9	Nil	Nil	3	Nil	Nil	7
	C	28	23	22	23	11	22	2	22	Nil	Nil	Nil	Nil	Nil	26
	D	39	21	18	25	14	15	5	23	Nil	Nil	4	Nil	2	11
	E	771	427	303	202	164	135	335	114	75	15	187	Nil	95	158
	F	253	106	125	107	1	19	132	39	50	58	16	1	76	47
Total		1129	601	495	384	197	207	477	220	125	73	213	1	173	256
Percentage of total number of stations			53.23	43.84	34.01	17.44	18.33	42.24	19.48	11.07	6.46	18.86	0.08	15.32	22.67

Annexure VI
(Para 8)

Statement showing the details of facilities commented upon adversely in the Inspection Reports relating to the period 1996-97 to 2000-2001

Sl. No.	Railway	Number of divisions test-checked	Total Number of Inspection Reports reviewed	Number of adverse comments made						Total (Col.5 to Col.10)
				Drinking water	Cleanliness	Urinals	Toilets	Retiring Rooms	Booking Counter	
1	2	3	4	5	6	7	8	9	10	11
1	Central	4	4747	119	348	51	85	70	102	775
2	Eastern	4	825	180	290	79	135	73	164	921
3	Northern	4	940	170	275	64	94	96	156	855
4	North Eastern	3	529	112	266	97	146	104	214	939
5	Northeast Frontier	2	176	38	42	3	6	10	3	102
6	Southern	4	3506	530	575	118	313	175	214	1925
7	South Central	3	725	128	176	21	90	89	149	653
8	South Eastern	4	1108	108	157	56	68	97	75	561
9	Western	4	1262	135	317	132	184	18	122	908
TOTAL		32	13818	1520	2446	621	1121	732	1199	7639

**Annexure VII
(Para 9)**

Statement Showing number of units of retiring rooms having occupancy of less than 40 per cent

Sl. No.	Railway	Year	Number of stations provided with retiring rooms	Number of units available	Number of units having occupancy of less than 40 per cent	Percentage (Col.6 to Col.5)
1	2	3	4	5	6	7
1	Central	1997	46	458	95	20.74
		1998	50	456	105	23.04
		1999	52	464	109	23.49
		2000	53	481	92	19.13
2	Eastern	1997	42	273	65	26.00
		1998	42	273	65	26.00
		1999	42	271	78	31.45
		2000	42	276	78	30.83
3	Northern	1997	57	540	87	16.11
		1998	69	564	84	14.89
		1999	69	551	77	13.97
		2000	69	556	88	15.83
4	North Eastern	1997	62	150	81	54.00
		1998	63	152	84	55.27
		1999	63	152	85	55.92
		2000	63	152	86	56.58

Note: On Eastern Railway, position of 23 units were not made available during the years 1997, 1998, 1999 and 2000.

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Sl. No.	Railway	Year	Number of stations provided with retiring rooms	Number of units available	Number of units having occupancy of less than 40 per cent	Percentage (Col.6 to Col.5)
1	2	3	4	5	6	7
5	Northeast Frontier	1997	37	177	100	56.50
		1998	38	181	118	55.20
		1999	38	181	120	65.20
		2000	38	181	114	62.98
6	Southern	1997	72	570	132	23.20
		1998	72	590	143	24.20
		1999	73	592	154	26.00
		2000	73	590	168	28.50
7	South Central	1997	53	336	61	18.15
		1998	55	341	122	35.78
		1999	55	341	129	37.83
		2000	56	344	120	34.88
8	South Eastern	1997	52	372	85	27.42
		1998	53	377	78	24.92
		1999	55	382	71	22.05
		2000	55	374	87	27.71

Sl. No.	Railway	Year	Number of stations provided with retiring rooms	Number of units available	Number of units having occupancy of less than 40 per cent	Percentage (Col.6 to Col.5)
1	2	3	4	5	6	7
9	Western	1997	42	362	104	28.72
		1998	42	363	100	27.54
		1999	42	373	109	29.22
		2000	42	368	107	29.00

SUMMARY

ALL INDIAN RAILWAYS	Year	Number of stations provided with retiring rooms	Number of units available for occupancy in retiring room
	1997	463	3238
	1998	484	3297
	1999	489	3307
	2000	491	3322

Note Retiring room – one room taken as one unit and Dormitory – one bed taken as one unit except Central and Northeast Frontier Railways where one bed is taken as one unit for retiring room since allotment was being made on bed basis.

In South Eastern Railway, position of 62, 64, 60 and 60 units was not made available for the years 1997, 1998, 1999 and 2000 respectively.

Annexure VIII
(Para 9)

Statement showing the stations (other than Category A, B and D) where retiring rooms were provided

Sl. No.	Railway	Category	Number of stations with Retiring Rooms as on 31 December 2000
1	2	3	4
1.	Central	C	Nil
		E	3
		F	Nil
TOTAL			3
2.	Eastern	C	3
		E	2
		F	Nil
TOTAL			5
3.	Northern	C	2
		E	3
		F	Nil
TOTAL			5
4.	North Eastern	C	Nil
		E	11
		F	Nil
TOTAL			11
5.	Northeast Frontier	C	Nil
		E	20
		F	Nil
TOTAL			20

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Sl. No.	Railway	Category	Number of stations with Retiring Rooms as on 31 December 2000
1	2	3	4
6.	Southern	C	Nil
		E	22
		F	Nil
		TOTAL	22
7.	South Central	C	1
		E	8
		F	Nil
		TOTAL	9
8.	South Eastern	C	Nil
		E	3
		F	Nil
		TOTAL	3
9.	Western	C	Nil
		E	1
		F	Nil
		TOTAL	1
GRAND TOTAL			79

Annexure IX

(Para 10)

Statement showing departmental/ contractor operated catering units over Indian Railways as on 1 April 2000

Sl. No.	Railway	Number of catering units	
		Departmental	Contractor Operated
<i>1</i>	<i>2</i>	<i>4</i>	<i>5</i>
1.	Central	13	211
2.	Eastern	30	20
3.	Northern	12	384
4.	North Eastern	6	251
5.	Northeast Frontier	3	68
6.	Southern	9	73
7.	South Central	24	41
8.	South Eastern	44	23
9.	Western	19	40
Total		160	1111

**Annexure X
(Para 10)**

Statement of number of complaints received against departmental catering units and contractor operated catering units over Indian Railways

Year	Central Railway		Eastern Railway		Northern Railway		North Eastern Railway		Northeast Frontier Railway		Southern Railway		South Central Railway		South Eastern Railway		Western Railway	
	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C
1996-97	161	145	20	2	205	45	-	-	1	3	67	72	42	34	NA	NA	67	156
1997-98	98	154	20	3	194	23	1	4	2	2	84	75	54	29	11	16	55	119
1998-99	154	131	28	2	103	20	1	1	1	10	37	62	34	26	6	13	64	150
1999-2000	207	151	33	1	34	13	1	4	-	8	48	30	33	19	16	36	76	130
2000-2001	408	94	37	-	25	11	NA	NA	-	4	67	14	29	11	8	12	135	127
TOTAL	1028	675	138	8	561	112	3	9	4	27	303	253	192	119	41	77	397	682
	1703		146		673		12		31		556		311		118		1079	
GRAND TOTAL	4629																	

D – Departmental units

C – Contractor operated units

Yearwise Total

Year	Departmental	Contractor operated	TOTAL
1996-97	563	457	1020
1997-98	519	425	944
1998-99	428	415	843
1999-2000	448	392	840
2000-2001	709	273	982
GRAND TOTAL	2667	1962	4629

**Annexure XI
(Para 11)**

Statement showing the number of Halt Stations on Indian Railways

Sl. No.	Railway	Division	Number of Halt Stations				
			1996-97	1997-98	1998-99	1999-2000	2000-2001
1	2	3	4	5	6	7	8
1.	Central	Mumbai	9	9	9	9	9
		Pune	Nil	Nil	1	1	1
		Bhusawal	15	15	15	15	15
		Nagpur	16	16	15	13	12
		Solapur	11	7	8	8	8
		Bhopal	18	18	18	18	18
		Jabalpur	20	20	20	20	20
		Jhansi	36	32	32	32	42
Total			125	117	118	116	125
2.	Eastern	Danapur	32	33	33	59	61
		Howrah	33	33	34	34	34
		Mughalsarai	6	6	6	6	6
		Sealdah	46	47	47	47	47
		Asansol	14	15	15	15	16
		Dhanbad	27	27	29	29	30
		Malda Town	26	26	26	26	27
Total			184	187	190	216	221

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Sl. No.	Railway	Division	Number of Halt Stations				
			1996-97	1997-98	1998-99	1999-2000	2000-2001
1	2	3	4	5	6	7	8
3.	Northern	Allahabad	14	13	13	13	19
		Bikaner	62	62	58	65	65
		Delhi	58	58	59	59	60
		Firozpur	41	40	34	52	54
		Jodhpur	22	20	9	9	9
		Lucknow	26	26	22	22	22
		Moradabad	50	52	55	56	57
		Ambala	24	26	24	19	19
Total			297	297	274	295	305
4.	North Eastern	Lucknow	35	34	36	35	37
		Varanasi	46	45	41	41	42
		Sonpur	5	7	7	7	8
		Samastipur	38	37	36	38	38
		Izatnagar	35	36	38	38	39
Total			159	159	158	159	164
5.	Northeast Frontier	Katihar	19	19	19	19	19
		Alipur Duar	26	26	26	26	26
		Lumding	14	14	14	14	14
		Tinsukia	1	1	1	1	1
Total			60	60	60	60	60

Sl. No.	Railway	Division	Number of Halt Stations				
			1996-97	1997-98	1998-99	1999-2000	2000-2001
1	2	3	4	5	6	7	8
6.	Southern	Madras	22	23	25	24	24
		Tiruchchirappalli	28	31	34	36	34
		Madurai	31	30	30	32	28
		Trivendrum	34	34	32	31	31
		Palghat	36	36	36	36	37
		Banglore City	23	23	22	22	21
		Mysore	48	48	46	46	41
Total			222	225	225	227	216
7.	South Central	Vijayawada	53	53	53	53	53
		Guntakal	18	20	20	21	21
		Secunderabad	11	12	12	14	15
		Hubli	24	22	25	26	26
		Hyderabad	47	48	48	55	60
Total			153	155	158	169	175
8.	South Eastern	Adra	7	7	8	9	12
		Bilaspur	17	17	18	18	18
		Chakradharpur	8	8	8	6	6
		Kharagpur	24	24	24	24	24
		Khruda Road	28	28	26	23	23
		Nagpur	59	59	59	62	62
		Sambalpur	1	1	1	1	1
		Visakhapatnam	14	14	14	14	14
Total			158	158	158	157	160

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Sl. No.	Railway	Division	Number of Halt Stations				
			1996-97	1997-98	1998-99	1999-2000	2000-2001
1	2	3	4	5	6	7	8
9.	Western	Ajmer	44	48	51	51	53
		Mumbai Central	7	8	9	10	10
		Vadodra	70	70	70	60	64
		Bhavnagar Para	55	56	45	45	48
		Jaipur	36	36	32	32	32
		Kota	26	26	21	21	21
		Rajkot	42	38	30	31	31
		Ratlam	22	22	22	23	23
		Total	302	304	280	273	282
		GRAND TOTAL	1660	1662	1621	1672	1708

Annexure XII

(Para 11)

Statement showing the number of Halt Stations running in loss of more than Rs.10,000/- per annum

Sl. No.	Railway	Year	Halt Stations		Number of Halt Stations test-checked	Number of halt stations running in loss of more than Rs.10,000/- per annum	TOTAL LOSS (Rs. in crore)
			Name	Number			
1	2	3	4	5	6	7	8
1	Central ^	1996-97	Jabalpur and Bhopal	38	6	6	0.34
		1997-98		38	6	6	0.42
		1998-99		38	6	6	0.44
		1999-00		38	6	6	0.44
		2000-01		38	7	7	0.46
Total							2.10
2	Eastern	1996-97	Malda Town and Danapur	58	21*	21	1.72
		1997-98		59	24*	24	2.36
		1998-99		59	24*	24	2.54
		1999-00		85	77**	77	7.53
		2000-01		88	77**	77	7.64
Total							21.79
3	Northern	1996-97	Bikaner and Firozepur	103	103	103	10.99
		1997-98		102	102	102	13.33
		1998-99		92	92	92	12.94
		1999-00		117	117	117	18.27
		2000-01		119	119	119	18.89
Total							74.42

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Sl. No.	Railway	Year	Halt Stations		Number of Halt Stations tested	Number of halt stations running in loss of more than Rs.10,000/- per annum	TOTAL LOSS (Rs. in crore)
			Name	Number			
1	2	3	4	5	6	7	8
4	North Eastern	1996-97	Samastipur and Varanasi	64	64	64	6.65
		1997-98		54	54	54	5.87
		1998-99		67	67	67	9.10
		1999-00		66	66	66	8.09
		2000-01		63	63	63	6.43
Total							36.14
5	Northeast Frontier #	1996-97	Katihar and Lumding	33	31	31	1.33
		1997-98		33	31	31	1.58
		1998-99		33	31	31	1.71
		1999-00		33	31	31	1.66
		2000-01		33	31	31	1.62
Total							7.90
6	Southern	1996-97	Madurai and Mysore	64	64	58	0.61
		1997-98		60	60	51	0.56
		1998-99		67	67	56	0.60
		1999-00		67	67	54	0.55
		2000-01		62	62	49	0.50
Total							2.82
7	South Central	1996-97	Guntakal and Vijayawada	71	71	71	6.80
		1997-98		73	73	72	8.04
		1998-99		73	73	72	8.67
		1999-00		74	74	73	8.40
		2000-01		74	74	73	8.34
Total							40.25

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Sl. No.	Railway	Year	Halt Stations		Number of Halt Stations test-checked	Number of halt stations running in loss of more than Rs.10,000/- per annum	TOTAL LOSS (Rs. in crore)
			Name	Number			
1	2	3	4	5	6	7	8
8	South Eastern	1996-97	Kharagpur and Khurda Road	52	52	45	1.43
		1997-98		52	52	45	1.49
		1998-99		50	50	44	1.42
		1999-00		47	47	45	1.82
		2000-01		47	47	45	2.03
Total							8.19
9	Western ##	1996-97	Jaipur and Rajkot	78	72	68	1.69
		1997-98		74	68	65	1.98
		1998-99		62	61	59	2.11
		1999-00		63	63	62	2.17
		2000-01		63	63	62	2.09
Total							10.04
Grand Total							203.64
Total number of halt stations running in annual loss of more than Rs.10,000 as on 31 March 2001					543	526	

- Note:**
1. ^ Central Railway – 32 halt stations for 1996-97 to 1999-2000 and 31 halt stations during 2000-2001 could not be test-checked due to non-availability of old records/ station not opened for traffic.
 2. * Eastern Railway – Position of 1 division was not furnished by Railway Administration.
 - ** Eastern Railway – Records of 8 stations during 1999-2000 and 11 stations during 2000-2001 were not made available.
 3. # Northeast Frontier Railway – 2 Halt stations could not be test-checked due to insurgency problems.
 4. ## Western Railway – Records were not available on Jaipur division in respect of 6 halt stations during 1996-97 and 1997-98 and 1 during 1998-99.

Annexure XIII
(Para 12)

Statement showing the public complaints received during the year 1996-97 to 2000-2001

Sl. No.	Railway	Causes	1996-97		1997-98		1998-99		1999-2000		2000-2001	
			Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Central	Facility at Stations	1632	34.63	1561	40.75	1874	43.63	1641	40.50	1538	37.14
		Travelling facility during journey	1337	28.37	947	24.72	1021	23.77	883	21.79	787	19.00
		Catering	350	7.43	289	7.54	318	7.40	404	9.97	539	13.02
		Miscellaneous	1393	29.56	1034	26.99	1082	25.19	1124	27.74	1277	30.84
Total			4712		3831		4295		4052		4141	
2	Eastern	Facility at Stations	787	36.72	763	39.09	816	41.11	763	37.55	773	39.20
		Travelling facility during journey	746	34.81	596	30.53	550	27.71	708	34.84	631	32.00
		Catering	51	2.38	52	2.66	51	2.57	73	3.60	47	2.38
		Miscellaneous	559	26.08	541	27.72	568	28.61	488	24.01	521	26.42
Total			2143		1952		1985		2032		1972	
3	Northern	Facility at Stations	1732	45.40	1553	45.41	1517	48.40	2027	57.96	1892	58.76
		Travelling facility during journey	1549	40.60	1403	41.02	1154	36.82	1030	29.45	926	28.75
		Catering	53	1.39	39	1.14	29	0.93	32	0.92	26	0.81
		Miscellaneous	481	12.61	425	12.43	434	13.85	408	11.67	376	11.68
Total			3815		3420		3134		3497		3220	

Report No.9A of 2002 (Railways)

Sl. No.	Railway	Causes	1996-97		1997-98		1998-99		1999-2000		2000-2001	
			Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total
1	2	3	4	5	6	7	8	9	10	11	12	13
4	North Eastern	Facility at Stations	708	60.25	360	58.53	312	66.24	277	60.61	643	67.82
		Travelling facility during journey	177	15.06	89	14.47	80	16.98	98	21.44	132	13.92
		Catering	22	1.87	14	2.27	18	3.82	14	3.06	38	4.01
		Miscellaneous	268	22.80	152	24.71	61	12.95	68	14.88	135	14.24
Total			1175		615		471		457		948	
5	Northeast Frontier	Facility at Stations	83	26.18	95	33.68	90	29.57	104	29.88	108	24.05
		Travelling facility during journey	164	51.73	124	43.97	155	49.20	155	44.54	209	46.54
		Catering	23	7.45	7	2.48	16	5.07	27	7.75	15	3.34
		Miscellaneous	47	14.82	56	19.85	54	17.14	62	17.81	117	26.05
Total			317		282		315		348		449	
6	Southern	Facility at Stations	480	34.48	373	36.07	369	38.93	353	40.81	366	39.40
		Travelling facility during journey	631	45.33	414	40.04	383	40.40	304	35.14	344	37.03
		Catering	139	9.99	159	15.38	99	10.44	78	9.02	81	8.72
		Miscellaneous	142	10.20	88	8.51	97	10.23	130	15.03	138	14.85
Total			1392		1034		948		865		929	

Report No.9A of 2002 (Railways)

Sl. No.	Railway	Causes	1996-97		1997-98		1998-99		1999-2000		2000-2001	
			Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total	Number	Per-centage to total
1	2	3	4	5	6	7	8	9	10	11	12	13
7	South Central	Facility at Stations	297	26.66	306	27.42	326	31.41	372	34.32	326	33.85
		Travelling facility during journey	562	50.45	518	46.42	434	41.81	373	34.41	316	32.82
		Catering	64	5.75	58	5.19	51	4.91	44	4.06	50	5.19
		Miscellaneous	191	17.15	234	20.97	227	21.87	295	27.21	271	28.14
Total			1114		1116		1038		1084		963	
8	South Eastern	Facility at Stations	455	18.40	541	15.51	823	22.49	763	34.82	715	31.99
		Travelling facility during journey	964	39.00	1560	44.73	1592	43.50	762	34.78	832	37.23
		Catering	133	5.38	104	2.98	89	2.43	103	4.70	134	5.99
		Miscellaneous	920	37.22	1283	36.78	1156	31.58	563	25.70	554	24.79
Total			2472		3488		3660		2191		2235	
9	Western	Facility at Stations	843	32.54	1034	37.33	838	31.09	978	35.84	868	30.35
		Travelling facility during journey	904	34.89	822	29.68	844	31.32	759	27.81	825	28.85
		Catering	223	8.61	174	6.28	214	7.94	206	7.55	262	9.16
		Miscellaneous	621	23.97	740	26.71	799	29.65	786	28.80	905	31.64
Total			2591		2770		2695		2729		2860	
GRAND TOTAL			19731		18508		18541		17255		17717	

Annexure XIV

(Para 13)

Statement showing the number of model stations where higher facilities were not provided

Sl. No./ Railway	Number of Model Stations where facilities were not provided						
	Number of Model Stations test-checked	Signages	National Train Enquiry System (NTES)	Modular Stalls	Circulating Area		
					Vehicle wise segregation of traffic flows done	Vehicle wise segregation of parking provided	Green Patches developed
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1. Central	4	1	1	-	-	-	-
2. Eastern	4	3	3	4	3	3	3
3. Northern	5	1	1	4	-	-	1
4. Northeast Frontier	2	-	-	1	-	-	1
5. Southern	4	2	4	1	-	-	3
6. South Central	3	-	-	1	-	-	-

Sl. No./ Railway	Number of Model Stations where facilities were not provided						
	Number of Model Stations test-checked	Signages	National Train Enquiry System (NTES)	Modular Stalls	Circulating Area		
					Vehicle wise segregation of traffic flows done	Vehicle wise segregation of parking provided	Green Patches developed
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
7. South Eastern	4	1	4	1	1	-	1
8. Western	4	-	1	-	1	-	1
TOTAL	30	8	14	12	5	3	10

Annexure XV
(Para 14)

Statement showing number of meetings of consultative committees held over Indian Railways during 1996-97 to 2000-2001

Sl. No.	Railway	Name of the consultative committees	Number of meetings		Percentage of Col.5 to Col.4
			Should have been held during the period of review	Actually held during the period of review	
1	2	3	4	5	6
1	Central	Zonal Railway Users Consultative Committee (ZRUCC)	10	4	40
		Divisional Railway Users Consultative Committee (DRUCC)	140	51	36.79
2	Eastern	Zonal Railway Users Consultative Committee (ZRUCC)	10	4	40
		Divisional Railway Users Consultative Committee (DRUCC)	140	33	23.57
3	Northern	Zonal Railway Users Consultative Committee (ZRUCC)	10	6	60
		Divisional Railway Users Consultative Committee (DRUCC)	160	71	44.38

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Sl. No.	Railway	Name of the consultative committees	Number of meetings		Percentage of Col.5 to Col.4
			Should have been held during the period of review	Actually held during the period of review	
1	2	3	4	5	6
4	North Eastern	Zonal Railway Users Consultative Committee (ZRUCC)	10	4	40
		Divisional Railway Users Consultative Committee (DRUCC)	100	30	30
5	Northeast Frontier	Zonal Railway Users Consultative Committee (ZRUCC)	10	3	30
		Divisional Railway Users Consultative Committee (DRUCC)	80	19	23.75
6	Southern	Zonal Railway Users Consultative Committee (ZRUCC)	10	4	40
		Divisional Railway Users Consultative Committee (DRUCC)	140	59	42.14
7	South Central	Zonal Railway Users Consultative Committee (ZRUCC)	10	3	30
		Divisional Railway Users Consultative Committee (DRUCC)	100	34	34

Sl. No.	Railway	Name of the consultative committees	Number of meetings		Percentage of Col.5 to Col.4
			Should have been held during the period of review	Actually held during the period of review	
1	2	3	4	5	6
8	South Eastern	Zonal Railway Users Consultative Committee (ZRUCC)	10	5	50
		Divisional Railway Users Consultative Committee (DRUCC)	140	46	32.86
9	Western	Zonal Railway Users Consultative Committee (ZRUCC)	10	3	30
		Divisional Railway Users Consultative Committee (DRUCC)	160	49	30.63

SUMMARY

Zonal Railway Users Consultative Committee (ZRUCC)	90	36	40.00
Divisional Railway Users Consultative Committee (DRUCC)	1160	392	33.79

Note: Prescribed periodicity - ZRUCC may meet as often as necessary but not less than twice a year.
 - DRUCC may meet once a quarter but not less than thrice a year.

Annexure XVI

(Para 1.1.2 & 1.6: Railway Inventory and Sample Size)

Statement showing number of Price Ledger items and their value at the end of March 2001

(Rs. in crore)

Sl. No.	Railway	Number of Depots	Total No. of PL Items	Receipt of stores of Railways/ Production Units during 2000 2001	Inventory value of Railway/ Production Units on 31 March 2001	Number of Depots selected				Inventory value of Depots selected	Total No. of wards in selected depots	Number of wards selected				Inventory value of wards selected	Name of division selected
						General	Workshop attached	Scrap	Total			General	Workshop attached	Scrap	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Central	31	41239	498.51	66.16	1	2	1	4	13.53	36	4	8	1	13	9.12	Mumbai
2	Eastern	13	12559	662.30	43.94	1	2	1	4	21.52	32	3	5	1	9	10.64	Asansol
3	Northern	27	28850	548.29	103.37	1	3		4	34.51	52	3	11		14	16.47	Lucknow
4	North Eastern	12	8183	131.22	26.14	0	3	1	4	17.33	44	0	12	1	13	6.38	Lucknow
5	Frontier	14	10874	64.73	18.21	2	1	0	3	7.57	24	5	2		7	3.94	Alipurduar
6	Southern	25	13769	348.28	47.57	1	2	1	4	10.87	19	3	3	1	7	7.80	Thiruchirapalli
7	South Central	15	14505	245.35	44.46	1	2	1	4	18.41	21	3	3	1	7	9.53	Secunderabad
8	South Eastern	33	16138	378.25	42.30	1	2	1	4	22.37	21	3	8	3	14	12.39	Chakradharpur
9	Western	36	33081	354.35	88.38	1	2	1	4	18.79	15	2	3	1	6	8.50	Mumbai Central
10	CLW	7	5000	497.22	99.20	1	2	0	3	72.90	31	1	7	0	8	56.08	Chittaranjan
11	DLW	1	12975	482.63	87.73	1	0	0	1	87.33	27	7	0	0	7	35.7	Varanasi
12	Metro	3	1008	1.07	1.45	1	0	0	1	1.43	1	1	0	0	1	1.43	Noapara
	Total	217	198181	4212.20	668.91	12	21	7	40	326.56	323	35	62	9	106	177.98	

Source: Inventory Control section of COS office/Depot-wise Class Ledger Summary.

Annexure XVII

(Para 1.7)

Methodology

For Depot selection		For ward selection	
Inventory balance criteria	Depots selected	Inventory balance criteria	Percentage of wards selected
1	2	3	4
More than Rs.5 crore	One (1)	More than Rs.25 lakhs	100
Above Rs.1 crore upto Rs.5 crore	One (1)	More than Rs.10 lakhs and upto Rs.25 lakhs	50
Less than Rs.1 crore	NIL	More than Rs.5 lakhs and upto Rs.10 lakhs	25
Over all limit	4 depots (including General & Scrap Depots)	More than Rs.2 lakhs and upto Rs.5 lakhs	10
		Less than Rs.2 lakhs	5
		Over all limit	25 per cent of total wards

Annexure XVIII
(Para 2.1.1: Stores Procurement)
Stores procurement during 2000-2001
(Rs. in crore)

Sl. No.	Railway	Total Stores procurement
<i>1</i>	<i>2</i>	<i>3</i>
1	Central	381.86
2	Eastern	297.59
3	Northern	338.34
4	North Eastern	102.79
5	Northeast Frontier	58.62
6	Southern	217.18
7	South Central	130.64
8	South Eastern	335.83
9	Western	275.77
10	CLW	386.02
11	DLW	437.83
12	Metro	2.04
Total		2964.51

Source: *Capital Account Current*

Annexure XIX
(Para 2.2)
Budget Allotment and Expenditure
Statement showing Final Grant for and Expenditure on procurement of Stores (except Fuel)

(Rs. in crore)

Sl. No.	Railways	Final Grant					Actual Expenditure					Variation (Percentage)				
		1996-97	1997-98	1998-99	1999-00	2000-01	1996-97	1997-98	1998-99	1999-00	2000-01	1996-97	1997-98	1998-99	1999-00	2000-01
	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>
1	Central	265.06	311.86	338.32	377.50	412.00	254.69	283.48	323.98	370.33	381.86	-3.91	-9.10	-4.24	-1.90	-7.32
2	Eastern	239.58	245.34	266.00	280.42	292.16	245.29	251.95	262.02	286.97	297.59	2.38	2.69	-1.50	2.34	1.86
3	Northern	317.89	346.43	378.52	413.80	430.00	319.55	340.66	346.93	370.80	338.34	0.52	-1.67	-8.35	-10.39	-21.32
4	North Eastern	63.37	70.23	72.70	82.00	97.00	59.62	76.49	77.40	92.54	102.79	-5.92	8.91	6.46	12.85	5.97
5	Frontier	44.65	47.78	58.13	68.68	72.48	38.55	40.99	48.69	62.04	58.62	-13.66	-14.21	-16.24	-9.67	-19.12
6	Southern	146.00	166.47	199.30	210.00	218.00	145.34	164.67	196.32	206.43	217.18	-0.45	-1.08	-1.50	-1.70	-0.38
7	South Central	99.42	114.70	121.29	125.29	138.22	107.57	122.66	124.21	118.85	130.64	8.20	6.94	2.41	-5.14	-5.48
8	South Eastern	196.63	226.41	253.27	301.07	329.35	207.91	238.15	259.43	301.70	335.83	5.74	5.19	2.43	0.21	1.97
9	Western	185.67	207.88	248.17	273.49	276.38	188.88	214.76	234.43	274.68	275.77	1.73	3.31	-5.54	0.44	-0.22
11	CLW	381.50	456.00	615.00	440.00	391.59	370.60	448.35	610.00	431.62	386.02	-2.86	-1.68	-0.81	-1.90	-1.42
12	DLW	449.45	443.80	506.72	452.25	445.81	464.77	446.74	519.57	456.53	437.83	3.41	0.66	2.54	0.95	-1.79
10	Metro	NA	0.90	1.92	1.94	2.54	1.21	1.12	1.60	2.38	2.04	NA	24.44	-16.67	22.68	-19.69
	TOTAL	2389.22	2637.80	3059.34	3026.44	3105.53	2403.98	2630.02	3004.58	2974.87	2964.51	0.62	-0.29	-1.79	-1.70	-4.54

Annexure XX

(Para 2.3: Estimation of requirement)

Statement showing Estimation of requirement and compliance of prescribed procedure

Sl. No.	Railway	Total number of estimate sheets test checked	Estimate sheets sent after due date of submission	Non placement of purchase orders even after half of the contract period was over and when the balance quantity is below danger level	Purchase orders placed in excess of estimated quantity
1	2	3	4	5	6
1	Central	19	12	3	1
2	Eastern	15	10	Nil	Nil
3	Northern	16	1	Nil	Nil
4	North Eastern	35	24	1	4
5	Northeast Frontier	15	5	3	2
6	Southern	15	15	Nil	Nil
7	South Central	27	1	Nil	Nil
8	South Eastern	15	7	Nil	2
9	Western	15	10	2	1
10	CLW	39	Nil	2	1
11	DLW	13	Nil	Nil	Nil
12	Metro	No estimate sheet prepared by the depot (Noapara)			
Total		224	85	11	11

Source: Ledger Section Files, Top Cards and Transaction Register at Depot

Annexure XXI

(Para 2.3.2: Effect of irregular issues on AAC)

Statement showing the instances of Issues reversed in the next Financial Year, Material not lifted after issue and Material lifted in the next Financial Year in respect of selected Depots during the period 1998-99 to 2000-2001.

Sl. No.	Railway	(Rs. in crore)										
		Issues Reversed in the next financial year			issues booked during the year but material lifted in the next financial			Issues where material not lifted as on 1 June 2001			Total	
		No. of depot Selected	No. of cases	Value	No. of depot Selected	No. of cases	Value	No. of depots Selected	No. of cases	Value	No. of Cases (Col.4+7+10)	Value (Col.5+8+11)
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Central	2	181	0.8200	1	1757	2.0900	1	116	0.5200	2054	3.4300
2	Eastern	3	141	3.2800	1	223	3.1900	1	101	2.0900	465	8.5600
3	Northern	1	18	0.4000	2	96	0.2000	2	63	0.2500	177	0.8500
4	North Eastern	1	26	0.4000	1	0	0.0000	1	4	0.0010	30	0.4010
5	Northeast Frontier	2	199	1.0600	2	218	0.7600	2	143	0.5500	560	2.3700
6	Southern	1	1	0.0012	1	105	0.3800	1	50	0.0500	156	0.4312
7	South Central	2	26	0.2300	2	198	0.6800	2	220	1.0537	444	1.9637
8	South Eastern	1	6	1.1100	1	26	0.0281	3	0	0.0000	32	1.1381
9	Western	3	107	1.1100	1	202	0.1300	1	0	0.0000	309	1.2400
10	DLW	1	0	0.0000	1	23	0.1383	1	24	0.1525	47	0.2908
	Total	17	705	8.4112	13	2848	7.5964	15	721	4.6672	4274	20.6748

Source: Issue Register Maintained in the Ward.

Annexure XXII

(Para No.2.4.2: Lead Time for Procurement by COS)

Statement showing Lead Time taken in respect of purchase made by COS for Stock and Non-stock items

Sl. No.	Railway	No of POs Test Checked		Range of Total Lead Time (in days)					Range of Internal Lead Time (in days)					Range of External Lead Time (in days)				
				1 to 90	91 to 180	181 to 365	366 to 730	731 and above	1 to 90	91 to 180	181 to 365	366 to 730	731 and above	1 to 90	91 to 180	181 to 365	366 to 730	731 and above
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Central	Stock item	15	0	0	5	8	2	0	0	8	6	1	6	4	5	0	0
		Non-stock item	16	0	2	6	2	6	0	2	6	4	4	9	4	3	0	0
2	Eastern	Stock item	15	0	1	2	10	2	1	0	9	5	0	7	6	2	0	0
		Non-stock item	15	0	0	5	8	2	0	1	8	5	1	8	5	2	0	0
3	Northern	Stock item	16	0	0	5	10	1	0	2	9	4	0	6	3	5	1	0
		Non-stock item	16	0	0	4	10	2	1	1	6	7	1	5	6	3	2	0
4	North Eastern	Stock item	15	0	0	2	11	2	1	0	4	10	0	1	12	2	0	0
		Non-stock item	15	2	1	4	3	5	3	2	3	6	1	6	6	3	0	0
5	Northeast Frontier	Stock item	15	0	0	2	10	3	0	1	6	7	1	3	0	10	2	0
		Non-stock item	15	0	2	3	10	0	0	3	9	3	0	6	3	5	1	0
6	Southern	Stock item	15	0	0	2	11	2	0	0	11	4	0	4	3	7	1	0
		Non-stock item	15	0	0	5	9	1	0	2	6	7	0	9	3	3	0	0
7	South Central	Stock item	15	0	0	4	8	3	2	2	8	3	0	4	4	3	3	1
		Non-stock item	15	0	0	3	8	4	0	1	5	8	1	5	5	3	2	0

Sl. No	Railway	No of POs Test Checked		Range of Total Lead Time (in days)					Range of Internal Lead Time (in days)					Range of External Lead Time (in days)				
				1 to 90	91 to 180	181 to 365	366 to 730	731 and above	1 to 90	91 to 180	181 to 365	366 to 730	731 and above	1 to 90	91 to 180	181 to 365	366 to 730	731 and above
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
8	South Eastern	Stock item	15	0	0	2	11	2	0	1	8	4	2	1	4	7	3	0
		Non-stock item	15	0	0	1	9	5	0	1	4	9	1	4	5	2	4	0
9	Western	Stock item	15	0	0	4	10	1	0	1	7	7	0	4	5	6	0	0
		Non-stock item	15	0	0	4	11	0	0	0	7	8	0	7	6	1	0	0
10	CLW	Stock item	15	0	0	0	5	10	0	0	3	10	1	0	1	7	6	1
		Non-stock item	15	0	0	10	4	1	0	5	8	2	0	4	9	1	1	0
11	DLW	Stock item	15	0	1	4	5	5	2	5	7	1	0	0	4	5	5	1
		Non-stock item	15	0	0	0	9	6	1	2	5	7	0	0	0	10	4	1
12	Metro	Stock item	15	0	1	10	4	0	4	5	7	0	0	6	6	3	0	0
		Non-stock item	15	1	1	1	3	9	4	0	7	4	0	1	2	5	7	0
Total		Stock item	181	0	3	42	103	33	10	17	87	61	5	42	52	62	21	3
		Non-stock item	182	3	6	46	86	41	9	20	74	70	9	64	54	41	21	1

Source: Purchase Order Files of Local Purchase form selected Depots

Annexure XXIII

(Para 2.4.2)

Statement showing Avoidable Expenditure on issue of corrigenda to tender notices in respect of items purchased by COS

(Rs. in crore)

Sl. No.	Railway	Period	Number of corrigenda issued	Extra Expenditure
1	2	3	4	5
1	Central	1996-97 to 2000-2001	192	0.096
2	Eastern	1995-96 to 2000-2001	363	0.200
3	Northern	1997-98 to 2000-2001	189	0.120
4	South Central	April 2000 to June 2000	14	0.010
5	South Eastern	1995-96 to 2000-2001	179	0.170
6	Western	1998-99 to 2000-2001	108	0.140
TOTAL			1045	0.736

Annexure XXIV
(Para 2.4.3 : Lead Time in respect of Emergency Purchase)
Statement showing Lead Time in respect of Emergency/Local Purchase

Sl. No	Railway	No of POs Test Checked		Range of Total Lead Time (in days)						Range of Internal Lead Time (in days)					Range of External Lead Time (in days)				
				1 to 11	11 to 30	31 to 60	61 to 90	Above 90	Max.	11 to 30	31 to 60	61 to 90	Above 90	Max.	11 to 30	31 to 60	61 to 90	Above 90	Max.
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Central	Stock Item	15		3	2	0	9	401	3	6	0	5	237	1	2	1	4	360
		Non-stock Item	27		0	4	6	17	523	0	14	4	9	446	7	4	3	6	235
2	Eastern	Stock Item	10		2	2	2	4	232	4	3	1	1	139	2	3	2	1	93
		Non-stock Item	15		0	1	0	14	493	0	2	2	11	421	1	3	6	4	123
3	Northern	Stock Item	21		5	5	1	7	129	7	9	2	0	84	5	3	1	1	95
		Non-stock Item	35		1	1	7	25	496	1	6	7	20	496	7	10	6	3	246
4	North Eastern	Stock Item	14		2	0	0	0	18	1	0	0	0	9	0	0	0	0	3
		Non-stock Item	14		1	0	3	10	335	1	0	6	7	332	4	0	0	0	30
5	Northeast Frontier	Stock Item	15		4	1	3	5	244	5	0	0	2	210	2	3	2	3	126
		Non-stock Item	15		1	0	1	12	673	2	0	2	10	410	2	0	2	6	341
6	Southern	Stock Item	15		7	2	1	4	200	6	2	1	0	89	3	1	1	4	111
		Non-stock Item	15		2	2	5	5	354	3	7	2	2	279	6	2	1	2	181
7	South Central	Stock Item	15		7	2	3	1	127	8	2	0	1	126	3	0	2	0	68
		Non-stock Item	15		6	3	3	1	490	10	0	2	1	131	3	1	0	1	359

Sl. No	Railway	No of POs Test Checked		Range of Total Lead Time (in days)						Range of Internal Lead Time (in days)					Range of External Lead Time (in days)				
				1 to 11	11 to 30	31 to 60	61 to 90	Above 90	Max.	11 to 30	31 to 60	61 to 90	Above 90	Max.	11 to 30	31 to 60	61 to 90	Above 90	Max.
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
8	South Eastern	Stock Item	15	0	3	6	4	2	106	3	5	0	0	51	5	5	3	0	71
		Non-stock Item	15	0	4	2	1	8	239	6	2	0	6	218	6	1	2	3	139
9	Western	Stock Item	15		2	5	5	3	272	4	6	1	2	126	7	4	0	2	172
		Non-stock Item	15		2	1	3	9	308	2	4	4	5	164	4	2	1	5	193
10	CLW	Stock Item	15		1	9	3	2	182	9	3	1	1	180	5	3	2	0	70
		Non-stock Item								Nil									
11	DLW	Stock Item	15		7	4	0	4	162	7	2	1	3	144	6	0	0	0	30
		Non-stock Item	12		2	2	0	7	267	3	1	3	4	266	2	1	0	0	57
12	Metro	Stock Item								NA									
		Non-stock Item								NA									
Total		Stock Item	165		43	38	22	41		57	38	7	15		39	24	14	15	
		Non-stock Item	178		19	16	29	108		28	36	32	75		42	24	21	30	

Source: Purchase Order Files of Local Purchase form selected Depots

Annexure XXV

(Para 2.4.4: Post receipt activity in Emergency Stock Items Purchases)

Statement showing detailed analysis of progression of procurement of material against Emergency Recoupment Memo (ERM)

Sl. No.	Railway	No. of Depots Selected	No. of POs Test Checked	Acceptance of material by the Depot		Recording Receipts in the Ward		Issue of material from Ward	
				No. of cases	Range of Time taken in days	No. of cases	Range of Time taken in days	No. of cases	Range of Time taken in days
1	2	3	4	5	6	7	8	9	10
1	Central	3	15	14	1 to 111	9	6 to 85	11	1 to 87
2	Eastern	3	10	10	Nil	8	15 to 429	2	4 to 6
3	Northern	4	21	11	1 to 10	11	1 to 7	11	1 to 10
4	North Eastern	3	6	6	1 to 45	6	1 to 97	6	110 to 350
5	Northeast Frontier	3	15	15	2 to 20	15	1 to 240	8	1 to 21
6	Southern	3	15	15	2 to 32	15	1 to 36	9	1 to 26
7	South Central	3	15	15	4 to 35	15	1 to 55	15	1 to 29
8	South Eastern	3	14	14	1 to 25	14	1 to 11	14	1 to 315
9	Western	3	15	15	3 to 37	15	1 to 11	15	1 to 97
10	CLW	3	Nil	Nil	Nil	Nil	Nil	Nil	Nil
11	DLW	1	15	14	1 to 11	14	1 to 3	14	2 to 15
12	Metro	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total		33	141	129		122		105	

Source: Purchase Order Files of Local Purchase form selected Depots

Annexure XXVI

(Para 2.5: Purchase Orders overdue above six months)

Statement showing detailed analysis of outstanding purchase orders

Sl. No.	Railway	No. of depots reviewed	No. of purchase orders overdue above 6 months	Percentage of outstanding quantity	No. of cases of detailed study	No. of cases where no action has been taken	No. of cases where depots issued reminders to supplier	No. of cases where depots had written to COS for cancellation of purchase orders	No. of cases where depots had written to COS for pursuing supplier but no response from COS	No. of cases where supply had been received earlier than issue of purchase orders
1	2	3	4	5	6	7	8	9	10	11
1	Central	2	755	95.5	66	2	25	7	31	1
2	Eastern	3	NA	NA	NA	NA	NA	NA	NA	NA
3	Northern	5 *	162	100.00	47	36	10	Nil	Nil	Nil
4	North Eastern	3	94	100.00	94	58	36	Nil	Nil	Nil
5	Northeast Frontier	3	501	77.00	6	6	Nil	NA	NA	Nil
6	Southern	3	625	60.55	11	10	1	8	Nil	Nil
7	South Central	3	408	62.75	10	1	8	Nil	1	Nil
8	South Eastern	3	2730	57.93	524	NA	NA	NA	NA	NA
9	Western	3	349	93.10	26	Nil	26	Nil	Nil	Nil
10	CLW	3	523	58.97	10	Nil	4	5	4	4
11	DLW	NA	NA	NA	NA	NA	NA	NA	NA	NA
12	Metro	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Total	31	6147		794	113	110	20	36	5

Source: Monthly PCDO

* 1 division + 4 depots

Annexure XXVII

(Para 2.7: Comparison of COS Purchase and Emergency Purchase)

Statement showing the result of comparison of COS Purchase and Emergency Purchase

(Rs. in crore)

Sl. No.	Railway	No. of cases test checked	Very high variation in rates of emergency purchase though material was procured within six months		No. of cases of frequent procurement of material by COS and local purchases	Splitting of purchase order to avoid sanction of higher authority
			No. of cases	Value		
1	2	3	4	5	6	7
1	Central	50	26	0.0440	6	4
2	Eastern	10	2	0.0003	Nil	Nil
3	Northern	19	2	0.0002	—	—
4	North Eastern	45	45	0.0400	—	—
5	North East Frontier	86	14	0.0262	—	—
6	Southern	16	3	0.0020	—	—
7	South Central	15	7	0.0006	—	—
8	South Eastern	15	10	0.4100	N.A.	9
9	Western	15	2	0.0030	4	1
10	CLW	20	16	0.0024	—	—
11	DLW	16	6	0.0014	Nil	Nil
12	Metro	Nil	Nil	Nil	Nil	Nil
Total		307	133	0.5301	10	14

Source: Progress Register and Daily Receipt Register of Local Purchase Section of the Depot

Annexure XXVIII

(Para 3.3.1)

Analysis of Challans lying for more than 3 months

Sl. No.	Railways	No. of Depots reviewed	No. of items test checked	Correspondence with COS for Supply Orders. Delivery Date extended, Defective Purchase Orders Modified/ Cancelled	Under Inspection	Rejected and reasons not known	Non-receipt of clearance from Vigilance/ Police	Kept pending for inventory control	Other reason not mentioned above
1	2	3	4	5	6	7	8	9	10
1	Central	3	218	175	32	11	0	0	0
2	Eastern	3	55	22	13	5	0	0	15
3	Northern	3	3	1	1	0	0	0	1
4	North Eastern	4	3	Reasons were not on record					
5	Northeast Frontier	3	30	0	20	0	0	0	10
6	Southern	4	39	8	19	0	0	7	5
7	South Central	3	39	1	34	0	0	1	3
8	South Eastern	3	86	4	26	0	0	0	56
9	Western	3	117	14	58	0	0	39	6
10	Metro	1	7	0	0	0	0	0	7
11	CLW	2	170	70	64	18	18	0	0
12	DLW	1	55	0	55	0	0	0	0
	Total	33	*819	295	322	34	18	47	103

* Excludes items in respect of North Eastern Railway

Annexure XXIX

(Para 3.3.2: March Phenomenon)

Statement showing the position of challans received and disposed of during 1998-99 to 2000-01 in the selected depots

Sl. No.	Railway	No. of Depot Selected	Year	Opening Balance	Receipt during the year	Cleared during the year	Closing balance	Monthly average clearance during the year	Clearance during March of each year	Percentage clearance for the year	Percentage clearance for March	Percentage of Col.7 to Col.5
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Central *	3	1998-99	628	6847	6656	819	555	277	97	48	11
			1999-2000	819	6918	6856	881	572	213	99	42	12
			2000-01	881	6168	6223	826	518	240	101	63	14
2	Eastern	3	1998-99	223	11810	9262	2771	772	907	78	92	30
			1999-2000	2771	12303	13009	2065	887	798	106	94	16
			2000-01	2065	11438	10969	2534	764	1290	96	125	23
3	Northern	4	1998-99	317	6921	7023	215	585	569	101	96	3
			1999-2000	215	7339	7320	234	610	486	100	98	3
			2000-01	234	5924	5935	223	495	350	100	85	4
4	North Eastern	3	1998-99	141	2598	2452	287	204	1551	94	95	11
			1999-2000	287	2890	2763	414	230	1789	96	96	14
			2000-01	414	2989	2830	573	235	1652	95	91	19
5	Northeast Frontier	3	1998-99	86	3175	3189	72	88	262	102	95	3
			1999-2000	72	3545	3482	135	97	285	97	86	2
			2000-01	135	3004	3089	50	86	224	104	112	4
6	Southern	3	1998-99	345	7091	7039	397	587	578	99	109	6
			1999-2000	397	6670	6653	414	554	547	100	103	6
			2000-01	414	6447	6610	251	551	663	103	112	4
7	South Central	3	1998-99	265	5320	5289	296	441	395	99	99	6
			1999-2000	296	5932	6054	174	504	420	102	106	3
			2000-01	174	6244	6092	326	508	458	98	81	5
8	South Eastern	3	1998-99	173	2992	2922	243	244	170	98	70	8
			1999-2000	243	4028	3630	641	303	107	90	35	18
			2000-01	641	3736	4066	311	341	177	109	52	8

Sl. No.	Railway	No. of Depot Selected	Year	Opening Balance	Receipt during the year	Cleared during the year	Closing balance	Monthly average clearance during the year	Clearance during March of each year	Percentage clearance for the year	Percentage clearance for March	Percentage of Col.7 to Col.5
1	2	3	4	5	6	7	8	9	10	11	12	13
9	Western	3	1998-99	539	3557	3519	577	293	220	86	27	16
			1999-2000	577	3763	3890	450	324	195	90	30	12
			2000-01	450	3164	3256	358	271	152	90	27	11
10	CLW	2	1998-99	601	5698	5491	808	457	541	96	112	14
			1999-2000	808	5146	5351	603	445	657	104	115	12
			2000-01	603	3574	3778	399	315	446	106	145	11
11	DLW	1	1998-99	844	11829	11164	1509	930	740	88	55	13
			1999-2000	665	9528	9810	383	818	549	95	61	4
			2000-01	383	7810	7789	404	649	613	95	58	5
12	Metro	1	1998-99	0	128	128	0	11	22	100	100	0
			1999-2000	0	181	181	0	15	17	100	100	0
			2000-01	0	204	197	7	16	7	94	50	3
Total		32	1998-99	4162	67966	64134	7994	5167	6232	1138	998	121
			1999-2000	7150	68243	68999	6394	5359	6063	1179	966	102
			2000-01	6394	60702	60834	6262	4749	6272	1191	1001	111

Source: Daily Receipt Register (DRR) maintained in Receiving section of depot.

* Central Railway - Except Curry Road Depot

Annexure XXX
(Para 3.4.1: Position of Rejected Material)
Statement showing Material Rejection Cases

(Rs. in crore)

Sl. No.	Railway	No. of Depots Selected	Position as on 31st Mrch 2001		Pending for more than 3 years as on 31st March, 2001		Number of cases totally rejected	Number of cases test checked valuing Rs.1 lakh and above	Reasons of rejection			Advice sent to Accounts but no recovery effected (no. of cases)
			No. of rejected cases	Value	No.	Value			Damaged during installation	Not conforming prescribed specification/ test/ contents	Others	
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Central	3	121	0.8100	42	0.390	60	20	2	4	14	19
2	Eastern	3	384	0.8500	91	0.060	108	4	Nil	4	Nil	2
3	Northern	4	440	0.8060	133	0.190	292	15	2	Nil	13	0
4	North Eastern	3	172	0.6500	69	0.340	13	13	1	Nil	12	13
5	Northeast Frontier	3	621	1.8600	117	0.090	58	10	Nil	9	1	N.A.
6	Southern	3	112	0.8510	28	0.260	106	14	2	12	Nil	14
7	South Central	3	226	1.2100	29	0.150	151	14	Nil	8	6	0
8	South Eastern	3	263	2.2314	139	0.610	176	15	Nil	Nil	15	12
9	Western	3	311	1.8700	57	0.400	106	27	4	4	19	0
10	CLW	2	66	1.1540	39	0.260	66	Nil	Nil	Nil	Nil	6
11	DLW	1	109	0.0370	14	0.037	95	6	Nil	4	2	14
12	Metro	1	1	0.0018	Nil	Nil	Nil	Nil	Nil	Nil	12	Nil
Total		32	2826	12.3312	758	2.787	1231	138	11	45	94	80

Source: PCDO/ Register of Rejected Material in Receiving section of depot, Recovery Register maintained in FA&CAO(SAB) for recovery particulars.

Annexure XXXI

(Para 3.5.1: Settlement of Claims)

Statement showing year wise position of out standing Claim Cases

(Rs. in crore)

Sl. No.	Railway	No. of Depots Selcted	Year	Opening Balance as on 1st April		Claims Preferred during the year		Claims Cleared		Closing Balance as on 31st March		Remarks
				Nos.	Value	Nos.	Value	Nos.	Value	Nos.	Value	
1	2	3	4	5	5a	6a	6b	7a	7b	8a	8b	9
1	Central	3	1998-99	142	0.54	73	0.91	105	0.96	110	0.49	100 Cases valued Rs.0.56 crores are pending for more than 18 months.
			1999-2000	110	0.49	97	1.19	90	0.88	117	0.80	
			2000-2001	117	0.80	37	0.20	41	0.42	113	0.58	
2	Eastern	3	1998-99	921	1.14	44	0.52	70	0.45	895	1.21	831 cases valued Rs.1 crores
			1999-2000	895	1.21	54	0.83	77	0.88	872	1.16	
			2000-2001	872	1.16	25	0.35	44	0.42	853	1.09	
3	Northern	4	1998-99	212	0.43	52	0.19	90	0.18	174	0.44	108 cases Rs.0.20 crores
			1999-2000	174	0.44	49	0.15	43	0.20	180	0.39	
			2000-2001	180	0.39	34	0.15	77	0.25	137	0.29	
4	North Eastern	3	1998-99	380	0.91	43	0.20	32	0.36	391	0.74	160 cases valued Rs.0.24 crores are pending more than 24 months.
			1999-2000	391	0.74	41	0.74	35	0.55	398	0.93	
			2000-2001	398	0.94	23	0.33	44	0.78	377	0.49	
5	Northeast Frontier	3	1998-99	450	1.23	61	0.26	19	0.11	492	1.38	497 cases valued Rs.1.41 crores.
			1999-2000	492	1.38	76	0.24	40	0.19	528	1.43	
			2000-2001	528	1.42	44	0.15	27	0.08	545	1.49	
6	Southern	4	1998-99	32	1.43	81	1.30	79	2.33	34	0.40	8 cases value Rs.0.18 crores
			1999-2000	34	0.40	59	0.32	75	0.48	18	0.24	
			2000-2001	18	0.23	32	0.25	34	0.19	16	0.29	
7	South Central	3	1998-99	104	0.44	159	2.66	136	2.48	127	0.62	43 cases valued Rs.0.11 crores are pending more than 18 months.
			1999-2000	127	0.62	182	1.52	217	1.89	92	0.25	
			2000-2001	92	0.25	54	0.31	88	0.44	58	0.12	
8	South Eastern	3	1998-99	157	0.82	53	0.34	40	0.27	170	0.89	68 cases valuing Rs.0.71 crores are pending more than 18 months
			1999-2000	170	0.89	96	1.37	93	0.44	173	1.82	
			2000-2001	173	1.82	80	0.99	93	0.84	160	1.97	

Sl. No.	Railway	No. of Depots Selected	Year	Opening Balance as on 1st April		Claims Preferred during the year		Claims Cleared		Closing Balance as on 31st March		Remarks
				Nos.	Value	Nos.	Value	Nos.	Value	Nos.	Value	
1	2	3	4	5	5a	6a	6b	7a	7b	8a	8b	9
9	Western	3	1998-99	263	4.48	84	2.30	76	1.71	271	5.07	245 cases valuing Rs.4.85 crores
			1999-2000	271	5.07	58	2.58	42	1.29	287	6.36	
			2000-2001	287	6.36	27	0.62	45	1.75	269	5.23	
10	CLW	2	1998-99	402	1.28	76	0.43	40	0.41	438	1.30	18 cases valuing Rs.0.44 crores are pending for more than 18 months.
			1999-2000	438	1.30	43	0.38	33	0.23	448	1.45	
			2000-2001	448	1.45	11	1.16	33	0.19	426	2.42	
11	DLW	1	1998-99	132	1.42	37	0.30	55	0.25	114	1.47	15 cases valuing Rs.0.48 crore
			1999-2000	114	1.47	25	0.66	111	1.33	28	0.80	
			2000-2001	28	0.80	27	0.44	35	0.64	20	0.60	
12	Metro	1	1998-99	No such claims cases found in stores depot.								
			1999-2000									
			2000-2001									
Total	33	1998-99	3195	14.12	763	9.41	742	9.51	3216	14.01	2093 cases valuing Rs.10.19 crores	
		1999-2000	3216	14.01	780	9.98	856	8.36	3141	15.63		
		2000-2001	3141	15.62	394	4.95	561	6.00	2974	14.57		

Source: PCDO and Register of Claims cases

Annexure XXXII

(Para 4.2.1: Fictitious Issues)

Statement showing material issued but not physically removed during 1998-99 to 2000-2001

(Rs. in crore)

Sl. No./ Railway	No. of Depots and wards reviewed		No. of issues without any requisition			Material shown issued but not lifted			Material shown as issued but lifted next year			Finished Garments issued but not lifted			
	No. of depots	No. of Wards	No. of issues	No. of depots	Value	No. of issues	No. of depots	Value	No. of issues	No. of depots	Value	No. of depots	No. of divisions	No. of issues	Value
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>
1. Central	3	12	181	2	0.820	116	1	0.520	1757	1	2.090	1	8	683	0.410
2. Eastern	3	8	141	3	3.280	101	1	2.090	223	1	3.190	NA	NA	NA	NA
3. Northern	4	14	18	1	0.400	63	2	0.250	96	2	0.200	Nil	Nil	Nil	Nil
4. North Eastern	3	4	26	1	0.400	4	1	0.001	Nil	1	Nil	Nil	Nil	Nil	Nil
5. Northeast Frontier	2	3	199	2	1.060	143	2	0.550	218	2	0.760	1	2	21	0.110
6. Southern	4	7	1	1	0.001	50	1	0.050	105	1	0.380	1	5	55	0.160
7. South Central	3	6	26	2	0.230	220	2	1.054	198	2	0.680	1	4	49	1.440
8. South Eastern	3	11	6	1	1.110	Nil	Nil	Nil	26	1	0.028	1	1	6728	NA
9. Western	3	5	107	3	1.110	Nil	Nil	Nil	202	1	0.130	1	8	389	0.180
10. DLW	1	4	Nil	1	Nil	24	1	0.153	23	1	0.138	Nil	Nil	Nil	Nil
Total	29	74	705	17	8.411	721	11	4.668	2848	13	7.596	6	28	7925	2.300

Annexure XXXIII

[Para 4.2.1.2 :Fictitious Issues]

Statement showing stores lying in the ward after issue (for workshop attached depots)

(Rs. in crore)

Sl. No.	Railway	No. of Depots Selected	No. of Wards Selected	Materials issued but not lifted during the same Financial year		Partially lifted in the next Financial year in May to June		Material lying in the ward as on 1 June 2001		Material issued to the shop floor	
				No. of Cases	Value	No. of Cases	Value	No. of Cases	Value	No. of Cases test checked	Value
1	2	3	4	5	6	7	8	9	10	11	12
1	Central	1	4	90	4.380	35	1.230	77	3.380	26	0.570
2	Eastern	2	3	93	2.990	47	1.170	40	1.160	7	1.020
3	Northern	1	4	19	1.660	0	0.000	19	1.250	19	0.090
4	North Eastern	3	12	2	0.020	Nil	Nil	2	0.020	0	0.000
5	Northeast Frontier	1	4	83	5.830	13	0.950	81	2.690	64	2.670
6	Southern	2	8	11	0.070	3	0.003	9	0.020	11	0.043
7	South Central	1	1	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
8	South Eastern	3	11	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
9	Western	2	3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
10	CLW	3	8	3	2.220	0	0.000	3	2.220	0	0.000
11	DLW	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
12	Metro	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total		19	58	301	17.170	98	3.353	231	10.740	127	4.393

Source: Issue Register Maintained by Ward.

Annexure XXXIV

(Para 4.3.1 : Issue of material directly by Receipt Section through department stock verification sheet)

Stament showing Irregular issue of stores by Receipt Section stating it as unconnected receipts and accounting later the transactions through Departmental Stock Verification Sheet

(Rs. in crore)

Sl. No.	Railway	No. of Depots	No. of Wards selected	Total No. of Positive DVS		Total No. of Negative DVS	
				No. of Cases	Value	No. of Cases	Value
1	2	3	4	5	6	7	8
1	Central	3	8	74	4.14	26	1.38
2	Eastern	3	Nil	Nil	Nil	Nil	Nil
3	Northern	Nil	Nil	Nil	Nil	Nil	Nil
4	North Eastern	3	0	0	0	0	0
5	Northeast Frontier	3	3	219	0.23	0	0
6	Southern	Nil	Nil	Nil	Nil	Nil	Nil
7	Souther Central	3	6	0	0	0	0
8	South Eastern	1	2	23	0.83	0	0
9	Western	3	3	44	0.35	0	0
10	CLW	Nil	Nil	Nil	Nil	Nil	Nil
11	DLW	1	6	16	0.9	0	0
12	Metro	Nil	Nil	Nil	Nil	Nil	Nil
Total		20	28	376	6.45	26	1.38

Source: Issue Register of Ward.

Annexure XXXV

(Para 4.3.2: Issue of Materials direct by Receipt Section on Challans)

Statement showing the position of issue of material on challans in the selcted depots

Sl.No./ Railway	Number of Depots	Year	Number of caases of issues on Challans	Average per month	Issues in March	Cases where date of acceptance of material is later than the date of issue of material
1	2	3	4	5	6	7
1. Central	3	1998-1999	1603	134	208	0
		1999-2000	1594	133	234	0
		2000-2001	1618	135	234	106
2. Eastern	3	1998-1999	771	64	42	0
		1999-2000	555	62	NA	0
		2000-2001	1219	102	144	0
3. Northern	3	1998-1999	Nil	Nil	Nil	Nil
		1999-2000	Nil	Nil	Nil	Nil
		2000-2001	Nil	Nil	Nil	Nil
4. North Eastern	3	1998-1999	Nil	Nil	Nil	Nil
		1999-2000	Nil	Nil	Nil	Nil
		2000-2001	Nil	Nil	Nil	Nil
5. Northeast Frontier	3	1998-1999	593	49	62	0
		1999-2000	604	50	62	0
		2000-2001	241	20	2	2
6. Southern	3	1998-1999	304	25	43	0
		1999-2000	484	40	52	0
		2000-2001	285	24	22	22
7. South Central	3	1998-1999	395	33	26	0
		1999-2000	320	27	29	0
		2000-2001	258	22	28	25
8. South Eastern	3	1998-1999	300	25	30	0
		1999-2000	326	27	35	0
		2000-2001	227	19	22	4
9. Western	3	1998-1999	154	13	10	0
		1999-2000	188	16	12	0
		2000-2001	223	19	23	23
10. CLW	2	1998-1999	Nil	Nil	Nil	Nil
		1999-2000	Nil	Nil	Nil	Nil
		2000-2001	Nil	Nil	Nil	Nil
11. DLW	1	1998-1999	Nil	Nil	Nil	Nil
		1999-2000	Nil	Nil	Nil	Nil
		2000-2001	Nil	Nil	Nil	Nil
12. Metro	1	1998-1999	Nil	Nil	Nil	Nil
		1999-2000	Nil	Nil	Nil	Nil
		2000-2001	Nil	Nil	Nil	Nil
TOTAL	32	1998-1999	4120	343	421	0
		1999-2000	4071	355	424	0
		2000-2001	4071	341	475	182

Source : Issue Challan Book maintained in the Receiving Section of Depot

Annexure XXXVI

(Para 5.3: Evaluation of Inventory Control and Performance)

Statement showing Evaluation of Inventory control and performance for the period from 1996-97 to 2000-01

(Rs. in crore)

I. No	Railway	Item	Year				
			1996-97	1997-98	1998-99	1999-2000	2000-01
1	2	3	4	5	6	7	8
1	Central	1. Stores Balance	67.69	60.74	46.61	48.66	57.85
		2. Workshop Manufacturing Suspense	17.33	19.58	51.57	37.94	13.11
		3. Miscellaneous	2.81	1.98	2.33	1.97	1.52
		4. Total Stores suspense Balance (1+2+3)	87.83	82.3	100.51	88.57	72.48
		5. Value of Purchase	254.69	283.48	323.98	370.33	381.86
		6. Value of Issue	391.2	431.79	493.21	542.31	575.69
		7. Total of Rolling Stock	50643	50681	50307	49680	38123
		8. Per Unit Purchase Cost (In Rs.)	50291	55934	64401	74543	100165
		9. Per unit Issue Cost (In Rs.)	77247	85198	98040	109161	151009
2	Eastern	1. Stores Balance	34.11	32.69	30.29	40.23	43.94
		2. Workshop Manufacturing suspense	14.96	16.88	13.74	14.76	19.96
		3. Miscellaneous	22.08	14.15	2.24	2.91	2.71
		4. Total Stores suspense Balance (1+2+3)	71.15	63.72	46.27	57.9	66.61
		5. Value of Purchase	245.29	251.95	262.02	286.97	297.59
		6. Value of Issue	373.79	407.74	438.34	443.29	461.14
		7. Total of Rolling Stock	70798	70886	70856	71022	70883
		8. Per Unit Purchase Cost (In Rs.)	34646	35543	36979	40406	41983
		9. Per unit Issue Cost (In Rs.)	52797	57521	61863	62416	65057
3	Northern	1. Stores Balance	43.95	19.16	18.13	45.67	46.46
		2. Workshop Manufacturing suspense	204.91	213.85	302.23	217.63	226.87
		3. Miscellaneous	16.32	3.82	18.15	16.05	10.12
		4. Total Stores suspense Balance (1+2+3)	265.18	236.83	338.51	279.35	283.45
		5. Value of Purchase	319.55	340.66	346.93	370.85	338.34
		6. Value of Issue	542.78	585.54	582.7	566.96	561.95
		7. Total of Rolling Stock	2891	1867	1389	1911	4364
		8. Per Unit Purchase Cost (In Rs.)	1105327	1824638	2497696	1940607	775298
		9. Per unit Issue Cost (In Rs.)	1877482	3136261	4195104	2966824	1287695
4	North Eastern	1. Stores Balance	-15.32	-15.32	12.98	-4.59	21.11
		2. Workshop Manufacturing suspense	-24.37	-24.37	14.69	10.75	-4.38
		3. Miscellaneous	0.16	0.16	-0.4	-1.14	-1.15
		4. Total Stores suspense Balance (1+2+3)	-39.53	-39.53	27.27	5.02	15.58
		5. Value of Purchase	59.61	76.49	77.4	92.53	102.79
		6. Value of Issue	99.32	100.67	101.96	112.41	130.75
		7. Total of Rolling Stock (Nos)	15193	14737	10835	10224	10285
		8. Per Unit Purchase Cost (In Rs.)	39235	51903	71435	90503	99942
		9. Per unit Issue Cost (In Rs.)	65372	68311	94102	109947	127127
5	Northeast Frontier	1. Stores Balance	6.58	5.31	5.09	7.33	12.3
		2. Workshop Manufacturing suspense	0.33	8.9	10.38	9.7	6.82
		3. Miscellaneous	6.23	0.3	6.73	10.74	2.19
		4. Total Stores suspense Balance (1+2+3)	13.14	14.51	22.2	27.77	21.31
		5. Value of Purchase	100.57	118.53	146.95	146.08	209.72
		6. Value of Issue	118.36	121.82	146.2	154.64	207.46
		7. Total of Rolling Stock (Nos)	12110	11907	12301	11601	11614
		8. Per Unit Purchase Cost (In Rs.)	83047	99546	119462	125920	180575
		9. Per unit Issue Cost (In Rs.)	97737	102310	118852	133299	178629

(Rs. in crores)

I. No	Railway	Item	Year				
			1996-97	1997-98	1998-99	1999-2000	2000-01
1	2	3	4	5	6	7	8
6	Southern	1. Stores Balance	28.64	31.23	40.13	38.35	47.57
		2. Workshop Manufacturing suspense	7.9	11.5	15.3	10.61	13.5
		3. Miscellaneous	2.03	0.55	0.02	2.69	0.62
		4. Total Stores suspense Balance (1+2+3)	38.57	43.28	55.45	51.65	61.69
		5. Value of Purchase	303.65	348.12	389.27	425.28	496.28
		6. Value of Issue	340.6	477.25	465.25	509.13	539.54
		7. Total of Rolling Stock (Nos)	21338	21878	22614	22459	22020
		8. Per Unit Purchase Cost (In Rs.)	142305	159119	172137	189358	225377
		9. Per unit Issue Cost (In Rs.)	159621	218142	205735	226693	245023
7	South Central	1. Stores Balance	15.46	17.70	26.78	33.87	43.40
		2. Workshop Manufacturing suspense	5.40	0.51	0.39	0.43	0.98
		3. Miscellaneous	5.17	5.20	4.57	4.14	4.73
		4. Total Stores suspense Balance (1+2+3)	26.02	25.41	31.74	38.44	49.11
		5. Value of Purchase	107.57	122.66	124.21	118.85	130.64
		6. Value of Issue	101.97	117.6	108.59	111.76	110.62
		7. Total of Rolling Stock (Nos)	55856	57613	58139	56845	54939
		8. Per Unit Purchase Cost (In Rs.)	19258	21290	21364	20908	23779
		9. Per unit Issue Cost (In Rs.)	18256	20412	18678	19660	20135
8	South Eastern	1. Stores Balance	27.32	44.81	38.56	47.07	58.15
		2. Workshop Manufacturing suspense	8.21	7.26	10.25	10.25	6.9
		3. Miscellaneous	0.72	6.22	4.63	3.73	4.74
		4. Total Stores suspense Balance (1+2+3)	36.25	58.29	53.44	61.05	69.79
		5. Value of Purchase	204.39	238.15	259.41	301.7	335.83
		6. Value of Issue	321.69	356.02	376.9	460.57	536
		7. Total of Rolling Stock (Nos)	61764	60853	60715	59590	58407
		8. Per Unit Purchase Cost (In Rs.)	33092	39135	42726	50629	57498
		9. Per unit Issue Cost (In Rs.)	52084	58505	62077	77290	91770
9	Western	1. Stores Balance	30.42	39.08	65.61	31.32	51.07
		2. Workshop Manufacturing suspense	11.09	9.77	8.90	6.12	6.31
		3. Miscellaneous	1.15	0.38	-0.15	0.38	0.1
		4. Total Stores suspense Balance (1+2+3)	42.66	49.23	44.36	37.82	57.48
		5. Value of Purchase	188.88	214.76	234.43	274.68	275.77
		6. Value of Issue	259.68	302.14	317.69	350.19	346.96
		7. Total of Rolling Stock (Nos)	33262	32152	32017	32429	30860
		8. Per Unit Purchase Cost (In Rs.)	56786	66795	73220	84702	89362
		9. Per unit Issue Cost (In Rs.)	78071	93972	99225	107987	112430
10	CLW	1. Stores Balance	54.73	56.84	79.63	89.02	57.67
		2. Workshop Manufacturing suspense	23.7	36.66	69.21	108.23	138.9
		3. Miscellaneous	3.24	4.4	5.6	0.15	1.72
		4. Total Stores suspense Balance (1+2+3)	81.67	97.9	154.44	197.4	198.29
		5. Value of Purchase	370.6	448.35	609.9	431.62	386.02
		6. Value of Issue	465.86	546.07	666.88	526.94	516.8
		7. Total of Rolling Stock (Nos)	155	165	153	132	120
		8. Per Unit Purchase Cost (In Rs.)	23909677	27172727	39862745	32698485	32168333
		9. Per unit Issue Cost (In Rs.)	30055484	33095152	43586928	39919697	43066667

(Rs. in crores)

I. No	Railway	Item	Year				
			1996-97	1997-98	1998-99	1999-2000	2000-01
1	2	3	4	5	6	7	8
11	DLW	1. Stores Balance	76.15	63.79	62.94	52.01	87.73
		2. Workshop Manufacturing suspense	7.72	-32.98	-35.46	22.63	64.78
		3. Miscellaneous	6.45	5.8	11.19	12.68	11
		4. Total Stores suspense Balance (1+2+3)	90.32	36.61	36.67	87.32	163.51
		5. Value of Purchase	464.77	446.74	519.57	456.53	437.83
		6. Value of Issue	510.61	509.81	567.67	511.86	444.08
		7. Total of Rolling Stock (Nos)	157	164	161	137	101
		8. Per Unit Purchase Cost (In Rs.)	29603185	27240244	32271429	33323358	43349505
		9. Per unit Issue Cost (In Rs.)	32522930	31085976	35259006	37362044	43968317
12	Metro	1. Stores Balance	0.051	0.062	0.342	0.341	0
		2. Workshop Manufacturing suspense	0	0	0	0	0
		3. Miscellaneous	0	0	0	0	0
		4. Total Stores suspense Balance (1+2+3)	0.051	0.062	0.342	0.341	0
		5. Value of Purchase	1.21	1.12	1.6	2.38	0
		6. Value of Issue	1.19	1.14	1.61	1.66	0
		7. Total of Rolling Stock (Nos)	152	152	152	152	0
		8. Per Unit Purchase Cost (In Rs.)	79605	73684	105263	156579	0
		9. Per unit Issue Cost (In Rs.)	78289	75000	105921	109211	0
	Total	1. Stores Balance	369.781	356.092	427.092	429.281	527.250
		2. Workshop Manufacturing suspense	277.180	267.560	461.200	449.050	493.750
		3. Miscellaneous	66.360	42.960	54.910	54.300	38.300
		4. Total Stores suspense Balance (1+2+3)	713.321	666.612	943.202	932.631	1059.300
		5. Value of Purchase	2620.780	2891.010	3295.670	3277.800	3392.670
		6. Value of Issue	3527.050	3957.590	4267.000	4291.720	4430.990
		7. Total of Rolling Stock (Nos)	324319.000	323055.000	319639.000	316182.000	301716.000
		8. Per Unit Purchase Cost(In Rs.)	80809	89490	103106	103668	112446
		9. Per unit Issue Cost (In Rs.)	108752	122505	133494	135736	146860

Source: Extraced from Works Machinery and Rolling Stock Programme Part II Detailed Programme.

Annexure XXXVII
(Para 5.4: Turnover Raitio)

Statement showing the position of turnover ratio (in percent) as shown in PCDOs to Railway Board

Sl. No.	Railway	Year									
		1996-97		1997-98		1998-99		1999-2000		2000-01	
		Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual
1	2	3	4	5	6	7	8	9	10	11	12
1	Central	19.00	17.10	15.00	15.63	11.50	13.22	10.00	13.00	10.70	12.62
2	Eastern	8.60	9.12	9.00	8.02	9.00	6.91	8.29	9.08	9.46	9.53
3	Northern	11.97	8.09	7.90	3.27	8.90	3.15	-	8.06	12.00	8.27
4	North Eastern	22.00	22.11	14.00	18.90	14.00	18.20	14.00	22.84	16.00	20.00
5	Northeast Frontier	NA	37.00	26.00	27.00	21.00	24.00	18.00	27.00	20.00	29.00
6	Southern	14.30	13.95	14.29	9.81	13.00	13.09	14.07	10.68	14.00	13.89
7	South Central	12.07	9.87	9.10	8.68	11.00	12.95	15.99	14.57	16.00	19.31
8	South Eastern	14.00	9.10	12.60	13.20	10.00	10.40	10.00	11.00	11.60	10.85
9	Western	17.00	11.71	12.00	15.39	11.00	11.21	14.24	8.92	17.00	14.72
10	CLW	14.00	11.20	12.30	10.00	12.39	11.96	13.28	16.53	17.20	10.91
11	DLW	16.00	14.91	11.78	12.51	13.41	11.10	15.31	10.16	22.82	19.75
12	Metro	-	5.00	-	30.00	-	21.00	-	63.00	-	71.00

Annexure XXXVIII

(Para 5.4.2: Year wise Inventory position)

Statement showing year-wise inventory position of selected depots

(Rs. in crore)

Sl. No.	Railway	No. of Depots	Year	Receipts		Issues		Closing Balance		TOR		Average monthly Issues	Issues in March
				Target	Actual	Target	Actual	Target	Actual	Target	Actual		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Central	3	1998-99	111.95	117.13	114.96	119.55	11.92	12.51	10.37	10.46	9.96	18.50
			1999-2000	117.21	135.35	117.75	135.09	11.97	12.77	10.17	9.45	11.26	27.69
			2000-2001	135.49	134.35	136.90	135.57	11.36	11.55	8.30	8.52	11.30	22.66
2	Eastern	3	1998-99	NA	179.66	NA	180.09	NA	14.17	NA	7.87	15.17	23.76
			1999-2000	NA	182.93	181.40	182.70	14.30	14.40	7.88	7.88	15.23	22.24
			2000-2001	NA	211.42	208.08	208.12	16.10	17.69	7.74	8.50	17.34	31.80
3	Northern	4	1998-99	NA	148.44	145.15	146.59	17.00	18.77	11.71	12.80	12.22	23.64
			1999-2000	NA	151.76	147.48	142.48	18.25	27.98	12.37	19.64	11.87	22.85
			2000-2001	NA	140.81	149.26	134.33	27.39	34.51	18.35	25.69	11.19	24.07
4	North Eastern	3	1998-99	NA	75.40	77.37	75.28	12.70	13.08	16.41	17.38	6.30	10.35
			1999-2000	NA	90.92	75.22	85.92	11.72	18.28	15.58	21.27	7.22	11.21
			2000-2001*	NA	100.58	88.15	100.62	13.48	17.87	15.29	17.76	7.46	11.43
5	Northeast Frontier	3	1998-99	NA	28.32	28.25	28.87	5.30	5.73	18.76	19.85	2.41	5.02
			1999-2000	NA	34.85	34.30	31.78	5.40	8.38	15.74	26.37	2.65	6.11
			2000-2001	NA	30.29	36.00	30.41	7.73	9.52	21.47	31.31	2.53	4.76
6	Southern	3	1998-99	NA	79.03	NA	77.63	NA	10.73	NA	13.82	6.47	1.98
			1999-2000	NA	72.11	NA	72.04	NA	11.67	NA	16.06	6.00	4.42
			2000-2001	91.44	82.76	90.81	82.48	15.87	13.18	17.48	15.98	6.87	5.88

(Rs. in crores)

Sl. No.	Railway	No. of Depots	Year	Receipts		Issues		Closing Balance		TOR		Average monthly Issues	Issues in March	
				Target	Actual	Target	Actual	Target	Actual	Target	Actual			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
7	South Central	3	1998-99	NA	73.75	NA	71.36	NA	8.05	NA	11.28	5.95	10.89	
			1999-2000	NA	77.80	NA	74.33	NA	11.54	NA	15.53	6.19	8.87	
			2000-2001	NA	77.79	77.80	72.03	12.60	17.30	16.20	24.02	5.92	8.79	
8	South Eastern	3	1998-99	NA	228.74	198.18	227.32	18.21	24.08	9.19	10.59	18.91	35.59	
			1999-2000	NA	252.60	241.00	251.04	21.20	25.63	8.80	10.21	20.94	41.50	
			2000-2001	NA	277.48	252.00	275.82	23.40	27.29	9.29	9.89	22.97	44.87	
9	Western	3	1998-99	NA	60.92	69.79	59.39	7.97	11.43	11.42	19.25	4.95	6.56	
			1999-2000	NA	73.50	61.70	68.14	7.72	16.79	12.51	24.64	5.68	11.38	
			2000-2001	NA	67.11	73.45	65.12	11.68	18.77	15.90	28.82	5.43	9.48	
10	CLW	2	1998-99	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
			1999-2000	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
			2000-2001	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
11	DLW	1	1998-99	NA	568.44	545.15	567.07	73.11	62.94	13.41	11.10	47.25	68.13	
			1999-2000	NA	503.31	490.50	511.86	75.19	52.01	15.33	10.16	42.60	83.70	
			2000-2001	NA	482.63	444.00	444.08	101.32	87.73	22.82	19.75	NA	NA	
12	Metro	1	1998-99	NA	0.75	NA	0.68	NA	0.20	NA	29.41	NA	NA	
			1999-2000	NA	1.08	NA	0.80	NA	0.48	NA	60.00	NA	NA	
			2000-2001	NA	1.17	NA	0.92	NA	0.25	NA	27.17	NA	NA	

Source: Register of Stores Balances, Receipts and Issues Maintained in COS Office.

(*) In respect of 2 depots only

Annexure XXXIX
(Para 5.5: Irregular Transactions)
Statement showing delay in accounting of materials at depots

(Rs. in crore)

Sl. No.	Railway	No. of challans kept pending for inspection or retained in receiving section even after inspection			
		Total received in March 2001(No. of depots)	Kept pending for inspection or retained after inspection	No. out of Col.4 with value known	Value in respect of Co.5
1	2	3	4	5	6
1	Central	380(3)	324	256	4.040
2	Eastern	709(3)	27	27	0.680
3	Northern	404(4)	199	71	0.740
4	North Eastern	56(3)	49	0	NA
5	Northeast Frontier	218(3)	75	2	0.006
6	Southern	593(3)	187	187	3.100
7	South Central	564(3)	309	51	0.393
8	South Eastern	253(3)	244	244	11.610
9	Western	270(3)	202	202	5.030
10	CLW	557(2)	317	0	NA
11	DLW	582(1)	381	342	76.940
12	Metro	14(1)	7	7	0.003
Total		4600 (32)	2321	1389	102.542

Source: Daily Receipt Register of Receiving Section of Depot.

Annexure XL
(Para 5.6: Dividend Payable)
Statement showing Dividend Payable to General Revenue

(Rs. in crore)

Sl. No.	Railway	Year	Reversed issues	Material issued but not lifted	Material lifted in next financial year	Garments not lifted	Stores in ward issued to workshop	Non-accountal of material in March 2001	Total money value	Dividend Payable
1	2	3	4	5	6	7	8	9	10	11
1	Central	1998-1999	0.080	0.0000	0.820	0.0100	0.000	0.000	0.910	0.064
		1999-2000	0.210	0.0000	0.720	0.0500	0.000	0.000	0.980	0.069
		2000-2001	0.520	0.5200	0.550	0.3400	4.380	4.040	10.350	0.725
2	Eastern	1998-1999	1.650	0.0000	0.570	0.0000	0.030	0.000	2.250	0.158
		1999-2000	1.430	0.0000	1.120	0.0000	0.960	0.000	3.510	0.246
		2000-2001	0.190	2.0900	1.510	0.0000	2.010	0.684	6.480	0.454
3	Northern	1998-1999	0.110	0.0000	0.140	0.0000	0.000	0.000	0.250	0.018
		1999-2000	0.290	0.0000	0.060	0.0000	0.000	0.000	0.350	0.025
		2000-2001	0.000	0.2500	0.002	0.0000	1.250	0.740	2.240	0.157
4	North Eastern	1998-1999	0.400	0.0000	0.000	0.0000	0.000	0.000	0.400	0.028
		1999-2000	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		2000-2001	0.000	0.0016	0.000	0.0008	0.022	0.000	0.024	0.002
5	Northeast Frontier	1998-1999	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		1999-2000	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		2000-2001	1.060	6.4900	0.760	0.0000	0.000	0.006	8.320	0.582

(Rs. in crore)

Sl. No.	Railway	Year	Reversed issues	Material issued but not lifted	Material lifted in next financial year	Garments not lifted	Stores in ward issued to workshop	Non-accountal of material in March 2001	Total money value	Dividend Payable
1	2	3	4	5	6	7	8	9	10	11
6	Southern	1998-1999	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		1999-2000	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		2000-2001	0.001	0.1200	0.380	0.1600	0.000	3.100	3.760	0.263
7	South Central	1998-1999	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		1999-2000	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		2000-2001	0.230	1.0500	0.680	1.4400	0.000	0.390	3.790	0.265
8	South Eastern	1998-1999	0.000	0.0000	0.003	0.0000	0.000	0.000	0.003	0.000
		1999-2000	1.060	0.0000	0.024	0.0000	0.000	0.000	1.084	0.076
		2000-2001	0.050	0.0000	0.001	0.0000	0.000	11.610	11.660	0.816
9	Western	1998-1999	0.870	0.0000	0.010	0.0700	0.000	0.000	0.950	0.067
		1999-2000	0.210	0.0000	0.090	0.0700	0.000	0.000	0.370	0.026
		2000-2001	0.030	0.0000	0.030	0.0400	0.000	5.030	5.130	0.359
10	CLW	1998-1999	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		1999-2000	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		2000-2001	0.000	2.2200	0.000	0.0000	0.000	0.190	2.410	0.169
11	DLW	1998-1999	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		1999-2000	0.000	0.0000	0.000	0.0000	0.000	0.000	0.000	0.000
		2000-2001	0.000	0.1525	0.000	0.0000	0.000	0.000	0.150	0.011
TOTAL		1998-1999	3.110	0.000	1.543	0.080	0.030	0.000	4.763	0.333
		1999-2000	3.200	0.000	2.014	0.120	0.960	0.000	6.294	0.441
		2000-2001	2.081	12.894	3.913	1.981	7.662	25.790	54.101	3.787
Grand Total			8.391	12.8941	7.470	2.1808	8.652	25.790	65.158	4.561

Annexure XLI

[Para 5.7.1 & 5.8.1: Over Stock, Surplus, Non-moving Items]

Statement showing year-wise position of Overstock, Non-Moving and Surplus items

(Rs. in crore)

Sl. No.	Railway	Year	Overstock		Non-moving		Surplus	
			Items	Value	Items	Value	Items	Value
1	2	3	4	5	6	7	8	9
1	Central	1996-97	1401	3.08	3086	1.64	118	0.140
		1997-98	1345	2.19	3326	2.03	83	0.130
		1998-99	1204	2.14	3626	2.45	84	0.120
		1999-2000	1042	1.65	3215	2.97	101	0.150
		2000-01	1088	2.92	2824	2.55	93	0.140
		Average	1216	2.396	3215.4	2.328	95.8	0.136
2	Eastern	1996-97	65	1.87	1651	1.89	0	0.000
		1997-98	65	0.83	1457	1.66	0	0.000
		1998-99	1861	2.83	1218	0.68	0	0.000
		1999-2000	1562	0.89	1209	0.99	0	0.000
		2000-01	994	1.00	1324	1.14	0	0.000
		Average	909.4	1.484	1371.8	1.272	0	0
3	Northern	1996-97	304	0.91	1152	1.28	339	0.270
		1997-98	1078	3.86	1491	2.18	501	0.460
		1998-99	792	1.83	2839	3.97	303	0.250
		1999-2000	1284	18.67	2273	2.06	768	0.050
		2000-01	8324	38.74	3372	6.53	834	1.750
		Average	2356.4	12.802	2225.4	3.204	549	0.556
4	North Eastern	1996-97	877	2.79	1075	1.60	169	0.070
		1997-98	840	1.85	1022	1.35	156	0.120
		1998-99	567	1.02	1014	1.34	107	0.040
		1999-2000	419	1.05	868	1.22	76	0.030
		2000-01	493	1.08	688	0.88	89	0.020
		Average	639.2	1.558	933.4	1.278	119.4	0.056
5	Northeast Frontier	1996-97	496	1.02	946	0.68	432	0.030
		1997-98	408	0.88	974	0.71	481	0.090
		1998-99	487	1.07	897	0.63	487	0.040
		1999-2000	51	0.50	1327	0.98	500	0.020
		2000-01	65	0.54	1397	1.10	504	0.020
		Average	301.4	0.802	1108.2	0.82	480.8	0.04
6	Southern	1996-97	NA	NA	NA	NA	NA	NA
		1997-98	212	1.17	261	0.55	59	0.030
		1998-99	221	0.58	203	0.44	38	0.010
		1999-2000	175	0.49	486	2.86	60	0.010
		2000-01	206	2.47	273	3.34	48	0.020
		Average	203.5	1.1775	305.75	1.7975	51.25	0.0175

(Rs. in crore)

Sl. No.	Railway	Year	Overstock		Non-moving		Surplus	
			Items	Value	Items	Value	Items	Value
1	2	3	4	5	6	7	8	9
7	South Central	1996-97	245	0.60	520	0.69	9	0.005
		1997-98	249	0.42	354	0.40	96	0.020
		1998-99	384	1.13	445	0.76	15	0.007
		1999-2000	641	1.80	765	1.22	62	0.300
		2000-01	895	3.58	576	1.44	168	0.150
		Average	482.8	1.506	532	0.902	70	0.0964
8	South Eastern	1996-97	NA	NA	NA	NA	NA	NA
		1997-98	144	0.52	467	0.79	4	0.002
		1998-99	160	0.78	454	0.79	4	0.002
		1999-2000	147	0.75	419	0.80	4	0.002
		2000-01	198	0.74	442	0.79	4	0.002
		Average	162.25	0.6975	445.5	0.7925	4	0.002
9	Western	1996-97	2096	1.92	1545	1.42	19	0.006
		1997-98	1891	2.43	1532	1.63	15	0.005
		1998-99	2018	3.10	1555	1.66	9	0.003
		1999-2000	2068	3.73	1744	1.90	11	0.004
		2000-01	1875	3.87	1965	3.55	13	0.003
		Average	1989.6	3.01	1668.2	2.032	13.4	0.00408
10	CLW	1996-97	0	0.00	815	1.94	138	0.030
		1997-98	0	0.00	865	1.59	131	0.050
		1998-99	0	0.00	841	2.02	130	0.190
		1999-2000	0	0.00	684	3.15	92	0.120
		2000-01	0	0.00	355	1.31	70	0.020
		Average	0	0	712	2.002	112.2	0.082
11	DLW	1996-97	698	3.59	405	1.23	59	0.020
		1997-98	510	1.74	546	2.36	58	0.020
		1998-99	556	1.80	461	0.61	42	0.010
		1999-2000	692	2.92	460	0.63	39	0.010
		2000-01	401	5.00	302	0.97	136	0.130
		Average	571.4	3.01	434.8	1.16	66.8	0.038
12	Metro	1996-97	0	0	0	0	0	0
		1997-98	0	0	0	0	0	0
		1998-99	0	0	0	0	0	0
		1999-2000	0	0	0	0	0	0
		2000-01	0	0	0	0	0	0
		Average	0	0	0	0	0	0
Total		1996-97	6182	15.78	11195	12.37	1283	0.5706
		1997-98	6742	15.89	12295	15.25	1584	0.9273
		1998-99	8250	16.28	13553	15.35	1219	0.6719
		1999-2000	8081	32.45	13450	18.78	1713	0.696
		2000-01	14539	59.94	13518	23.60	1959	2.2546
		Average	8758.80	28.068	12802.2	17.07	1551.60	1.02408

Source: Statement of Non-moving, Surplus and Over stock items generated by EDP Centre.

Annexure XLII
(Para 5.7.2: Over Stock Items)

Statement showing position of Overstock itmes in selected Depots as on 31 March 2001

(Rs. in crore)

Sl. No.	Railway	No. of depots Selected	No. of Items	Value	No. of items selected for detailed review	Value	No. of cases where excess procurement was in excess of AAC	Less consumption of material than AAC	
								No. of cases	Value
1	2	3	4	5	6	7	8	9	10
1	Central	3	319	0.4200	35	0.108	19	10	0.01
2	Eastern	3	218	0.2250	23	0.066	19		
3	Northern	4	1790	11.5800	188	3.710	188	20	0.21
4	North Eastern	3	418	1.9600	41	0.260	26		
5	Northeast Frontier	3	102	1.0600	10	0.220	10		
6	Southern	3	114	0.3640	23	0.192	19	5	0.01
7	South Central	3	217	1.1600	23	0.330	23	5	0.04
8	South Eastern	3	108	0.8654	13	0.299	8	N.A.	N.A.
9	Western	3	297	1.0300	31	0.480	31		
10	CLW	Nil	Nil	Nil	Nil	Nil	Nil		
11	DLW	1	401	5.0000	40	2.350	40		
12	Metro	1	Nil	Nil	Nil	Nil	Nil		
	Total	30	3984	23.6644	427	8.015	383	40	0.27

Source: Statement Generated by EDP Centre

Annexure XLIII

(Para 5.8.2: Emergency, Surplus and Non-moving Items)

Statement showing position of Emergency, Surplus and Non-moving items of selected Depots

(Rs. in crore)

Sl. No.	Railway	No. of Depots Selected	Emergency Items		Surplus Items		Non Moving				Test check of non moving items more than 3 years old		Non-moving because of change in design.	Stoppage of manufacturing which requires this material
			No. of Items	Value	No. of Items	Value	Over 2 Years		Over 1 Year		Item	Value		
							No. of Items	Rs.	No. of Items	Value				
			1	2	3	4	5	6	7	8	9	10		
1	Central	3	37	0.03	1	0.000	559	0.430	496	0.720	45	0.140	45	
2	Eastern	3	NIL	NIL	NIL	NIL	123	0.020	159	0.045	119	0.330	119	
3	Northern	4	25	0.06	109	0.190	108	0.190	537	1.840	20	0.070		
4	North Eastern	3	NIL	NIL	337	0.520	337	0.520	476	0.620	88	0.130	74	5
5	Northeast Frontier	3	NIL	NIL	118	0.020	175	0.220	37	0.020	126	0.130	90	36
6	Southern	3	NIL	NIL	96	0.070	80	0.060	159	0.220	72	0.040	63	9
7	South Central	3	NIL	NIL	88	0.060	56	0.110	138	0.440	9	0.030		
8	South Eastern	3	NIL	NIL	4	0.002	40	0.030	87	0.140	13	0.010	40	N.A.
9	Western	3	NIL	NIL	2	0.000	103	0.300	137	0.440	44	0.160	29	15
10	CLW	3	NIL	NIL	22	0.007	108	0.250	81	0.770	18	0.080	18	
11	DLW	1	NIL	NIL	136	0.130	136	0.300	166	0.670	85	0.110	24	
12	Metro	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
	Total	32	62	0.09	913	0.999	1825	2.430	2473	5.925	639	1.230	502	65

Source : Summary of Emergency, Surplus and Non-moving items as on 31st March 2001 generated by EDP Centre

Annexure XLIV

(Para 5.9.1: Out of Stock Position-Purchase/ Workshop Manufacture Items)

Statement showing "Out of Stock" position of Purchase items and Workshop Manufactured items for the period from 1996-97 to 2000-01

Sl. No.	Railway	Purchase Items		Workshop Manufactured Items	
		Target (percent)	Actual (percent)	Target (percent)	Actual (percent)
1	2	3	4	5	6
1	Central	5	5.22 (1996-97) to 17.12 (1999-00)	5	8.61 (2000-01) to 20.85 (1996-97)
2	Eastern	5	3.88 (1996-97) to 15.28 (1997-98)	5	3.5 (1998-99) to 21.25 (1997-98)
3	Northern	5	3.29 (2000-01) to 36.61 (1996-97)	5	1.60 (1999-00) to 9.70 (1997-98)
4	North Eastern	5	3.57 (2000-01) to 13.60 (1996-97)	5	1.51 (1999-00) to 6.46 (1996-97)
5	Northeast Frontier	5	48.00 (1997-98) to 16.09 (1996-97)	5	4.12 (1999-00) to 6.91 (1997-98)
6	Southern	5	4.28 (1997-98) to 17.03 (1999-00)	5	13.12 (1997-98) to 17 (1998-99)
7	South Central	5	5.82 (2000-01) to 15.76 (1998-99)	5	2.31 (1999-00) to 27.01 (1998-99)
8	South Eastern	5	5.70 (2000-01) to 11.34 (1998-99)	5	3.81 (1999-00) to 6.84 (1998-99)
9	Western	5	5.84 (1997-98) to 10.49 (1998-99)	5	3.65 (1996-97) to 8.60 (1998-99)
10	CLW	5	3.97 (1998-99) to 5.28 (1996-97)	5	NA
11	DLW	5	4.3 (1996-97) to 6.5 (1998-99)	5	NA
12	Metro	5	Nil	5	Nil

Source: Monthly PCDO of COS to Railway Board.

Annexure XLV
(Para 5.9.2: Out of Stock Position in Depots)

Statement showing out of stock position in selected depots (cumulative) as on 31 March

Sl. No.	Railway	Position as on 31st March of	Total Items	Out of stock Items	Percentage to Col. 5 to Col.4	Items outstanding as on 31st March 2001 Test Checked		Remarks
						No. of items	No. of depots	
1	2	3	4	5	6	7	8	9
1	Central	1999	6898	591	8.57	92	3	Demands for 32 items were pending since July 1996
		2000	6779	385	5.68			
		2001	6358	478	7.52			
2	Eastern	1999	6665	296	4.44	13	3	Demands for 7 items were pending since January 1999.
		2000	6653	255	3.83			
		2001	6727	176	2.61			
3	Northern	1999	7995	280	3.5	26	4	
		2000	7935	300	3.78			
		2001	7647	273	3.57			
4	North Eastern	1999	2388	86	3.6	15	3	15 demands were pending since April 1998.
		2000	2366	96	4.5			
		2001	2326	115	4.94			
5	Northeast Frontier	1999	2804	974	35	26	3	Demands for 17 items were pending since 1998.
		2000	4428	954	22			
		2001	4194	595	14			
6	Southern	1999	5418	1144	21.11	88	3	
		2000	5427	847	15.61			
		2001	5515	784	14.22			

Sl. No.	Railway	Position as on 31st March of	Total Items	Out of stock Items	Percentage to Col. 5 to Col.4	Items outstanding as on 31st March 2001 Test Checked		Remarks
						No. of items	No. of depots	
1	2	3	4	5	6		7	8
7	South Central	1999	4272	658	15.4	6	3	Demands were pending for 2 items since October 2000 and December 2000.
		2000	4236	352	8.31			
		2001	4107	220	5.36			
8	South Eastern	1999	7012	360	5.13	18	3	18 demands were pending since March 1996.
		2000	6715	312	4.65			
		2001	6617	256	3.87			
9	Western	1999	3461	439	12.68	74	3	Demands were pending for 44 items since March 1997
		2000	3321	337	10.15			
		2001	3282	367	11.18			
10	CLW	1999	2304	173	7.51	8	2	Demands for 8 items were pending since March 1998
		2000	2575	270	10.49			
		2001	2645	248	9.38			
11	DLW	1999	10645	671	6.3	Nil	1	
		2000	12942	598	4.62			
		2001	13246	525	4.72			
12	Metro	1999	No out of stock items				1	
		2000						
		2001						
TOTAL		1999	59862	5672	9.48	373	32	143 demands pending
		2000	63377	4706	7.43			
		2001	62664	4037	6.44			

Source: Monthly PCDOs of depots to COS office.

Annexure XLVI

(Para 6.3: Disposal of Inactive items)

Statement showing time taken in disposal of non-moving items pending for more than 3 years from 1998-99

Sl. No.	Railway	No. of Depots Selected	No. of cases pending for more than 3 years prior to 1998-99	No. of cases in which circular issued to other depots/ Railways	Time gap between non-moving to issue of circular to other depots/ Railways (in days)	No. of cases in which material was declared as scrap	Time gap between material declared as non-moving and scrap (in days)	No. of cases in which material was declared as scrap but not disposed off	No. of cases of material disposed of as on 1 June 2001	Time taken in disposal in r/o Col. 5(in days)	No. of cases of material not disposed of as on 1 June 2001	Total time taken for material awaiting disposal as on 1st June 2001 (in days)
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Central	3	101	101	1 to 4236	36	17 to 4359	36	Nil	Nil	101	823 to 4383
2	Eastern	3	42	42	442 to 1134	Nil	Nil	Nil	Nil	Nil	42	1161 to 3801
3	Northern	4	24	18	182 to 1539	17	382 to 3550	6	18	573 to 3560	6	1721 to 1978
4	North Eastern	3	60	60	346 to 1894	60	1199 to 2742	Nil	60	1227 to 2476	-	Nil
5	Northeast Frontier	3	252	173	340 to 8543	50	702 to 5248	50	Nil	Nil	252	105 to 9671
6	Southern	3	11	11	352 to 2555	1	1439	1	Nil	Nil	11	1184 to 3222
7	South Central	3	16	16	61 to 87	16	146 to 284	Nil	Nil	Nil	16	Nil
8	South Eastern	3	8	8	1811 to 2317	8	2515 to 2622	3	5	2735 to 2740	3	3554 to 3615
9	Western	3	9	1	1781	Nil	Nil	Nil	Nil	Nil	9	1887 to 6270
10	CLW	2	9	Nil	Nil	3	1350	6	3	210	6	690
11	DLW	1	9	NA	NA	NA	NA	Nil	Nil	Nil	9	1095 to 8395
12	Metro	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
TOTAL		32	541	430		191		102	86		455	

Source: Records kept in Survey section of the depots and respective Ledger sections.

Annexure XLVII
(Para 6.5: Auction Process)

Statement showing interesting features of Auction Process

Sl. No.	Railways	Average percentage of quantity sold to quantity listed		No. of bids rejected due to bids being less than reserve price		No. of cases where material was withdrawn due to non-receipt of joint inspection		No. of cases where excess delivery was made		No. of cases where material was not lifted within delivery period and ground rent not recovered	
		percentage	Depots	No. of bids	Depots	No. of cases	Depots	No. of cases	Depots	No. of cases	Depots
1	2	3	4	5	6	7	8	9	10	11	12
1	Central	30.96	4	3686	4	47	3	9	4	25	3
2	Eastern	99.09	1	NIL	NIL	NIL	NIL	NIL	NIL	6	1
3	Northern *	9.82	2	30	2	NIL	NIL	8	2	1	1
4	North Eastern	76.20	1	NIL	NIL	NIL	NIL	NIL	NIL	20	1
5	Northeast Frontier	98.00	2	422	2	NIL	NIL	NIL	NIL	NIL	NIL
6	Southern	50.06	2	6958	2	NIL	NIL	NIL	NIL	NIL	NIL
7	South Central	83.34	1	1322	1	2	1	NIL	NIL	1	1
8	South Eastern	41.94	1	13921	1	NIL	NIL	3	1	1	1
9	Western	NA	2	1335	2	NIL	NIL	2	2	2	2
10	CLW	78.40	1	74	1	NIL	NIL	NIL	NIL	39	1
11	DLW	83.23	1	76	1	NIL	NIL	NIL	NIL	NIL	NIL
TOTAL			18	27824	16	49	4	22	9	95	11

* In 16898 cases, bids were rejected without assigning any reasons.

Annexure XLVIII

(Para 6.7: Targets for Disposal of scrap)

Statement showing position of targets fixed and achieved for earnings from disposal of scrap

(Rs. in crore)

Railways	1996-97			1997-98			1998-99			1999-2000			2000-2001		
	Target	Achieved	Shortfall (-) Excess (+)	Target	Achieved	Shortfall (-) Excess (+)	Target	Achieved	Shortfall (-) Excess (+)	Target	Achieved	Shortfall (-) Excess (+)	Target	Achieved	Shortfall (-) Excess (+)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Central	120.00	117.08	-2.92	120.00	129.99	9.99	128.00	146.00	18.00	150.00	183.12	33.12	162.00	187.65	25.65
Eastern	100.00	98.77	-1.23	98.00	93.24	-4.76	95.00	71.75	-23.25	90.00	93.60	3.60	100.00	102.65	2.65
Northern	150.00	124.93	-25.07	140.00	128.04	-11.96	107.00	112.95	5.95	122.00	140.06	18.06	140.00	159.51	19.51
North Eastern	35.00	31.58	-3.42	35.00	36.22	1.22	38.00	36.22	-1.78	39.00	40.12	1.12	42.00	43.44	1.44
Northeast Frontier	15.00	15.18	0.18	15.00	15.54	0.54	16.00	18.20	2.20	15.00	16.60	1.60	12.00	12.90	0.90
Southern	105.00	110.17	5.17	110.00	91.29	-18.71	75.00	75.59	0.59	60.00	70.14	10.14	74.00	77.12	3.12
South Central	95.00	71.60	-23.40	80.00	81.12	1.12	67.00	67.71	0.71	66.00	76.27	10.27	72.00	65.50	-6.50
South Eastern	130.00	131.70	1.70	140.00	141.86	1.86	128.00	115.33	-12.67	136.00	158.32	22.32	165.00	168.66	3.66
Western	110.00	112.96	2.96	110.00	121.38	11.38	107.00	90.54	-16.46	90.00	90.49	0.49	101.00	101.16	0.16
Metro	2.75	2.70	-0.05	2.00	2.15	0.15	1.00	0.43	-0.57	1.00	0.52	-0.48	0.50	0.48	-0.02
CLW *	5.50	3.91	-1.59	5.00	3.81	-1.19	4.00	2.39	-1.61	4.00	3.62	-0.38	3.00	3.07	0.07
DLW	4.50	4.53	0.03	5.00	4.39	-0.61	4.00	2.89	-1.11	4.00	2.26	-1.74	3.00	2.17	-0.83
Total	872.75	825.11	-47.64	860.00	849.03	10.97	770.00	740.00	-30.00	777.00	875.12	98.12	874.50	924.31	49.81

* As per GSD records, the figures of target achieved were Rs.5.47 crore, Rs.3.65 crore and Rs.2.07 crore in year 1996-97, 1997-98 and 1998-99 respectively.

Annexure XLIX

[Para 7.3.1: Purchase Suspense (Indigenous)]

Statement showing balances under Purchase Suspense (Indigenous)

(Rs. in crore)

Sl. No.	Railway	Balance as on	Debit		Credit	
			No. of items	Amount	No. of items	Amount
1	2	3	4	5	6	7
1	Central	31/3/1997	10799	100.88	16549	105.61
		31/3/1998	11466	94.20	17436	93.86
		31/3/1999	12433	88.86	20754	107.28
		31/3/2000	14222	93.18	21862	103.07
		31/3/2001	12595	83.43	20725	93.11
2	Eastern	31/3/1997	NA	18.51	NA	26.01
		31/3/1998	NA	10.34	NA	19.41
		31/3/1999	NA	21.82	NA	54.12
		31/3/2000	NA	15.87	NA	36.91
		31/3/2001	NA	12.88	NA	32.31
3	Northern	31/3/1997	418	152.49	355	110.69
		31/3/1998	411	158.14	348	136.12
		31/3/1999	401	364.31	338	347.22
		31/3/2000	376	370.69	303	355.14
		31/3/2001	359	188.28	284	182.05
4	North Eastern	31/3/1997	3615	27.33	4309	34.53
		31/3/1998	4429	37.59	4572	44.37
		31/3/1999	4463	36.95	4786	42.53
		31/3/2000	4097	40.99	4778	42.23
		31/3/2001	3337	37.89	4092	39.36
5	Northeast Frontier	31/3/1997	NA	NA	NA	NA
		31/3/1998	NA	4.33	NA	7.63
		31/3/1999	NA	5.98	NA	7.75
		31/3/2000	271	0.99	496	1.21
		31/3/2001	301	1.57	543	2.29
6	Southern	31/3/1997	488	0.90	1361	1.28
		31/3/1998	538	0.83	1546	1.37
		31/3/1999	703	1.09	1684	1.49
		31/3/2000	855	1.47	1746	1.60
		31/3/2001	866	1.51	1675	1.68
7	South Central	31/3/1997	NA	3.57	NA	3.90
		31/3/1998	654	14.54	625	13.13
		31/3/1999	538	17.38	482	19.38
		31/3/2000	591	34.47	447	29.69
		31/3/2001	485	55.76	1051	47.09

(Rs. in crore)

Sl. No.	Railway	Balance as on	Debit		Credit	
			No. of items	Amount	No. of items	Amount
1	2	3	4	5	6	7
8	South Eastern	31/3/1997	6793	99.99	10317	86.86
		31/3/1998	7316	147.00	11044	114.25
		31/3/1999	3742	138.07	6514	116.99
		31/3/2000	4059	156.03	7363	127.45
		31/3/2001	4913	220.01	8603	179.35
9	Western	31/3/1997	NA	55.62	NA	47.19
		31/3/1998	NA	62.17	NA	50.45
		31/3/1999	NA	49.73	NA	56.65
		31/3/2000	NA	64.26	NA	90.34
		31/3/2001	NA	54.07	NA	64.62
10	CLW	31/3/1997	338	96.00	331	94.00
		31/3/1998	332	82.00	326	85.00
		31/3/1999	381	82.00	340	77.00
		31/3/2000	464	79.00	441	85.00
		31/3/2001	495	61.00	539	105.00
11	DLW	31/3/1997	1104	15.11	423	3.51
		31/3/1998	2611	23.11	1103	9.10
		31/3/1999	1424	17.05	677	3.28
		31/3/2000	1347	14.09	1016	15.64
		31/3/2001	623	5.07	275	1.13
12	Metro	31/3/1997	35	0.13	83	0.20
		31/3/1998	93	0.11	150	0.30
		31/3/1999	88	0.17	206	0.52
		31/3/2000	70	0.16	112	0.36
		31/3/2001	-	-	-	-
Total		31/3/1997	23590	570.53	33728	513.78
		31/3/1998	27850	634.36	37150	574.87
		31/3/1999	24173	823.41	35781	834.21
		31/3/2000	26352	871.20	38564	888.64
		31/3/2001	23974	721.47	37787	747.99

Source: Half yearly review of Suspense balance

Annexure L
 (Para 7.3.2: Advance payment for purchases)
 Statement showing outstanding Advance Payments for Purchases

Sl. No	Railway	Balance as on							Percentage of More than one year cases with total										
		Outstanding Advance Payment for Purchases		Less than 1 year		1 Year and more		Total											
		No. of Items	Value	No. of Items	Value	No. of Items	Value	No. of Items		Value									
1	Central	31/3/1997	4500	55.75	6299	45.12	10799	100.87	58.33	44.73	31/3/1998	4886	60.00	6580	34.20	11466	94.2	57.39	36.31
		31/3/1999	5039	59.73	7394	29.12	12433	88.85	59.47	32.77	31/3/2000	6137	65.40	8085	27.79	14222	93.19	56.85	29.82
		31/3/2001	5194	58.61	7401	24.82	12595	83.43	58.76	29.75	31/3/1997	NA	3.22	225	0.31	NA	3.54	NA	8.94
	Eastern	31/3/1998	NA	2.84	252	0.35	NA	3.2	NA	11.03	31/3/1999	NA	2.72	173	0.16	NA	2.89	NA	5.86
		31/3/2000	NA	3.18	234	1.23	NA	4.41	NA	27.85	31/3/2001	NA	2.81	239	1.86	NA	4.67	NA	40.00
		31/3/1997	NA								31/3/1997	NA							
		31/3/1998	NA								31/3/1999	NA							
		31/3/1999	NA								31/3/2000	NA							
		31/3/2001	NA								31/3/1997	NA							
3	Northern	31/3/1997	NA								31/3/1998	NA							
		31/3/1998	NA								31/3/1999	NA							
		31/3/2000	NA								31/3/2001	NA							
		31/3/1997	NA								31/3/1998	NA							
		31/3/1999	NA								31/3/2000	NA							
		31/3/2001	NA								31/3/1997	NA							
4	North Eastern	31/3/1997	NA								31/3/1998	NA							
		31/3/1998	NA								31/3/1999	NA							
		31/3/1999	NA								31/3/2000	NA							
		31/3/2001	NA								31/3/1997	NA							

(Rs. in crore)

Sl. No	Railway	Balance as on	Less than 1 year		1 Year and more		Total		Percentage of More than one year cases with total	
			No. of items	Value	No. of items	Value	No. of items	Value	No. of items	Value
			4	5	6	7	8	9	10	11
5	Northeast Frontier	31/3/1997	1	0.0001	2	0.0004	3	0.0005	0.0001	80
		31/3/1998	2	0.0006			2	0.0006		
		31/3/1999	3	0.0116			3	0.0116		
		31/3/2000	5	0.0058			5	0.0058		
		31/3/2001	12	0.0141			12	0.0141		
6	Southern	31/3/1997	NA	NA	488	0.90	488	0.9	NA	NA
		31/3/1998	NA	NA	538	0.83	538	0.83	NA	NA
		31/3/1999	NA	NA	703	1.09	703	1.09	NA	NA
		31/3/2000	NA	NA	855	1.47	855	1.47	NA	NA
		31/3/2001	NA	NA	866	1.51	866	1.51	NA	NA
7	South Central	31/3/1997	10	0.57	149	1.32	159	1.89	94.00	71.00
		31/3/1998	23	1.36	147	0.95	170	2.31	86.00	41.00
		31/3/1999	15	1.11	165	0.70	180	1.81	92.00	39.00
		31/3/2000	15	0.54	174	0.78	189	1.32	92.00	59.00
		31/3/2001	41	0.30	97	0.56	138	0.86	70.00	65.00
8	South Eastern	31/3/1997	26	17.97	15	1.97	41	19.94	37	9.87
		31/3/1998	35	5.11	41	19.94	76	25.05	54	79.58
		31/3/1999	33	5.75	76	25.05	109	30.8	70	81.33
		31/3/2000	40	15.96	109	30.80	149	46.76	73	65.87
		31/3/2001	23	3.95	149	46.76	172	50.71	87	92.22

(Rs. in crore)

Sl. N	Railway	Balance as on	Outstanding Advance Payment for Purchases						Percentage of More than one year cases	
			Less than 1 year		1 Year and more		Total		No. of items	Value
			No. of items	Value	No. of items	Value	No. of items	Value		
1	2	3	4	5	6	7	8	9	10	11
9	Western	31/3/1997	NA	32.96	3613	22.66	NA	55.62	NA	40.74
		31/3/1998	NA	43.07	2972	19.10	NA	62.17	NA	30.72
		31/3/1999	NA	31.94	2813	17.79	NA	49.73	NA	35.77
		31/3/2000	NA	47.34	2911	16.92	NA	64.26	NA	26.33
		31/3/2001	NA	35.80	2913	18.27	NA	54.07	NA	33.79
10	CLW	31/3/1997	21	1.00			21	1		
		31/3/1998	2	0.16	8	0.66	10	0.82	80.00	80.00
		31/3/1999	4	0.29	6	0.44	10	0.73	60.00	60.00
		31/3/2000	13	0.19	31	0.48	44	0.67	70.00	70.00
		31/3/2001	26	4.73	7	1.27	33	6	21.00	21.00
11	DLW	31/3/1997	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/1998	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/1999	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/2000	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/2001	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
12	Metro	31/3/1997	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/1998	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/1999	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/2000	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
		31/3/2001	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
	Total	31/3/1997	4532	93.50	10776	70.31	11470	163.82	93.95	42.92
		31/3/1998	4913	107.43	10497	56.09	12186	163.53	86.14	34.30
		31/3/1999	5061	95.80	11254	49.30	13329	145.11	84.43	33.97
		31/3/2000	6170	116.66	12290	48.67	15315	165.33	80.25	29.44
		31/3/2001	5273	102.26	11523	48.29	13644	150.55	84.45	32.07

Source: Half yearly review of Suspense balance

Annexure LI

[Para 7.3.3:Purchase Items (Indigenous)]

(Rs. in crore)

Sl. No.	Railway	Acceptance awaited from depots		Lost/ damaged in transit, awaiting write off or any other action		Amount recoverable on account of rejected stores		Total	
		Items	Value	Items	Value	Items	Value	Items	Value
1	2	3	4	5	6	7	8	9	10
1	Central	7243	23.78	38	0.27	120	0.77	7401	24.82
2	Eastern	NA	NA	NA	NA	NA	NA	NA	NA
3	Northern	359	0.16	NA	NA	NA	NA	359	0.16
4	North Eastern	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
5	Northeast Frontier	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6	Southern	588	0.75	56	0.23	202	0.51	846	1.49
7	South Central	NA	NA	NA	NA	NA	NA	NA	NA
8	South Eastern	NA	NA	NA	NA	NA	NA	NA	NA
9	Western	NA	12.88	NA	1.55	NA	3.84	NA	18.27
10	CLW	205	1	NIL	NIL	12	0.70	217	1.70
11	DLW	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
12	Metro	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
TOTAL		8395	38.57	94	2.05	334	5.82	8823	46.44

Annexure LII

(Para 7.3.4: Debit Balances under Purchase Suspense)

Statement showing Debit Balances under Purchase Suspense as on 31 March 2001

(Rs. in crore)

Sl. No.	Railway	No. of Depots Selected	Debit Balance				Other irregularities noticed
			Rs. 5 lakhs or more each item		Less than Rs.5 lakhs each item		
			Items	Value	Items	Value	
1	2	3	4	5	6	7	8
1	Central	3	121	14.90	219	3.91	In two cases P.O. Nos. shown as blank. In twenty cases PO Nos. is shown as Zeros. In two cases there were invalied P.O.Nos.
2	Eastern	3	NA	NA	NA	NA	
3	Northern	3	NA	NA	NA	NA	
4	North Eastern	3	NA	NA	NA	NA	
5	Northeast Frontier	3	7	0.53	17	1.09	In 11 cases P.O. Nos. are shown as blank. In 13 cases wrong debit is raised.
6	Southern	4	3	0.33	13	0.28	
7	South Central	3	62	8.86	171	3.88	
8	South Eastern	3	NA	NA	NA	NA	
9	Western	3	80	9.73	108	2.53	
10	CLW	2	492	6.83	3	0.04	
11	DLW	1	-	-	623	5.06	
12	Metro	1	-	-	-	-	
	Total	32	765	41.18	1154	16.79	

Source: Half yearly review of Suspense balance

Annexure LIII

[Para 7.4.1: Purchase Suspense (Imported)]

Statement showing balances under Purchase Suspense (Imported)

(Rs. in crore)

Sl. No	Railway	Balance as on	Debit		Credit	
			No. of items	Amount	No. of items	Amount
1	2	3	4	5	6	7
1	Central	31/3/1997	13	1.77	13	2.29
		31/3/1998	16	1.35	7	2.07
		31/3/1999	51	13.22	18	10.30
		31/3/2000	23	6.19	10	3.10
		31/3/2001	17	5.58	12	5.15
2	Eastern	31/3/1997	Nil	1.05	Nil	1.34
		31/3/1998	Nil	0.82	Nil	2.18
		31/3/1999	Nil	3.31	Nil	2.46
		31/3/2000	Nil	2.79	Nil	0.79
		31/3/2001	Nil	2.71	Nil	0.22
3	Northern	31/3/1997	139	17.11	61	38.60
		31/3/1998	115	17.10	59	34.69
		31/3/1999	89	10.92	55	28.45
		31/3/2000	89	22.94	54	30.23
		31/3/2001	90	62.66	51	31.90
4	North Eastern	31/3/1997	13	0.38	45	2.00
		31/3/1998	14	1.12	49	3.56
		31/3/1999	26	2.29	56	6.56
		31/3/2000	28	3.00	60	4.70
		31/3/2001	24	2.58	57	3.71
5	Northeast Frontier	31/3/1997	12	1.00	3	0.61
		31/3/1998	18	2.23	5	1.15
		31/3/1999	33	3.54	3	0.93
		31/3/2000	28	3.19	10	1.24
		31/3/2001	35	2.51	13	1.99
6	Southern	31/3/1997	20	1.44	Nil	Nil
		31/3/1998	8	0.70	Nil	Nil
		31/3/1999	47	9.62	Nil	Nil
		31/3/2000	71	10.29	Nil	Nil
		31/3/2001	26	2.68	Nil	Nil

(Rs. in crore)

Sl. No	Railway	Balance as on	Debit		Credit	
			No. of items	Amount	No. of items	Amount
1	2	3	4	5	6	7
7	South Central	31/3/1997	NA	1.83	Nil	Nil
		31/3/1998	14	2.99	Nil	Nil
		31/3/1999	25	8.86	NA	2.78
		31/3/2000	53	12.94	41	4.44
		31/3/2001	84	13.57	32	5.07
8	South Eastern	31/3/1997	115	12.48	65	10.86
		31/3/1998	100	11.09	94	17.10
		31/3/1999	110	7.83	89	10.86
		31/3/2000	93	7.23	90	13.50
		31/3/2001	72	6.14	87	12.75
9	Western	31/3/1997	NA	2.20	NA	0.35
		31/3/1998	NA	2.22	NA	0.69
		31/3/1999	NA	4.21	NA	2.20
		31/3/2000	NA	5.05	NA	1.61
		31/3/2001	NA	7.37	NA	0.62
10	CLW	31/3/1997	26	1.73	14	3.88
		31/3/1998	27	5.01	19	6.26
		31/3/1999	34	4.04	24	6.79
		31/3/2000	55	5.30	45	9.21
		31/3/2001	47	4.73	33	8.10
11	DLW	31/3/1997	233	4.30	337	2.21
		31/3/1998	208	3.50	443	3.67
		31/3/1999	199	4.01	113	2.50
		31/3/2000	570	6.68	453	13.13
		31/3/2001	56	0.65	177	4.02
12	Metro	31/3/1997	Nil	Nil	Nil	Nil
		31/3/1998	Nil	Nil	Nil	Nil
		31/3/1999	Nil	Nil	Nil	Nil
		31/3/2000	Nil	Nil	Nil	Nil
		31/3/2001	Nil	Nil	Nil	Nil
	Total	31/3/1997	571	28.18	477	23.54
		31/3/1998	520	31.03	617	36.68
		31/3/1999	614	60.93	303	42.60
		31/3/2000	1010	62.66	668	47.28
		31/3/2001	451	48.52	379	36.556

Source: Half yearly review of Suspense balance

Annexure LIV
[Para 7.5: Stores in Transit (Purchase)]
Statement showing the Balance in Stores in Tansit (Purchase)

(Rs. in crore)

Sl. No.	Railway	Debit Balannce as on									
		31st March 1997		31st March 1998		31st March 1999		31st March 2000		31st March 2001	
		No. of Items	Value	No. of Items	Value	No. of Items	Value	No. of Items	Value	No. of Items	Value
1	2	3	4	5	6	7	8	9	10	11	12
1	Central	287	1.650	365	2.93	331	1.24	321	1.24	214	0.94
2	Eastern	NA	21.890	NA	20.78	NA	35.92	NA	31.65	NA	31.61
3	Northern	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
4	North Eastern	Nil									
5	Northeast Frontier	NA	NA	155	1.89	160	3.11	176	2.45	182	2.3
6	Southern	Nil									
7	South Central	Nil									
8	South Eastern	0	0.055	0	0	0	0	0	0	0	0
9	Western	NA	0.150	NA	-0.44	NA	0.05	NA	-0.06	NA	0.17
10	CLW	29	0.310	53	0.44	64	0.35	75	1.41	38	1.31
11	DLW	Nil									
12	Metro	Nil									
	Total	316	24.055	573	25.6	555	40.67	572	36.69	434	36.33

Source: Half yearly review of Suspense balance

Annexure LV
(Para 7.6: Risk Purchase Suspense)
Statement showing outstanding Balances under Risk Purchase Suspense

(Rs. in crore)

Sl. No.	Railway	Balance outstanding for a period of one year or more as on									
		31st March 1997		31st March 1998		31st March 1999		31st March 2000		31st March 2001	
		No. of Items	Value	No. of Items	Value	No. of Items	Value	No. of Items	Value	No. of Items	Value
1	2	3	4	5	6	7	8	9	10	11	12
1	Central	236	0.62	244	0.63	284	0.67	253	0.76	255	0.67
2	Eastern	116	0.31	401	0.67	401	0.67	401	0.67	401	0.67
3	Northern	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
4	North Eastern	186	0.82	212	0.9	244	0.96	261	0.99	274	1.03
5	Northeast Frontier	Nil									
6	Southern	9	0.03	28	0.16	27	0.06	31	0.31	NIL	NIL
7	South Central	1670	2.16	1754	2.2	1821	1.91	1906	1.96	1295	2.17
8	South Eastern	NA	0.78	NA	0.79	NA	0.87	NA	0.88	NA	0.89
9	Western	2507	1.89	2217	1.83	2082	1.85	2113	1.61	1604	1.54
10	CLW	Nil									
11	DLW	No Risk Purchase Suspense Maintained									
12	Metro	Nil	Nil	1	0.39	Nil	Nil	Nil	Nil	Nil	Nil
	Total	4724	6.61	4856	7.18	4859	6.99	4965	7.18	3829	6.97

Source: Risk Purchase Suspense Register)

Annexure LVI

(Para 8.4: Position of outstanding Stock Verification sheets)

Position of Stock Verification Sheets Outstanding on Zonal Railways, CLW, DLW and Metro Railway as on 31 March 2001

Period	Railway												Total
	Central	Eastern	Northern	North Eastern	Northeast Frontier	Southern	South Central	South Eastern	Western	CLW	DLW	Metro	
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>	<i>14</i>
1996-97	4	1367	15	21	12	5	10	121	0	4	NIL	NA	1559
1997-98	16	1321	11	25	19	5	14	87	1	7	1	4	1511
1998-99	6	1365	27	30	31	33	15	220	2	9	NIL	16	1754
1999-2000	17	1363	64	66	38	92	36	259	20	18	4	16	1993
2000-2001	62	1435	321	140	61	290	101	234	2	38	13	22	2719

Source: Accounts Office File showing position of SV Sheets.

Annexure LVII
(Para 8.5.1: Departmental Stock Verification)

Statement showing Position of Departmental Stock Verification during 1998-99 to 2000-01

Sl. No.	Railway	No. of depots	Total Number of Items	No. of items for which departmental stock verification was required to be done	Deptt. stock verification conducted for number of items	No. of verifications waived by the Competent Authority	Shortfall	No. of DSVs issued as a result of DSVs	No. of DSVs issued for other reasons	
1	2	3	4	5	6	7	8	9	10	
1	Central	3	18840	4710	65	Nil	4645	Nil	74	
2	Eastern	3	* No departmental stock verification was done							
3	Northern	4	13302	3326	245	Nil	3081			
4	North Eastern	3	4850	1213	371	Nil	842			
5	Northeast Frontier	3	7544	1886	321	Nil	1565	NA	219	
6	Southern	3	No departmental stock verification was done							
7	South Central	3	12211	3053	NA					
8	South Eastern	3	18800	4700	638	Nil	4062	NA	23	
9	Western	3	Nil	No departmental stock verification was done						
10	CLW	2	7484	1871	No departmental stock verification was done					
11	DLW	1	No departmental stock verification was done							
12	Metro	1	No departmental stock verification was done							
	Total	32	83031	20750	1575	0	14195	0	376	

Source : Departmental stock verification file of the Depot

Annexure LVIII

(Para 8.5.2: Irregular preparation of Departmental Verification Sheets)

Statement showing departmental verification sheets for unconnected receipts

Sl. No.	Railway	No. of depots	No. of wards	No. of Departmental verification sheets	No. of cases of unconnected receipts due to incomplete Purchase Orders	No. of unconnected receipts not reversed through departmental verification sheets till 31 March 2001	No. of unconnected receipts reversed in subsequent year through DVs
1	2	3	4	5	6	7	8
1	Central	3	8	74	4 *	48	26
2	Northeast Frontier	3	3	219	1	214	5
3	South Eastern	1	2	23	NA	NA	NA
4	Western	3	3	44	Nil	27	17
5	DLW	1	6	16	Nil	16	Nil
TOTAL		11	22	376	5	305	48

* Not reversed till 31 March 2001

Annexure LIX
(Para 5)
Sample Size

Sl. No./ Railway	Total number of Divisions on Railway	Number and name of the Divisions test checked		Total number of Survey and Construction Units on Railways	Number and name of Survey and Construction Units (S&C) test-checked		Details of completed works costing above Rs.one crore test-checked (50 per cent)			
		Number	Name		Number	Name	Divisions		S&C Unit	
							Total	Test- checked	Total	Test- checked
1	2	3	4	5	6	7	8	9	10	11
1. Central	8	2	1. Jhansi (JHS) 2. Nagpur (NGP)	7	2	1. Construction (Hdqrs) 2. Bhusawal	4	3	10	8
2. Eastern	7	2	1. Dhanbad (DHN) 2. Howrah (HWH)	6	2	1. Sealdah 2. Mughalsarai	11	6	10	5
3. Northern	8	2	1. Allahabad (ALD) 2. Delhi (DLI)	4	2	1. Allahabad 2. Lucknow	NIL	NIL	13	9
4. North Eastern	5	2	1. Lucknow (LKO) 2. Varanasi (BSB)	1	1	1. CSTE/ CON, Gorakhour	NIL	NIL	5	3
5. Northeast Frontier	4	2	1. Alipurduar (APD) 2. Katihar (KIR)	4	3	1. Dy. CSTE/CON/Tele/MLG 2. Dy. CSTE/C/NJP 3. Dy. CSTE/FN/MLG	NIL	NIL	8	4
6. Southern	7	2	1. Chennai (MAS) 2. Palghat (PGT)	10	2	1. Bangalore 2. Podanur	NIL	NIL	2	1
7. South Central	5	2	1. Secunderabad (SC) 2. Vijayawada (BZA)	6	2	1. Sr. DSTE/P/SC 2. Sr. DSTE/P/BZA	NIL	NIL	25	13
8. South Eastern	8	2	1. Kharagpur (KGP) 2. Nagpur (NGP)	4	2	1. Bhubaneshwar 2. Bilaspur	NIL	NIL	15	8
9. Western	8	2	1. Mumbai Central (BCT) 2. Kota (KTT)	5	2	1. S&C, Churchgate 2. Kota	NIL	NIL	14	7
TOTAL	60	18		47	18		15	9	102	58

One case not made available to Audit by South Eastern Railway Administration as the case is with Vigilance Department.

**Annexure LIX
(Para 5)
Sample Size**

Sl. No./ Railway	Details of On-going works costing above Rs.one crore test-checked				Completed contracts test-checked costing above Rs.one crore		Tender cases relating to completed/ On-going works (100 per cent checked)		Test-check of the office of Assistant Signal and Telecommunication Engineers Office (one per Division test checked)	
	Divisions		S&C Unit		Total	Test-checked (100 per cent)	Total	Test-checked (100 per cent)		
	Total	Test-checked (10 per cent)	Total	Test-checked (10 per cent)						
<i>1</i>	<i>12</i>	<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>	<i>17</i>	<i>18</i>	<i>19</i>	<i>20</i>	
1. Central	11	2	10	2	6	6	8	8	1. DSTE/ JHS ADSTE/ NGP	2.
2. Eastern	28	3	2	1	9	9	13	13	1. ASTE/ HWH ASTE/ Dhanbad	2.
3. Northern	NIL	NIL	82	8	19	19	40	40	1. ASTE/W, DRM Office/ALD 2. ASTE/M, DRM Office, NDLS	
4. North Eastern	NIL	NIL	17	2	3	3	5	5	1. ASTE/NE/Gonda 2. ASTE/NE/Chhapra	
5. Northeast Frontier	NIL	NIL	22	3	4	4	26	26	1. ASTE/KIR ASTE/APDJ	2.
6. Southern	NIL	NIL	30	3	Nil	Nil	3	3	1. ASTE/MAS ASTE/PGT	2.
7. South Central	NIL	NIL	16	2	11	11	11	11	1. ASTE/M/SC ASTE/M/BZA	2.
8. South Eastern	2	1	52	6	13	# 12	21	21	1. ASTE/NGP ASTE/Sig/W/S/KGP	2.
9. Western	10	1	7	1	10	10	16	16	1. ASTE-Valsad ASTE-Shangarh	2.
TOTAL	51	7	238	28	75	74	143	143		

Annexures LX

(Para 6)

Final Budget allotment for Signal and Telecommunication
and expenditure under Grant No.16

(Rs. in crores)

Sl. No.	Railway/ Year	Total final Budget allotment for Grant No.16	Bifurcation of fund allotted under various heads of accounts					Total (Col.4 to Co.8]	Percentage of Col.9 to Col.3
			Capital	DF	DRF	Capital Fund	OLWR		
			4	5	6	7	8		
1	2	3	4	5	6	7	8	9	10
1	Central								
	1996-97	1429.00	Nil	13.48	20.60	0.02	0.47	34.57	2.42
	1997-98	1619.00	Nil	17.40	20.85	-0.06	0.43	38.62	2.39
	1998-99	1854.00	0.10	27.15	28.22	0.15	0.19	55.81	3.01
	1999-2000	1832.00	Nil	29.95	33.58	Nil	0.83	64.36	3.51
	2000-2001	1993.00	0.26	34.07	34.44	0.08	0.47	69.32	3.48
	Total	8727.00	0.36	122.05	137.69	0.19	2.39	262.68	3.01
2	Eastern								
	1996-97	1087.50	Nil	17.02	16.14	4.91	Nil	38.07	3.50
	1997-98	1245.80	Nil	13.77	6.91	5.33	0.23	26.24	2.11
	1998-99	1979.19	Nil	12.85	12.05	1.41	0.11	26.42	1.33
	1999-2000	1641.41	0.013	19.07	7.39	1.08	0.15	27.70	1.69
	2000-2001	2139.09	Nil	15.95	11.18	1.30	0.88	29.31	1.37
	Total	8092.99	0.013	78.66	53.67	14.03	1.37	147.74	1.83
3	Northern								
	1996-97	1531.55	Nil	24.90	14.20	8.32	1.86	49.28	3.22
	1997-98	1777.47	Nil	27.40	14.70	4.44	1.05	47.59	2.68
	1998-99	1902.29	Nil	33.90	21.80	3.80	1.28	60.78	3.20
	1999-2000	2885.22	0.46	33.10	12.70	0.04	1.55	47.85	1.66
	2000-2001	2520.56	0.51	30.30	17.00	0.80	1.75	50.36	2.00
	Total	10617.09	0.97	149.60	80.40	17.40	7.49	255.86	2.41

Annexures LX

(Para 6)

Final Budget allotment for Signal and Telecommunication
and expenditure under Grant No.16

(Rs. in crores)

Sl. No.	Railway/ Year	Actual Expenditure on S & T					Total (Col.13 to Col.17]	Excess/ Saving vis-à-vis allocation (Col.18- Col.9)	Percentage of Col.19 to Col.9
		Capital	DF	DRF	Capital Fund	OLWR			
11	12	13	14	15	16	17	18	19	20
1	Central								
	1996-97	Nil	13.87	21.05	-0.01	0.30	35.21	0.64	1.85
	1997-98	Nil	18.52	21.54	0.11	0.23	40.40	1.78	4.61
	1998-99	Nil	31.82	21.01	0.10	4.26	57.19	1.38	2.47
	1999-2000	0.02	34.02	34.35	0.47	-3.28	65.58	1.22	1.90
	2000-2001	1.30	32.05	34.29	1.79	0.66	70.09	0.77	1.11
	Total	1.32	130.28	132.24	2.46	2.17	268.47	5.79	2.20
2	Eastern								
	1996-97	Nil	16.79	15.73	5.04	NIL	37.56	-0.51	-1.34
	1997-98	Nil	13.95	7.74	4.49	NIL	26.18	-0.06	-0.23
	1998-99	Nil	13.05	11.94	2.46	0.16	27.61	1.19	4.50
	1999-2000	0.01	19.73	10.06	1.98	0.12	31.90	4.20	15.15
	2000-2001	Nil	15.65	13.36	1.78	0.65	31.44	2.13	7.27
	Total	0.01	79.17	58.83	15.75	0.93	154.69	6.95	4.70
3	Northern								
	1996-97	Nil	24.31	13.57	8.34	1.33	47.55	-1.73	-3.51
	1997-98	Nil	28.37	16.18	5.57	1.19	51.31	3.72	7.82
	1998-99	Nil	31.24	21.36	2.78	0.99	56.37	-4.41	-7.26
	1999-2000	0.44	33.27	13.68	0.12	1.71	49.22	1.37	2.86
	2000-2001	0.41	27.98	16.83	0.64	1.52	47.38	-2.98	-5.92
	Total	0.85	145.17	81.62	17.45	6.74	251.83	-4.03	-1.58

Sl. No.	Railway/ Year	Total final Budget allotment for Grant No.16	Bifurcation of fund allotted under various heads of accounts					Total (Col.4 to Co.8]	Percentage of Col.9 to Col.3
			Capital	DF	DRF	Capital Fund	OLWR		
			4	5	6	7	8		
1	2	3	4	5	6	7	8	9	10
4	North Eastern								
	1996-97	251.56	NIL	1.08	6.81	NIL	0.60	8.49	3.37
	1997-98	260.30	NIL	2.54	6.89	NIL	1.10	10.53	4.05
	1998-99	293.36	(-)0.001	1.33	7.25	0.002	0.33	8.91	3.04
	1999-2000	262.19	NIL	3.71	8.74	1.500	0.78	14.73	5.62
	2000-2001	258.75	NIL	4.92	5.82	1.370	0.40	12.51	4.83
	Total	1326.16	(-)0.001	13.58	35.51	2.872	3.21	55.17	4.16
5	Noreast Frontier								
	1996-97	486.34	3.85	3.29	2.68	Nil	0.17	9.99	2.05
	1997-98	549.74	3.19	1.55	10.31	Nil	0.22	15.27	2.78
	1998-99	506.39	1.73	4.50	13.00	Nil	0.27	19.50	3.85
	1999-2000	613.40	0.75	5.51	18.81	Nil	0.28	25.35	4.13
	2000-2001	412.73	Nil	12.35	14.06	Nil	0.29	26.70	6.47
	Total	2568.60	9.52	27.20	58.86	0.00	1.23	96.81	3.77
6	Southern								
	1996-97	1126.77	Nil	7.27	5.47	0.15	0.20	13.09	1.16
	1997-98	1461.07	Nil	6.47	3.87	0.07	0.46	10.87	0.74
	1998-99	1359.61	0.01	15.85	11.63	Nil	0.43	27.92	2.05
	1999-2000	1291.5	Nil	16.83	11.18	Nil	0.10	28.11	2.18
	2000-2001	1345.19	Nil	11.72	16.89	0.01	0.39	29.01	2.16
	Total	6584.14	0.01	58.14	49.04	0.23	1.58	109.00	1.66
7	South Central								
	1996-97	1119.67	NIL	14.39	12.45	1.10	1.10	29.04	2.59
	1997-98	915.30	NIL	15.97	14.40	0.20	1.33	31.90	3.49
	1998-99	869.52	NIL	16.13	19.30	0.07	0.60	36.10	4.15
	1999-2000	1006.72	NIL	16.32	11.76	0.67	1.00	29.75	2.96
	2000-2001	1176.19	NIL	17.45	13.61	0.09	1.70	32.85	2.79
	Total	5087.40	Nil	80.26	71.52	2.13	5.73	159.64	3.14

Sl. No.	Railway/ Year	Actual Expenditure on S & T					Total (Col.11 to Col.15]	Excess/ Saving vis-à-vis allocation (Col.18- Col.9)	Percentage of Col.19 to Col.9
		Capital	DF	DRF	Capital Fund	OLWR			
11	12	13	14	15	16	17	18	19	20
4	North Eastern								
	1996-97	NIL	0.75	6.61	NIL	0.55	7.91	-0.58	-6.83
	1997-98	NIL	2.10	7.85	NIL	1.13	11.08	0.55	5.22
	1998-99	0.001	0.71	7.33	0.00	0.08	8.12	-0.79	-8.85
	1999-2000	NIL	3.97	9.40	1.50	0.61	15.48	0.75	5.09
	2000-2001	(-)0.008	4.71	6.15	1.39	0.41	12.66	0.15	1.20
	Total	0.00	12.24	37.34	2.89	2.78	55.25	0.08	0.15
5	Noreast Frontier								
	1996-97	4.77	3.12	2.04	NIL	0.06	9.99	0.00	0.00
	1997-98	3.11	2.42	9.59	NIL	0.17	15.29	0.02	0.13
	1998-99	1.5	2.64	16.49	NIL	0.07	20.70	1.20	6.15
	1999-2000	0.1	6.82	23.00	NIL	0.13	30.05	4.70	18.54
	2000-2001	0.25	7.97	19.56	NIL	0.23	28.01	1.31	4.91
	Total	9.73	22.97	70.68	0.00	0.66	104.04	7.23	7.47
6	Southern								
	1996-97	NIL	6.39	5.40	0.13	0.09	12.01	-1.08	-8.25
	1997-98	NIL	7.02	4.19	0.40	0.28	11.89	1.02	9.38
	1998-99	0.01	17.38	11.00	0.03	0.19	28.61	0.69	2.47
	1999-2000	-0.01	18.71	11.48	0.01	0.15	30.34	2.23	7.93
	2000-2001	0.05	11.87	18.44	0.02	0.30	30.68	1.67	5.76
	Total	0.05	61.37	50.51	0.59	1.01	113.53	4.53	4.16
7	South Central								
	1996-97	NIL	14.41	12.76	0.83	1.10	29.10	0.06	0.21
	1997-98	NIL	15.95	16.28	0.14	1.23	33.60	1.70	5.33
	1998-99	NIL	17.27	19.33	0.09	0.60	37.29	1.19	3.30
	1999-2000	NIL	17.43	12.98	0.55	0.78	31.74	1.99	6.69
	2000-2001	Nil	17.76	12.63	0.08	1.43	31.90	-0.95	-2.89
	Total	0.00	82.82	73.98	1.69	5.14	163.63	3.99	2.50

Sl. No.	Railway/ Year	Total final Budget allotment for Grant No.16	Bifurcation of fund allotted under various heads of accounts					Total (Col.4 to Co.8]	Percentage of Col.9 to Col.3
			Capital		DRF	Capital Fund	OLWR		
1	2	3	4	5	6	7	8	9	10
8	South Eastern								
	1996-97	1655.81	NIL	11.62	9.04	0.20	0.31	21.17	1.28
	1997-98	1627.04	NIL	14.97	11.77	-0.15	0.52	27.11	1.67
	1998-99	1594.85	NIL	25.38	17.15	0.30	0.48	43.31	2.72
	1999-2000	1865.65	NIL	33.45	24.29	NIL	0.03	57.77	3.10
	2000-2001	1986.85	1.00	35.80	22.20	2.07	0.43	61.50	3.10
	Total	8730.20	1.00	121.22	84.45	2.42	1.77	210.86	2.42
9	Western								
	1996-97	1010.10	NIL	7.70	14.30	0.35	0.80	23.15	2.29
	1997-98	1160.56	NIL	15.59	17.20	Nil	1.07	33.86	2.92
	1998-99	1194.84	NIL	15.57	16.86	0.17	1.24	33.84	2.83
	1999-2000	1421.00	NIL	24.26	22.69	0.33	1.30	48.58	3.42
	2000-2001	1490.88	NIL	23.33	19.59	0.13	1.78	44.83	3.01
	Total	6277.38	Nil	86.45	90.64	0.98	6.19	184.26	2.94

Sl. No.	Railway/ Year	Actual Expenditure on S & T					Total (Col.11 to Col.15]	Excess/ Saving vis-à-vis allocation (Col.18-Col.9)	Percentage of Col.19 to Col.9
		Capital	DF	DRF	Capital Fund	OLWR			
11	12	13	14	15	16	17	18	19	20
8	South Eastern								
	1996-97	NIL	16.84	7.96	0.28	0.23	25.31	4.14	19.56
	1997-98	NIL	15.84	12.48	-0.21	0.29	28.40	1.29	4.76
	1998-99	NIL	27.33	17.84	-0.25	0.22	45.14	1.83	4.23
	1999-2000	NIL	41.95	23.89	NIL	0.14	65.98	8.21	14.21
	2000-2001	1.3	36.81	26.96	0.02	0.08	65.17	3.67	5.97
	Total	1.30	138.77	89.13	-0.16	0.96	230.00	19.14	9.08
9	Western								
	1996-97	NIL	9.67	14.32	0.30	0.61	24.90	1.75	7.56
	1997-98	NIL	15.02	17.86	-0.02	0.73	33.59	-0.27	-0.80
	1998-99	NIL	15.47	16.22	0.13	0.49	32.31	-1.53	-4.52
	1999-2000	NIL	22.75	23.65	0.17	1.44	48.01	-0.57	-1.17
	2000-2001	NIL	24.01	19.66	0.07	1.95	45.69	0.86	1.92
	Total	0.00	86.92	91.71	0.65	5.22	184.50	0.24	0.13

Annexure LXI

(Para 7.1)

Points and signals as on 31 March 2001 on Zonal Railways

Sl. No./ Railway	Number of stations provided with					Total number of signalling stations on Zonal Railways
	PI	RRI	SSI	Auto Stations	Other types of Signalling	
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
1. Central	180	23	2	30	479	714
2. Eastern	115	12	0	35	392	554
3. Northern	162	31	0	31	904	1128
4. North Eastern	229	0	0	0	258	487
5. Northeast Frontier	82	3	0	0	29	114
6. Southern	210	66	0	0	135	411
7. South Central	357	4	11	5	186	563
8. South Eastern	190	11	0	35	487	723
9. Western	287	30	0	10	223	550
Total	1812	180	13	146	3093	5244

Annexure LXII
(Para 7.1)

Route-wise data of operations of points and signals on Zonal Railways

Sl. No./ Railway	Number of stations (Routes)							Total (Cols. 2 to 8)	Provision of RRI/ SSI/ PI on 'A' Route			Total (Cols. 10 to 12)
	A	B	C	D Spl.	D	E Spl.	E		RRI	SSI	PI	
<i>I</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>
1. Central	268	173	22	31	74	3	143	714	18	1	98	117
2. Eastern	120	165	105	28	31	13	92	554	6	0	65	71
3. Northern	218	269	12	72	162	0	395	1128	10	0	55	65
4. North Eastern	Nil	Nil	Nil	40	195	Nil	5	240	Nil	Nil	Nil	Nil
5. Northeast Frontier	Nil	8	Nil	Nil	69	0	37	114	Nil	Nil	Nil	Nil
6. Southern	20	235	0	0	107	0	49	411	11	0	0	11
7. South Central	86	155	0	21	239	4	58	563	3	11	56	70
8. South Eastern	185	94	0	99	19	157	169	723	8	0	67	75
9. Western	178	125	4	67	98	12	66	550	17	0	138	155
Total	1075	1224	143	358	994	189	1014	4997	73	12	479	564

Annexure LXIII

(Para 7.2)

**System of train working viz. Single Line Token/ Tokenless Instruments,
Double line Block Instruments on Indian Railways
as on 31 March 2001**

Sl. No.	Railway	Number of Sections (BG, MG and NG where single line Token/ Tokenless/ Double line block instrument provided	Single Line Token Instruments/ Single Line Tokenless Instruments
1	2	3	4
1	Central	598.00	235
2	Eastern	640.50	286
3	Northern	1092.00	779
4	North Eastern	502.00	488
5	Northeast Frontier	346.00	319
6	Southern	658.00	518
7	South Central	679.00	497
8	South Eastern	758.00	413
9	Western	763.00	670
Total		6036.50	4205

Annexure LXIV

(Para 7.2)

Automatic Block Signalling provided on 'A' route(s) as on 31 March 2001

Sl. No.	Railway	Number of sections on 'A' route with Route Kms.		Automatic Block Signalling provided on 'A' Route Kms.		Block sections where Automatic signalling not provided		Percentage where Automatic Signalling not provided	
		Number	Route Kms.	Number of sections	Route Kms. covered	Number of sections	Route Kms. covered	Number of sections (Col.7 to Col.3)	Route Kms. covered (Col.8 to Col.4)
1	2	3	4	5	6	7	8	9	10
1	Central	262	2016.99	37	189.01	225	1827.98	85.88	90.63
2	Eastern	116	666.12	13	43.07	103	623.05	88.79	93.53
3	Northern	142	810.58	11	58.62	131	751.96	92.25	92.77
4	Southern	21	136.04	10	46.00	11	90.04	52.38	66.19
5	South Central	82	747.00	3	5.64	79	741.36	96.34	99.24
6	South Eastern	142	1129.00	29	158.00	113	971.00	79.58	86.01
7	Western	178	1241.00	25	60.00	153	1181.00	85.96	95.17
Total		943	6746.73	128	560.34	815	6186.39	86.43	91.69

6186.39 (-) 170 = 6016.39

89.17

Note: Besides, in 170 Route Kms. over Northern (106 Kms. - 18 sections) and Western (64 kms. - 7 sections) Railways, 2 works are stated to be in progress.

**Annexure LXV
(Para 7.2.1.1)**

Automatic Block Signalling on saturated 'A' route (s) as on 31 March 2001

Sl. No./ Railway	Sections on saturated 'A' route (in route kms.)		ABS provided on saturated 'A' route		Block sections where ABS not provided	
	Section	Route kms.	Section	Route kms.	Section	Route kms.
1	2	3	4	5	6	7
1. Central	262	2016.99	37	189.01	225	1827.98
2. Eastern	44	218.36	Nil	Nil	44	218.36
3. Northern	105	599.71	8	47.65	97	552.06
4. North Eastern	Nil	Nil	Nil	Nil	Nil	Nil
5. Northeast Frontier	Nil	Nil	Nil	Nil	Nil	Nil
6. Southern	Nil	Nil	Nil	Nil	Nil	Nil
7. South Central	Nil	Nil	Nil	Nil	Nil	Nil
8. South Eastern	78	586	24	116	54	470
9. Western	128	799	25	60	103	739
TOTAL	617	4220.06	94	412.66	523	3807.40

Note: On W.Rly., in 7 sections, ABS work is in progress covering 64 route kms. On Northern Railway in 18 sections, ABS is in progress covering 106 route kms.

Annexure LXVI

(Para 7.2.1.2)

Avoidable expenditure incurred on construction of a third line vis-à-vis Automatic Signalling on Indian Railways

(Rs. in crores)

Sl. No.	Railway	Details of project for construction of third line	Route Kms.	Estimated/ Actual cost of project	Cost per Km. for providing Automatic Signalling *	Total cost for providing automatic signalling [Col.4 (x) Col.6]
1	2	3	4	5	6	7
1	Eastern	1. Sonnagar-Mughalsarai	110.35	229.75	0.09	9.93
		2. Chandanpur-Gurup	17.24	24.47	0.09	1.55
		3. Gurup-Saktigarh	25.42	52.39	0.09	2.29
TOTAL			153.01	306.61	0.09	13.77
2	South Eastern	1. Bilaspur-Urkura	104.60	151.53	0.26	27.44
		2. Urkura-Sarona	9.40	21.85	0.26	2.46
		3. Sarona-Bhilai	17.30	45.43	0.26	4.48
		4. Goelkera-Manaharpur	26.00	186.92	0.26	6.76
TOTAL			157.30	405.73	0.26	41.14
3	Western	Surat-Kosamba phase I	31	49	0.21	6.51
TOTAL			31	49	0.21	6.51
GRAND TOTAL			341.31	761.34		61.42

* On the basis of estimated cost of providing automatic signalling in other works undertaken on Eastern, South Eastern and Western Railways

Annexure LXVII

(Para 7.2.1.2)

Comparative statement of increase in line capacity due to construction of 3rd line vis-à-vis ABS

Sl.No. and Section	Year	Charted line capacity each way with maintenance block	Average number of train services each way	Percentage utilisation of checked capacity with maintenance block
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1. Bilaspur-Akaltara-Naila	1996-97 (prior to 3rd line)	49	51.6	105
2. Bilaspur-Akaltara-Naila	1999-2000 (after 3rd line)	67	52.5	78
3. Panskura -Kharagpur	1985-86 (prior to auto signalling)	57	55.5	97
4. Panskura -Kharagpur	1988-89 (after auto signalling)	80	56.9	71

1. Bilaspur-Akaltara-Naila section (3rd line without ABS)

Line capacity prior to third line - (1996-97) - 49

Percentage increase = $(67-49)/49 = 18/49 = 36.73$

Line capacity after third line - (1999-2000) - 67

2.1. Panskura - Kharagpur section (with ABS)

Line capacity prior to ABS - (1985-86) - 57

Percentage increase = $(80-57)/57 = 23/57 = 40.35$

Line capacity after ABS (1988-89) - 80

Annexure LXVIII

(Para 7.2.1.3)

Details of routes rationalised as on 31 March 2001

Sl.No. and Railway	Number of routes rationalised as per General Order No.1 of 2000 effective from 1 12-2000	Number of routes out of Col.2 in force for more than 10 years
<i>1</i>	<i>2</i>	<i>3</i>
1. Central	4	Nil
2. Eastern	1	1
3. Northern	7	5
4. North Eastern	Nil	Nil
5. Northeast Frontier	Nil	Nil
6. Southern	Nil	Nil
7. South Central	Nil	Nil
8. South Eastern	4	1
9. Western	1	1*
TOTAL	17	8

Note * One route on Western Railway was rationalised for more than 10 years except the period 1 May 1995 to 31 July 1997

Annexure LXIX

(Para 7.3)

Route-wise details of stations (BG) provided with Colour Light Signalling on Indian Railways as on 31 March 2001

Sl.No./ Railway	Colour Light Signalling	2 Aspect Semaphore Signalling (LQ)/ Modified Lower Quadrant Signalling (MLQ)	Multiple Aspect Upper Quadrant Signalling	Total (Col.3 to Col.4)	Total Col.2 + Col.5]	Route-wise details of stations where colour light signalling not provided			
						A	B	D Spl. and D	E Spl. and E
						Route			
1	2	3	4	5	6	7	8	9	10
1. Central	450	202	25	227	677	0	72	55	100
2. Eastern	363	175	16	191	554	0	92	16	83
3. Northern	300	556	48	604	904	0	131	132	341
4. North Eastern	202	38	0	38	240	0	0	33	5
5. Northeast Frontier	85	66	28	94	179	0	24	45	Nil
6. Southern	380	6	104	110	490	0	33	18	59
7. South Central	393	77	88	165	558	0	1	133	Nil
8. South Eastern	515	173	0	173	688	0	42	47	84
9. Western	390	92	68	160	550	0	4	114	
TOTAL	3078	1385	377	1762	4840	0	399	593	672

Annexure LXX
(Para 7.4)

Block Proving Axle Counters provided on 'A' routes as on 31 March 2001 over Indian Railways

Sl.No./Railway	Number of Block Proving Axle Counters installed on Zonal Railways on 'A' Route			Axle Counters yet to be installed on Zonal Railways		Stations where Automatic signalling provided/ being provided	
	Number	Sections	RKMs	Number of Sections	RKMs	Number of Sections	RKMs
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>
1. Central	38	19	152.47	206	1675.51	37	189.01
2. Eastern	0	0	0.00	103	623.05	13	43.07
3. Northern	24	12	65.45	119	686.51	11	58.62
4. North Eastern	0	0	0.00	0	0.00	0	0.00
5. Northeast Frontier	0	0	0.00	0	0.00	0	0.00
6. Southern	0	0	0.00	11	90.04	10	46.00
7. South Central	0	0	0.00	82	747.00	0	0.00
8. South Eastern	9	7	44.60	106	926.40	29	158.00
9. Western	139	70	605.00	76	512.00	32	124.00
TOTAL	210	108	867.52	703	5260.51	132	618.70

Annexure LXXI

(Para 7.4)

Provision of Block Proving Axle Counters on A Route on Indian Railways as on 31 March 2001

Sl. No.	Railway/ Total number of divisions	Details of sections on 'A' route	Total number of sections and RKMs		Block Proving Axle Counters installed			Remaining number of sections and Route Kms.		Automatic Signalling provided/ being provided		Axle Counter for Block Proving yet to be provided		
			Number of sections	Route Kms.	Number of sections	Route Kms.	Number of Axle Counters	Number of sections	Route Kms.	Number of sections	Route Kms.	Number of sections	Route Kms.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1	Central [8]	1. BB (CSTM-IGP)	42	136.78	NIL	NIL	NIL	42	136.78					
		2. BSL (IGP-BD)	56	526.16	NIL	NIL	NIL	56	526.16					
		3. BPL (ET-BIN)	33	205.16	NIL	NIL	NIL	33	205.16					
		4. JHS (BIN-TKD)	61	547.53	19	152.47	38.00	42	395.06					
		5. NGP (ET-BPQ)	60	508.05	NIL	NIL	NIL	60	508.05					
		6. NGP (WR-BD)	10	93.31	NIL	NIL	NIL	10	93.31					
TOTAL			262	2016.99	19	152.47	38	243	1864.52	37	189.01	206	1675.51	
2	Eastern [7]	1. Howrah (HWH-KAN)	21	119.88	NIL	NIL	NIL	21	119.88					
		2. Asansol (KAN-PKA)	25	141.13	NIL	NIL	NIL	25	141.13					
		3. Dhanbad (PKA-Manpur)	39	204.18	NIL	NIL	NIL	39	204.18					
		4. Mughalsarai (Manpur-MGS)	31	200.93	Nil	Nil	Nil	31	200.93					
TOTAL			116	666.12	0	0	0	116	666.12	13	43.07	103	623.05	
3	Northern [8]	1. ALD (MGS-GZB)	132	756.34	12	65.45	24	120	690.89					
		2. DLI (NDLS-TKD-	10	22.33	NIL	NIL	Nil	10	54.24					
		3. NDLS-GZB		31.91										
TOTAL			142	810.58	12	65.45	24	130	745.13	11	58.62	119	686.51	
4	Southern [7]	1. Chennai (MAS-GDR)	21	136.04	NIL	NIL	NIL	21	136.04	10	46	11	90.04	
		TOTAL			21	136.04	NIL	NIL	NIL	21	136.04	10	46	11
5	South Central [8]	1. Secunderabad (BPQ-KZJ-BZA)	47	454	NIL	NIL	NIL	47	454.00	Nil	Nil	47	454.00	
		2. Vijayawada (BZA-GDR)	35	293	NIL	NIL	NIL	35	293.00	3	5.64	32	287.36	
TOTAL			82	747	NIL	NIL	NIL	82	747.00	3	5.64	79	741.36	
6	South Eastern [8]	1 KGP (KGP-ASB)	14	119	Nil	NIL	Nil	14	119.00	24	116.00			
		CKP(SLJR-TATA)(RKSJ-JSG)	28	237	1	3.50	1	27	233.50	5	42.00			
		3 BSP (IB-DUG)	41	351	6	41.10	8	35	309.90					
		4 NGP (MUP-NGP)	30	264	NIL	NIL	NIL	30	264.00					
TOTAL			113	971	7	44.60	9	106	926.40	29	158	106	926.40	
7	Western [8]	1. Mumbai Central (BCT-Surat)	52	263	2	16	4	50	247.00					
		2. Vadodara (Surat-Godhra)	31	203	NIL	NIL	NIL	31	203.00					
		3. Ratlam (Godhra-Nagda)	32	226	6	42	11	26	184.00					
		4. Kota (Nagda - Mathura)	63	549	62	547	124	1	2.00					
TOTAL			178	1241	70	605	139	108	636.00	32	124	76	512.00	

Annexure LXXII

(Para 7.4)

Block Proving Axle Counters provided on other than 'A' route on Indian Railways
as on 31 March 2001

(Rs. in crores)

Sl No.	Railway	Divisions	Route	Axle counter provided on other than 'A' Route			Cost of providing Axle Counter
				Number of Axle Counter	Number of sections	Route Kms.	
1	2	3	4	5	6	7	8
1	Central	NIL	NIL	NIL	NIL	NIL	NIL
2	Eastern	NIL	NIL	NIL	NIL	NIL	NIL
3	Northern	1. Allahabad 2. Delhi	D Spl.	4	2	6.71	0.10
			D	14	14	107.02	0.98
			D	2	2	18.68	0.14
			E	3	3	22.37	0.21
Total				23	21	154.78	1.43
4	North Eastern	1. Samastipur 2. Sonapur	D	13	10	129.77	0.60
			D	32	8	111.00	1.70
Total				45	18	240.77	2.30
5	Northeast Frontier	NIL	NIL	NIL	NIL	NIL	NIL
6	Southern	1. Palghat	B	2	1	4.34	0.23
			Total	2	1	4.34	0.23
7	South Central	1. Secunderabad 2. Vijayawada	B	2	1	6.53	0.14
			B, D	3	2	8.65	0.45
Total				5	3	15.18	0.59
8	South Eastern	1. Kharagpur 2. Chakradharpur 3. Bilaspur 4. Khurda Road 5. Visakhapatnam 6. Adra 7. Sambalpur	E Spl.	2	1	9.00	0.03
			E Spl.	4	2	27.90	0.05
			D, D Spl., E Spl.	12	7	54.00	0.55
			B, E Spl.	156	39	211.00	6.94
			B, E, E Spl.	84	33	299.00	3.86
			D Spl., E	23	12	99.00	1.06
			D Spl., E	24	12	100.00	0.70
Total				305	106	799.90	13.19
9	Western	1. Ratlam	D Spl.	38	19	168	3.01
			Total	38	19	168	3.01
GRAND TOTAL				418	168	1382.97	20.75

Annexure LXXIII

(Para 7.4)

Axle counters provided on 'B' route where Rajdhani Express trains are operational

Sl. No./ Railway	Division	Section	Total number of		Block Gorrving Axle counte provided			Block proving axle counter not provided	
			Sections	Rkms.	Section	Rkms.	Number of block proving axle counter	Section	Rkms.
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
1. Central	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2. Eastern	2	95	95	534.34	Nil	Nil	Nil	95	534.34
3. Northern	4	82	82	672.44	7	63.06	45	75	609.38
4. North Eastern	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
5. Northeast Frontier	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6. Southern	2	33	33	295.06	Nil	Nil	Nil	33	295.06
7. South Central	2	78	78	662.00	Nil	Nil	Nil	78	662.00
8. South Eastern	1	44	44	383	38	202	149	6	181
9. Western	4	168	168	871.77	Nil	Nil	Nil	168	871.77
TOTAL	15	500	500	3418.61	45	265.06	194	455	3153.55

Annexure LXXIV
(Para 7.4.1)

**Audio Frequency Track Circuiting (AFTC) works completed/ works in progress on Indian Railways
during the year 1996-97 to 2000-2001**

Sl. No.	Railway	Number of works for AFTC completed	Number of sections	Route Kms.	Number of AFTC works in progress as on 31 March 2001	Route Kms.	Number of Yards
1	2	3	4	5	6	7	8
1	Central	3	3	54.79	4	57.02	7
2	Eastern	1	34	6.86	1	34.41	Nil
3	Northern	Nil	Nil	Nil	Nil	Nil	Nil
4	North Eastern	Nil	Nil	Nil	Nil	Nil	Nil
5	Northeast Frontier	Nil	Nil	Nil	Nil	Nil	Nil
6	Southern	2	2	66.26	3	84.00	Nil
7	South Central	Nil	Nil	Nil	Nil	Nil	Nil
8	South Eastern	Nil	Nil	Nil	Nil	Nil	Nil
9	Western	1	10	57.00	3	95.00	1
Total		7	49	184.91	11	270.43	8

Annexure LXXV

(Para 7.5)

Signalling incidences occurred after installation of Data Loggers

Sl. No./Railways	Divisions test checked	No. of sections where Data Loggers provided	No. of Data Logger provided/ installed	Signalling incidences occurred				
				1996-97	1997-98	1998-99	1999-00	2000-01
1	2	3	4	5	6	7	8	9
1. Central	Jhansi	13	13	388	245	223	142	182
	Nagpur	1	1	21	20	17	24	24
TOTAL		14	14	409	265	240	166	206
1. Eastern	Howrah	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Dhanbad	Nil	Nil	Nil	Nil	Nil	Nil	Nil
TOTAL		NIL	NIL	NIL	NIL	NIL	NIL	NIL
2. Northern	Allahabad	Not Available						
	Delhi	DLI-UMB	18	446	426	406	379	271
TOTAL			18	446	426	406	379	271
3. Southern	Chennai	MAS-GPD	3	NA	NA	64	54	23
	Chennai	MAS-TRL	3	NA	NA	120	52	16
	Palghat	CBE	1	65	69	51	40	39
TOTAL			7	65	69	235	146	102
4. South Central	Secunderabad	Nil	Nil	Nil	Nil	Nil	Nil	Nil
	Vijayawada	BZA-GDR	17	228	242	178	166	134
TOTAL			17	228	242	178	166	134
5. South Eastern	Kharagpur	KGP/RRJ yard	1	Nil	127	78	82	57
		Andul yard	1	Nil	81	76	Nil	21
		SEL yard	1	Nil	28	42	Nil	17
	Nagpur	Nil	Nil	Nil	Nil	Nil	Nil	Nil
TOTAL			3	Nil	236	196	82	95
6. Western	BCT	BCT-ST	17	783	662	495	374	294
	KTT	NAD-KTT	29	NA	NA	331	333	321
	KTT	KTT-GGC	20	NA	398	378	350	392
	KTT	GGC-MTJ	21	NA	206	195	176	218
TOTAL			87	783	1266	1399	1233	1225

NA : Not Available

Annexure LXXVI
(Para 7.6.1)
Performance of Signalling Equipments during 1996-97 to 2000-2001

Sl.No./ Railways	Details of failure occurred	Period					Total [Col.3 to Col.7]
		1996-97	1997-98	1998-99	1999-2000	2000-2001	
1	2	3	4	5	6	7	8
1. Central	1. Failure of signal gear	436	177	174	308	255	1350
	2. Failure due to Bad Maintenance	171	144	147	230	226	918
	3. Failure due to defective design	1547	1484	1457	1092	974	6554
	4. Failure due to block instruments	239	228	219	171	188	1045
	5. Failure of track circuits	221	146	147	148	228	890
	6. Others	2386	2137	1803	1757	1737	9820
TOTAL		5000	4316	3947	3706	3608	20577
2. Eastern	1. Failure of signal gear	Not Available		12768	17445	15304	45517
	2. Failure due to Bad Maintenance	Not Available		3635	4966	4648	13249
	3. Failure due to defective design	Not Available		1	1	0	2
	4. Failure due to block instruments	Not Available		2763	3775	3675	10213
	5. Failure of track circuits	Not Available		3996	5459	5988	15443
TOTAL		30026	24481	23163	31646	29615	138931
3. Northern	1. Failure of signal gear	2192	1935	1793	Not Available		5920
	2. Failure due to Bad Maintenance	957	471	714	Not Available		2142
	3. Failure due to defective design	426	260	249	Not Available		935
	4. Failure due to block instruments	6533	6272	5845	Not Available		18650
	5. Others	12456	10034	8699	Not Available		31189
	6. Mechanical Signal failures	9683	9460	7705	Not Available		26848
TOTAL		32247	28432	25005	22495	21059	129238
4. North Eastern	1. Failure of signal gear	6	715	N.A.	Not Available		721
	2. Failure due to Bad Maintenance	162	206	N.A.	Not Available		368
	3. Failure due to defective design	Not Available			Not Available		0
	4. Failure due to block instruments	Not Available			Not Available		0
	5. Failure of track circuits	Not Available			Not Available		0
	6. Others	1698	1511	1143	1086	NA	5438
TOTAL		1866	2432	1143	1086	NA	6527

Sl.No./ Railways	Details of failure occurred	Period					Total [Col.3 to Col.7]
		1996-97	1997-98	1998-99	1999-2000	2000-2001	
1	2	3	4	5	6	7	8
5. Northeast Frontier	1. Failure of signal gear	Information not furnished by Railway Administration					
	2. Failure due to Bad Maintenance						
	3. Failure due to defective design						
	4. Failure due to block instruments						
	5. Failure of track circuits						
TOTAL		Nil	4821	5296	4577	16502	31196
6. Southern	1. Failure of signal gear	2243	2067	2279	1991	1719	10299
	2. Failure due to Bad Maintenance	864	723	922	521	465	3495
	3. Failure due to defective design	1028	963	864	830	810	4495
	4. Failure due to block instruments	2603	2507	2200	2273	2529	12112
	5. Failure of track circuits	1920	1744	1320	1265	1205	7454
TOTAL		8658	8004	7585	6880	6728	37855
7. South Central	1. Failure of signal gear	7494	6683	5917	5238	4527	29859
	2. Failure due to Bad Maintenance	51	45	41	36	32	205
	3. Failure due to defective design	0	0	0	0	0	0
	4. Failure due to block instruments	2501	2235	1979	1750	1515	9980
	5. Failure of track circuits	1109	1015	898	796	689	4507
TOTAL		11155	9978	8835	7820	6763	44551
8. South Eastern	1. Failure of signal gear	2254	2073	2554	2057	1744	10682
	2. Failure due to Bad Maintenance	175	120	284	247	193	1019
	3. Failure due to defective design	0	0	0	0	0	0
	4. Failure due to block instruments	822	356	595	478	575	2826
	5. Failure of track circuits	722	825	1125	998	895	4565
	6. Failure of Fuse Blowing Off	856	916	888	763	708	4131
	7. Failure of Railway O/H line	415	967	606	350	365	2703
	8. Others	1634	1411	1180	1165	1598	6988
TOTAL		6878	6668	7232	6058	6078	32914
9. Western	1. Failure of signal gear	1129	1185	980	898	1036	5228
	2. Failure due to Bad Maintenance	256	355	297	355	468	1731
	3. Failure due to defective design	379	584	562	668	729	2922
	4. Failure due to block instruments	1189	971	1124	1485	1095	5864
	5. Failure of track circuits	863	613	619	641	645	3381
	6. Others	1081	451	356	257	1312	3457
TOTAL		4897	4159	3938	4304	5285	22583
GRAND TOTAL		100727	93291	86144	87486	95638	464372

Annexure LXXVII

(Para 7.6.2)

Signal failures in non-electrified sections over Broad Gauge, (BG) for want of uninterrupted power supply

Sl.No./Railways	No. of non-electrified sections (BG) provided with colour light signals	No. of stations	No. of sections where stand-by DG sets not provided	No. of signal failures occurred for want of power supply					Total
				1996-97	1997-98	1998-99	1999-2000	2000-2001	
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
1. Central	7	51	Nil	74	121	115	126	65	501
1. Eastern	1	1	1	8	11	11	8	11	49
2. South Eastern	2	60	22	0	0	0	65	47	112
TOTAL	10	112	23	82	132	126	199	123	662

Annexure LXXVIII

(Para 8.1)

Usage of Railways own underground cables/Overhead alignment, BSNL's overhead alignment etc. over Indian Railways as on 31 March 2001 to cater for operational telecom requirements

Railway	Railway's own					BSNL overhead alignment/underground cables	Grand Total (Col. 6+7)	Percentage of BSNL alignment Col. 7/Col.8 * 100	Expenditure on BSNL overhead alignment cables (Rs. in
	Underground cables	Departmental overhead alignment	Optical fibre cables	Quad Cables	Total (Col.2 to 5)				
1	2	3	4	5	6	7	8	9	10
1. Central	2112.01	1382	784	Nil	4278.01	2185.00	6463.01	33.81	0.95
2. Eastern	536.58	1740.24	550.47	356.96	3184.25	1061.36	4245.61	25.00	0.17
3. Northern	1079.00	2316.20	576.00	505.00	4476.20	9139.19	13615.39	67.12	1.07
4. North Eastern	0.00	3144.00	0.00	0.00	3144.00	1620.70	4764.70	34.01	NA
5. Northeast Frontier	0.00	1731.00	12.00	0.00	1743.00	1513.00	3256.00	46.47	0.43
6. Southern	2171.20	1293.44	539.00	0.00	4003.64	12131.68	16135.32	75.19	1.35
7. South Central	1691.33	1499.00	0.00	NA	3190.33	6979.00	10169.33	68.63	1.24
8. South Eastern	2442.00	1230.00	429.00	1025.00	5126.00	2297.00	7423.00	30.94	1.70
9. Western	1728.00	1366.00	60.00	287.00	3441.00	6200.00	9641.00	64.31	1.76
TOTAL	11760.12	15701.88	2950.47	2173.96	32586.43	43126.93	75713.36	56.96	8.67

Note: Figures in respect of Northern, Southern and South Central Railways are in cable kms. as the respective Railway Administrations could not furnish them in route kms.

Annexure LXXIX

(Para 8.2)

Position of Microwave/ UHF and BSNL's alignment provided for Administrative Telecom facilities over Zonal Railways as on 31 March 2001

Sl.No./ Railway	Railway's own infrastructure			BSNL	Total alignment	Percentage of BSNL alignment to total alignment	
	Microwave		UHF				
	Analog	Digital					
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>
1. Central	2100.00	673.00	505.00	3278.00	2544.00	5822.00	43.70
2. Eastern	1716.00	0.00	263.00	1979.00	1061.36	3040.36	34.91
3. Northern	1129.63	1475.11	224.56	2829.30	0.00	2829.30	0.00
4. North Eastern	1403.85	26.00	78.00	1507.85	0.00	1507.85	0.00
5. Northeast Frontier	898.44	0.00	697.85	1596.29	0.00	1596.29	0.00
6. Southern	1264.40	838.30	180.35	2283.05	5364.95	7648.00	70.15
7. South Central	1579.40	576.50	540.08	2695.98	5622.00	8317.98	67.59
8. South Eastern	1853.00	392.00	857.00	3102.00	385.00	3487.00	11.04
9. Western	711.00	1388.00	1776.00	3875.00	2290.00	6165.00	37.15
TOTAL	12655.72	5368.91	5121.84	23146.47	17267.31	40413.78	42.73

$$\text{Digital} = \frac{5368.91 (x) 100}{23146.47} = 23.20$$

$$\text{Analog} = \frac{12655.72 (x) 100}{23146.47} = 54.67$$

$$\text{UHF} = \frac{5121.84 (x) 100}{23146.47} = 22.13$$

Annexure LXXX

(Para 8.3.1)

Statement showing details of Optical Fibre Cables provided in electrified sections

Sl. No.	Railway	Total Route Kms	Electrified Route Kms	Provision of OFC						Percentage of OFC provided vis-à-vis total electrified route kms. (Col.9/ Col.3)*100
				Completed		In Progress		Total		
				Section	Route Kms	Section	Route Kms	Section	Route Kms	
	1	2	3	4	5	6	7	8	9	10
1	Central	7010.37	3087.83	5	838	7	1500	12	2338.00	75.72
	BG - 6149.26									
	NG - 861.11									
2	Eastern	4245.61	2201	11	550.47	13	1002.74	24	1553.21	70.57
3	Northern	11026.00	1543	6	576	1	105	7	681	44.13
4	Southern	7010.00	1265	3	362	4	649	7	1011	79.92
5	South Central	7102.06	1580	0	0	0	0	0	0	0.00
6	South Eastern	7431.00	3726	4	805.60	4	552	8	1357.60	36.44
7	Western	10020.00	2089	2	205	4	1498	6	1703	81.52
	TOTAL	53845.04	15491.83	31	3337.07	33	5306.74	64	8643.81	21.54

Note: There are no electrified routes on North Eastern and Northeast Frontier Railways.

Annexure LXXXI

(Para 8.3.1)

Details of Optical Fibre Cables (OFC) laid along with electrification projects

Sl. No./ Railway	Number of electrification projects approved/ undertaken during the review period			Number of works where OFC was provided in the Detailed Estimate			Number of works where no provision was made in the Detailed Estimate for OFC		
	Number of works	Number of sections	Rkms.	Number of works	Number of sections	Rkms.	Number of works	Number of sections	Rkms.
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>
1. Eastern	4	131	675	4	131	675	Nil	Nil	Nil
2. Northern	2	25	207	2	25	207	Nil	Nil	Nil
3. Southern	2	4	179	2	4	179	Nil	Nil	Nil
4. South Eastern	4	94	1317	2	81	883	2	13	434
5. Western	1	33	310	1	33	310	Nil	Nil	Nil
TOTAL	13	287	2688	11	274	2254	2	13	434

Annexure LXXXII

(Para 8.3.1)

Replacement of copper cables along with Electrification Projects

Sl. No./ Railway	Sections where copper cables were due for replacement		Number of sections where OFC laid/ where OFC yet to be laid			
			OFC laid		OFC yet to be laid	
	Number of sections	RKMs.	Number of sections	RKMs.	Number of sections	RKMs.
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
1. Central	19	3372	14	2997	5	375
2. Northern	1	105	1	105	0	0
3. Southern	4	415	3	270	1	145
4. South Eastern	5	170	2	141	3	29
TOTAL	29	4062	20	3513	9	549

Annexure LXXXIII

(Para 8.3.1)

New OFC works sanctioned during 2000-2001 for commercial exploitation

Sl. No./ Railway	Total number of works for laying OFC	Rkms	Anticipated cost	Outlay proposed for 2000-2001
			(Rs. in crores)	
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1. Central	4	N.A.	73.51	5.40
2. Eastern	2	N.A.	40.65	1.00
3. Northern	2	608	40.75	0.20
4. Southern	2	263	16.90	0.60
5. South Central	6	1629	97.15	1.35
6. Western	2	N.A.	62.20	0.20
TOTAL	18	2500	331.16	8.75

Annexure LXXXIV

(Para 8.5)

Details of Optical Fibre Cables (OFC)/ Microwave Channels (MW) leased out on Zonal Railways

Sl.No. Railway	Number of spare channels available during 1998-99 to 2000-2001	Earning potential estimated (Rs. in crores)	Number of contracts entered into	Number of circuits leased	Lease charges recoverable per annum (Rs. in crores)	Number of circuits utilised	Percentage of circuits utilised [(Col.7 (x) 100)/Col.5]	Amount realised (Rs. in crores)	Number of circuits leased but not utilised	Amount less realised than anticipated (Rs. in crores)
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>
1. Central	30	0.15	1	2	0.15	2	100.00	0.15	0	0
2. Eastern	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
3. Northern	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
4. North Eastern	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
5. Northeast	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
6. Southern	1140	5.14	1	30	0.06	30	100.00	0.06	Nil	5.08
7. South Central	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
8. South Eastern	1	0.04	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
9. Western	89	4.73	5	22	2.03	13	59.09	1.16	9	3.57
TOTAL	1260	10.06	7	54	2.24	45	83.33	1.37	9	8.65

Annexure LXXXV

(Para 9.1)

Signalling and telecommunication works executed on Zonal Railways during 1996-97 to 2000-01 .

Railway	Number of works in progress as on April 1, 1996 (costing more than Rs.1 crore)	Cost (Rs. in crores)	Number of works sanctioned during 1996-97 to 2000-2001	Cost (Rs. in crores)	Total number of works [Col.2 + Col.4]	Number of works completed (Out of Col.6)	Number of works in progress as on March 31 2001 (costing more than Rs.1 crore) [Col.6-Col.7-Col.9]	Number of works dropped/frozen	Expenditure incurred on the works (Rs. in crores)		Value of works (Rs. incrore)			
									Dropped	Frozen	Dropped		Frozen	
											No.	Amount	No.	Amount
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Central	31	172.54	80	685.34	111	37	64	10	NIL (9)	1.07 (1)	9	70.12	1	1.07
Eastern	30	232.52	96	354.87	126	26	97	3	11.38 (3)	0	3	11.38	0	0
Northern	27	148.12	69	324.41	96	13	82	1	NIL (1)	0	1	8.40	0	0
North Eastern	5	58.38	17	52.66	22	5	17	0	0	0	0	0.00	0	0
Northeast	7	93.35	24	219.30	31	8	22	1	NIL (1)	0	1	5.19	0	0
Southern	25	306.24	60	415.22	85	8	72	5	0	0.98 (5)	0	0.00	5	13.38
South Central	19	100.26	41	257.28	60	25	32	3	NIL (3)	0	3	5.05	0	0
South Eastern	11	78.72	51	361.92	62	16	44	2	0	NIL (1) 0.11 (1)	0	0.00	2	9.61
Western	28	180.10	47	291.37	75	27	46	2	13.19 (1)	NIL (1)	1	13.17	1	3.34
Total	183	1370.23	485	2962.37	668	165	476	27	24.57(13) NIL (14)	2.16 (7) NIL (2)	18	113.31	9	27.40

Annexure LXXXVI

(Paras 9.2 and 9.3)

Cost and time overrun in respect of works test checked during the period 1996-97 to 2000-01.

(Rs. in crores)

Railway	Total number of works completed on the Railway	Number of Units test checked		No. of works completed on units test checked	Number of completed works test checked		Cost overrun		Time overrun			
		Divisions	S&C Units		No.	Cost	Number of works	Cost	Number of works	Period		
										6 to 12 months	1 to 3 years	More than 3 years
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Central	37	2	2	13	11	69.22	7	3.11	7	3	3	1
2. Eastern	26	2	2	21	11	76.91	8	6.75	9	1	6	2
3. Northern	13	2	2	13	9	53.57	5	0.56	3	0	3	0
4. North Eastern	5	2	1	5	3	53.81	1	14.65	3	0	2	1
5. Northeast Frontier	8	2	3	8	4	71.44	3	1.77	3	0	2	1
6. Southern	8	2	2	2	1	3.43	1	0.70	1	0	1	0
7. South Central	25	2	2	25	13	73.53	0	0	0	0	0	0
8. South Eastern	16	2	2	15	8	27.65	5	2.88	8	3	0	5
9. Western	27	2	2	14	7	21.98	4	2.96	7	1	2	4
Total	165	18	18	116	67	451.54	34	33.38	41	8	19	14

Annexure LXXXVII

(Para 10)

Non-surrender of posts even after insatllation of Route Relay/Panel Interlocking/ Solid State Interlocking on Zonal Railways

(Rs. in crores)

Sl.No./ Railway	Number of divisions on the Railway		Number of stations where RRI/ PI/ SSI commissioned	Number of posts rendered surplus	Number of posts surrendered	Number of posts yet to be surrendered	Expenditure incurred due to non-surrender/ delay in surrender of posts
	Total Number	Number test checked					
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	as on 31 March 2001			<i>8</i>
				<i>5</i>	<i>6</i>	<i>7</i>	
1. Northeast Frontier	4	2	17	151	114	37	1.56
2. South Central	5	2	15	115	84	31	0.32
3. South Eastern	8	2	20	91	65	26	0.22
4. Western	8	2	25	138	104	34	1.17
TOTAL	25	8	77	495	367	128	3.27

Annexure LXXXVIII

(Para 11)

Staff training organised in Training Centres over Indian Railways and attended by Signal and Telecommunication staff

Sl.No./ Railway	Number of the Training Centres	Number of staff to be trained (target)	Number of staff for which Training courses organised	Number of staff attended the training courses	Number of staff not attended the training courses	Shortfall (percent)	Percentage utilisation of training capacity (with reference to Col.4)	Staff overdue for training (percentage)
1	3	4	5	6	7	8	9	10
1. Central	1	5500	6987	5659	1328	19.01	102.89	Excess
2. Eastern	2	6796	5263	3677	1586	30.13	54.11	45.89
3. Northern	1	14500	14500	10323	4177	28.81	71.19	28.81
4. North Eastern	1	5580	5580	4307	1273	22.81	77.19	22.81
5. Northeast Frontier	1	2632	2632	1366	1266	48.10	51.90	48.10
6. Southern	1	14835	14280	5185	9095	63.69	34.95	65.05
7. South Central	1	2401	2401	2376	25	1.04	98.96	1.04
8. South Eastern	1	6266	6266	3688	2578	41.14	58.86	41.14
9. Western	1	8467	6297	5320	977	15.52	62.83	37.17
TOTAL	10	66977	64206	41901	22305	34.74	62.56	37.44

Annexure LXXXIX
(Para 12)

Workshops having facility to overhaul/ repair the modern signalling equipments over Indian Railways

Sl.No./ Railway	Total number of Signal Workshops on the Railway	Workshops having facility for overhaul/ repair	Total number of divisions on the Railway		Number of items			
			Number	Number test checked	Identified for overhaul/ repair	Number overhauled/ repaired	Number sent to other Railways	Number of items sent to private agencies
1	2	3	4	5	6	7	8	9
1. Central	1 (Byculla)	1	8	2	981	954	0	27
2. Eastern	1 (Howrah)	1	7	2	15	15	0	0
3. Northern	1 (Ghaziabad)	0	8	2	624	624	0	0
4. North Eastern	1 (Gorakhpur)	1	5	2	177	177	0	0
5. Northeast Frontier	1 (Pandu)	1	4	2	433	395	0	38
6. Southern	1 (PTJ)	1	7	2	4149	2320	0	0
7. South Central	1 (Mettigdua)	1	5	2	192	192	0	0
8. South Eastern	1 (Kharagpur)	0	8	2	1324	1248	0	76
9. Western	Ajmer, Sabarmati)	2	8	2	1130	1130	0	
TOTAL	10	8	60	18	9025	7055	0	141

Annexure XC
(Para 6.2)

Statement showing the commodity-wise statistics of compensation claims paid (including Court cases) on Indian Railways during 1996-97 to 2000-2001

(Rs. in crore)

Sl.No./ Railway	Name of the commodity	Total during the review period			
		Number of cases	Amount paid	Percentage to	
				Total claims paid	Total amount paid
1	2	3	4	5	6
1. Central	Food grains and pulses	896	0.69	1.87	4.34
	Iron and Steel	138	2.76	0.29	17.35
	Cotton piece goods	185	0.08	0.39	0.50
	Chemical and Manures	130	0.16	0.27	1.01
	Coal and Coke	297	1.90	0.62	11.94
	Petroleum, Oil and Lubricants	212	1.54	0.44	9.68
	Perishables	15894	2.15	33.16	13.51
	Spices	98	0.02	0.20	0.13
	Cement	12331	3.10	25.72	19.48
	Motor Car/ Cycles and parts	54	0.03	0.11	0.19
	Others	17703	3.48	36.93	21.87
	TOTAL	47938	15.91		
2. Eastern	Food grains and pulses	497	0.39	0.82	2.26
	Iron and Steel	44	0.07	0.07	0.40
	Cotton piece goods	203	0.11	0.34	0.64
	Chemical and Manures	342	0.26	0.57	1.50
	Coal and Coke	10	0.05	0.02	0.29
	Petroleum, Oil and Lubricants	20	0.16	0.03	0.93
	Perishables	41742	6.58	69.15	38.06
	Spices	17	0.00	0.03	0.00
	Cement	185	0.11	0.31	0.64
	Motor Car/ Cycles and parts	27	0.00	0.04	0.00
	Others	17279	9.56	28.62	55.29
	TOTAL	60366	17.29		

Sl.No./ Railway	Name of the commodity	Total during the review period			
		Number of cases	Amount paid	Percentage to	
				Total claims paid	Total amount paid
1	2	3	4	5	6
3. Northern	Food grains and pulses	151	1.35	0.36	4.62
	Iron and Steel	124	4.80	0.29	16.41
	Cotton piece goods	567	0.25	1.35	0.85
	Chemical and Manures	118	0.61	0.28	2.09
	Coal and Coke	363	4.13	0.86	14.12
	Petroleum, Oil and Lubricants	197	4.92	0.47	16.82
	Perishables	22332	2.87	53.02	9.81
	Spices	124	0.80	0.29	2.74
	Cement	440	1.87	1.04	6.39
	Motor Car/ Cycles and parts	393	0.12	0.93	0.41
	Others	17312	7.53	41.10	25.74
	TOTAL	42121	29.25		
4. North Eastern	Food grains and pulses	115	0.17	0.54	4.47
	Iron and Steel	94	0.05	0.44	1.32
	Cotton piece goods	339	0.27	1.60	7.11
	Chemical and Manures	173	0.21	0.81	5.53
	Coal and Coke	33	0.11	0.16	2.89
	Petroleum, Oil and Lubricants	113	0.35	0.53	9.21
	Perishables	12152	0.93	57.21	24.47
	Spices	94	0.05	0.44	1.32
	Cement	147	0.18	0.69	4.74
	Motor Car/ Cycles and parts	40	0.01	0.19	0.26
	Others	7941	1.47	37.39	38.68
	TOTAL	21241	3.80		

Sl.No./ Railway	Name of the commodity	Total during the review period			
		Number of cases	Amount paid	Percentage to	
				Total claims paid	Total amount paid
1	2	3	4	5	6
5. Northeast Frontier	Food grains and pulses	7772	9.46	24.43	40.53
	Iron and Steel	51	0.18	0.16	0.77
	Cotton piece goods	33	0.00	0.10	0.00
	Chemical and Manures	85	0.06	0.27	0.26
	Coal and Coke	48	0.29	0.15	1.24
	Petroleum, Oil and Lubricants	911	1.44	2.86	6.17
	Perishables	7335	1.59	23.06	6.81
	Spices	13	0.01	0.04	0.04
	Cement	1701	1.55	5.35	6.64
	Motor Car/ Cycles and parts	73	0.03	0.23	0.13
	Others	13752	8.73	43.35	37.40
	TOTAL	31774	23.34		
6. Southern	Food grains and pulses	2685	3.11	28.06	32.09
	Iron and Steel	500	1.61	5.23	16.62
	Cotton piece goods	204	0.22	2.13	2.27
	Chemical and Manures	107	0.33	1.12	3.41
	Coal and Coke	29	0.16	0.30	1.65
	Petroleum, Oil and Lubricants	170	1.18	1.78	12.18
	Perishables	263	0.12	2.75	1.24
	Spices	117	0.10	1.22	1.03
	Cement	1458	0.64	15.24	6.60
	Motor Car/ Cycles and parts	131	0.10	1.37	1.03
	Others	3904	2.12	40.80	21.88
	TOTAL	9568	9.69		

Sl.No./ Railway	Name of the commodity	Total during the review period			
		Number of cases	Amount paid	Percentage to	
				Total claims paid	Total amount paid
1	2	3	4	5	6
7. South Central	Food grains and pulses	104	0.27	1.96	6.26
	Iron and Steel	106	0.82	1.99	19.03
	Cotton piece goods	70	0.05	1.32	1.16
	Chemical and Manures	106	0.19	1.99	4.41
	Coal and Coke	72	0.52	1.35	12.06
	Petroleum, Oil and Lubricants	137	0.70	2.58	16.24
	Perishables	214	0.05	4.02	1.16
	Spices	7	0.02	0.13	0.46
	Cement	354	0.40	6.66	9.28
	Motor Car/ Cycles and parts	18	0.00	0.34	0.00
	Others	4129	1.29	77.66	29.93
	TOTAL	5317	4.31		
8. South Eastern	Food grains and pulses	1061	1.09	2.42	7.90
	Iron and Steel	193	0.85	0.44	6.16
	Cotton piece goods	0	0.00	0.00	0.00
	Chemical and Manures	128	0.10	0.29	0.73
	Coal and Coke	101	0.87	0.23	6.31
	Petroleum, Oil and Lubricants	66	0.58	0.15	4.21
	Perishables	22768	4.22	51.92	30.60
	Spices	51	0.04	0.12	0.29
	Cement	399	0.54	0.91	3.92
	Motor Car/ Cycles and parts	135	0.08	0.31	0.58
	Others	18950	5.42	43.21	39.30
	TOTAL	43852	13.79		

Sl.No./ Railway	Name of the commodity	Total during the review period			
		Number of cases	Amount paid	Percentage to	
				Total claims paid	Total amount paid
1	2	3	4	5	6
9. Western	Food grains and pulses	229	0.57	1.15	4.53
	Iron and Steel	634	1.49	3.17	11.83
	Cotton piece goods	286	0.17	1.43	1.35
	Chemical and Manures	477	2.89	2.39	22.95
	Coal and Coke	262	1.86	1.31	14.77
	Petroleum, Oil and Lubricants	203	0.92	1.02	7.31
	Perishables	4597	0.49	23.02	3.89
	Spices	127	0.06	0.64	0.48
	Cement	3256	2.20	16.31	17.47
	Motor Car/ Cycles and parts	74	0.02	0.37	0.16
Others	9824	1.92	49.20	15.25	
TOTAL		19969	12.59		
Sub total commodity-wise	<i>Food grains and pulses</i>	<i>13510</i>	<i>17.10</i>	<i>4.79</i>	<i>13.16</i>
	<i>Iron and Steel</i>	<i>1884</i>	<i>12.63</i>	<i>0.67</i>	<i>9.72</i>
	<i>Cotton piece goods</i>	<i>1887</i>	<i>1.15</i>	<i>0.67</i>	<i>0.88</i>
	<i>Chemical and Manures</i>	<i>1666</i>	<i>4.81</i>	<i>0.59</i>	<i>3.70</i>
	<i>Coal and Coke</i>	<i>1215</i>	<i>9.89</i>	<i>0.43</i>	<i>7.61</i>
	<i>Petroleum, Oil and Lubricants</i>	<i>2029</i>	<i>11.79</i>	<i>0.72</i>	<i>9.07</i>
	<i>Perishables</i>	<i>127297</i>	<i>19.00</i>	<i>45.11</i>	<i>14.62</i>
	<i>Spices</i>	<i>648</i>	<i>1.10</i>	<i>0.23</i>	<i>0.85</i>
	<i>Cement</i>	<i>20271</i>	<i>10.59</i>	<i>7.18</i>	<i>8.15</i>
	<i>Motor Car/ Cycles and parts</i>	<i>945</i>	<i>0.39</i>	<i>0.33</i>	<i>0.30</i>
<i>Others</i>	<i>110794</i>	<i>41.52</i>	<i>39.28</i>	<i>31.95</i>	
GRAND TOTAL		282146	129.97		

Source: Records of the Claims offices of Zonal Railways.

Annexure XCI

(Para 6.3)

Statement showing the causes for which compensation paid for Food grains, Iron and Steel, Coal and Coke and Petrol, Oil and Lubricants on Indian Railways during 1996-97 to 2000-2001

(Rs. in crore)

Sl.No./ Name of the Commodity/ Railway	Complete Loss		Pilferage		Damage by wet/ Leakage		Other Causes		TOTAL	
	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid
1	2	3	4	5	6	7	8	9	10	11
A. Food grains and Pulses										
1. Central	20	0.05	130	0.10	341	0.32	405	0.22	896	0.69
2. Eastern	78	0.05	276	0.20	35	0.04	108	0.10	497	0.39
3. Northern	44	0.15	63	0.33	35	0.82	9	0.05	151	1.34
4. North Eastern	62	0.10	43	0.06	9	0.01	1	0.00	115	0.17
5. Northeast Frontier	384	0.61	3316	3.10	4062	5.75	10	0.00	7772	9.46
6. Southern	314	1.29	257	0.11	2050	1.63	64	0.08	2685	3.11
7. South Central	24	0.18	41	0.04	2	0.00	37	0.06	104	0.28
8. South Eastern	300	0.35	467	0.50	294	0.24	0	0.00	1061	1.09
9. Western	76	0.45	56	0.01	97	0.11	0	0.00	229	0.57
TOTAL	1302	3.23	4649	4.45	6925	8.92	634	0.50	13510	17.10
B. Iron and Steel										
1. Central	53	1.79	55	0.36	0	0.00	30	0.61	108	2.76
2. Eastern	1	0.00	40	0.04	0	0.00	3	0.03	41	0.07
3. Northern	73	1.43	51	3.37	0	0.00	0	0.00	124	4.80
4. North Eastern	86	0.04	8	0.01	0	0.00	0	0.00	94	0.05
5. Northeast Frontier	4	0.06	44	0.12	0	0.00	3	0.00	48	0.18
6. Southern	454	1.33	43	0.14	0	0.00	3	0.14	500	1.61
7. South Central	46	0.66	58	0.16	0	0.00	2	0.00	106	0.82
8. South Eastern	74	0.10	115	0.64	0	0.00	4	0.11	189	0.85
9. Western	355	0.51	260	0.97	0	0.00	19	0.01	634	1.49
TOTAL	1146	5.92	674	5.81	0	0.00	64	0.90	1844	12.63

(Rs. in crore)

Sl.No./ Name of the Commodity/ Railway	Complete Loss		Pilferage		Damage by wet/ Leakage		Other Causes		TOTAL	
	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>
C. Coal and Coke										
1. Central	278	1.86	19	0.04	0	0.00	0	0.00	297	1.90
2. Eastern	0	0.00	0	0.00	0	0.00	10	0.05	10	0.05
3. Northern	301	3.51	61	0.48	0	0.00	1	0.14	363	4.13
4. North Eastern	24	0.07	9	0.04	0	0.00	0	0.00	33	0.11
5. Northeast Frontier	8	0.02	9	0.02	0	0.00	31	0.25	48	0.29
6. Southern	12	0.08	0	0.00	0	0.00	17	0.08	29	0.16
7. South Central	55	0.44	14	0.06	0	0.00	3	0.02	72	0.52
8. South Eastern	47	0.28	51	0.58	0	0.00	3	0.01	101	0.87
9. Western	164	1.62	98	0.24	0	0.00	0	0.00	262	1.86
TOTAL	889	7.88	261	1.46	0	0.00	65	0.55	1215	9.89
D. Petroleum, Oil and Lubricants										
1. Central	66	1.14	9	0.02	131	0.38	6	0.00	212	1.54
2. Eastern	5	0.05	7	0.04	0	0.00	8	0.07	20	0.16
3. Northern	110	2.95	36	1.06	28	0.05	23	0.86	197	4.92
4. North Eastern	3	0.00	0	0.00	110	0.35	0	0.00	113	0.35
5. Northeast Frontier	1	0.00	647	1.05	262	0.39	1	0.00	911	1.44
6. Southern	105	0.22	11	0.01	40	0.09	14	0.86	170	1.18
7. South Central	39	0.47	63	0.11	33	0.11	2	0.01	137	0.70
8. South Eastern	25	0.18	16	0.09	22	0.26	3	0.05	66	0.58
9. Western	22	0.27	3	0.00	178	0.65	0	0.00	203	0.92
TOTAL	376	5.28	792	2.38	804	2.28	57	1.85	2029	11.79
GRAND TOTAL	3713	22.31	6376	14.10	7729	11.20	820	3.80	18598	51.41

Note: Petroleum, Oil and Lubricants - total number of claim paid (10 cases) due to accident: Rs.0.68 crore (Southern Railway).

Source: Records of the Claims Office.

Annexure XCII
(Para 9.1)

Statement showing mis-despatch of wagons on Indian Railways during 1996-97 to 2000-2001

(Rs. in crore)

Sl. No./ Railway	Number of cases test-checked		Cases in which parties refused to take delivery on arrival of consignments		Cases of mis-despatch in which whereabouts of wagons were not traceable		Cases of mis-despatch in which wagons became un-connected resulting in auctioning the contents for a lesser value			Cases of mis-despatch in which the contents of wagons were utilised for departmental consumption by the Railways		Cases in which no un-connected wagons were available for match delivery/ other mis-despatch cases	
	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Number of cases	Amount paid	Amount realised from auction	Number of cases	Amount paid	Number of cases	Amount paid
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1. Central	92	1.82	0	0.00	11	0.15	2	0.09	0.04	5	0.27	74	1.31
2. Eastern	42	0.48	0	0.00	38	0.39	2	0.02	0.00	2	0.06	0	0.00
3. Northern	86	2.10	1	0.01	2	0.04	2	0.03	0.02	81	2.03	0	0.00
4. North Eastern	32	0.14	3	0.01	18	0.08	3	0.02	0.00	8	0.03	0	0.00
5. Northeast Frontier	27	0.18	3	0.01	20	0.13	3	0.02	0.00	1	0.01	0	0.00
6. Southern	17	0.14	3	0.02	5	0.03	6	0.06	0.00	3	0.02	0	0.00
7. South Central	66	0.77	0	0.00	8	0.05	2	0.01	0.01	15	0.27	0	0.00
8. South Eastern	11	0.05	8	0.00	2	0.04	0	0.00	0.00	1	0.00	0	0.00
9. Western	108	1.38	2	0.00	13	0.10	5	0.07	0.04	13	0.15	75	1.06
TOTAL	481	7.06	20	0.05	117	1.01	25	0.32	0.11	129	2.84	149	2.37

Source: Claims Office records.

Annexure XCIII

(Para 9.2)

Statement showing detention to wagons en-route and consequential delays in transit on Indian Railways during 1996-97 to 2000-2001

(Rs. in crore)

Sl. No./ Railway	Number of claim cases test-checked	Amount of claim paid	Number of wagons delayed for			
			Upto 6 months	6 to 12 months	Over 1 year	Total
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
1. Central	106	0.67	92	7	7	106
2. Eastern	62	0.65	57	3	6	66
3. Northern	50	0.44	40	4	6	50
4. North Eastern	70	0.13	63	6	2	71
5. Northeast Frontier	369	1.02	722	16	3	741
6. Southern	101	0.49	83	17	3	103
7. South Central	31	0.13	15	9	7	31
8. South Eastern	54	0.28	38	13	3	54
9. Western	21	0.11	11	4	6	21
TOTAL	864	3.92	1121	79	43	1243

Source: Individual case files selected for review.

Annexure XCIV
[Para 13.1 (i)]

Statement showing the number of cases decreed against the Railways in respect of 'Iron and Steel' due to non-availability of weighment particulars at destination stations on Indian Railways during 1996-97 to 2000-2001

(Rs. in crore)

Sl. No. Railway	Number of cases				Cases lost in Railway Claims Tribunal/ Courts for non-production of proof				
	Test-checked	Decreed against Railways	Where no facilities for weighment was available	Where weighment permitted but not supervised by Railway staff and hence repudiated	Number of cases	Amount of claim paid	Interest paid	Proportionate Court cost paid to claimants	Total amount paid
1	2	3	4	5	6	7	8	9	10
1. Central	35	11	11	0	11	0.06	0.02	0.01	0.09
2. Eastern	14	0	0	0	0	0.00	0.00	0.00	0.00
3. Northern *	62	62	0	* 62	62	0.43	0.19	0.03	0.65
4. North Eastern	5	0	0	0	0	0.00	0.00	0.00	0.00
5. Northeast Frontier	0	0	0	0	0	0.00	0.00	0.00	0.00
6. Southern	84	25	25	0	25	0.13	0.03	0.00	0.16
7. South Central	0	0	0	0	0	0.00	0.00	0.00	0.00
8. South Eastern	22	2	2	0	2	0.03	0.00	0.00	0.03
9. Western	29	14	14	0	14	0.11	0.03	0.00	0.15
TOTAL	251	114	52	62	114	0.75	0.27	0.04	1.06

Note: * 62 cases shown in Col.5 against Northern Railway includes 9 cases where re-weighment was not allowed by the Railway Administration and the weighment particulars submitted by the parties were accepted by the Courts.

Source: Individual case files selected for review.

