

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
(रेलवे बोर्ड) (RAILWAY BOARD)

No. 2010/W-I/Genl/EBR-I Pt-I.

New Delhi, the 14th January, 2011

OFFICE MEMORANDUM

Sub: Minutes of the Meeting of Expanded Board for Railways.

The undersigned is directed to circulate the minutes of the meeting of Expanded Board for Railways held on 09.12.2010 enclosed hereunder.

DA/As above.


(Virender Kumar)

Director (Works)-I

Tel: 011-2330 4858

Tel./Fax: 011-2338 3833

To

1. Secretary (Expenditure), Ministry of Finance, North Block, New Delhi
2. Secretary, Planning Commission, Yojana Bhawan, New Delhi
3. Secretary (Programme Implementation), Ministry of Statistics & Programme Implementation, Sardar Patel Bhawan, New Delhi

Copy to:

1. Sr. Consultant (Transport), Planning Commission, New Delhi
2. Adviser (PAMD), Planning Commission, Yojana Bhawan, New Delhi
3. Addl. Secy. (Expenditure), M/o Finance, North Block, New Delhi
4. Dy. Adviser (IPMD), M/o Statistics & Programme Implementation, Sardar Patel Bhawan, New Delhi.

Copy:

CRB, FC, ME, ML, MS, MM and Secretary

AM(P), AM(B), AM(T), AMW, AM(L), Adv. (Proj.), ACEA, Adv. (RE), EDW, EDWP, EDP, EDFX-I, EDFX-II, EDRE(S&T), DP, D(WP), DW-I, DW-II, DFX-II, Jt. E.A.

MINUTES OF THE MEETING OF EXPANDED BOARD FOR RAILWAYS (EBR) HELD ON 09.12.2010

1.0 Executive Director/Works (ED/W) welcomed the Members of the Expanded Board for Railways, other officers and made a brief presentation on projects under consideration. It was mentioned that total six projects were proposed for consideration of the Expanded Board as under:-

S. No.	Name of Project	Plan head	Length (Km)	Cost (cr.)
New proposals				
1	Madurai-Tuticorin via Arupukottai New Line (143.5 km)	NL	143.5	601.43
2	Tumkur-Davangere via Chitradurg New Line	NL	199.70	913.00
3	Whitefield-Kolar via Hosakote New Line	NL	52.90	341.05
4	Doubling and Electrification of Vijaywada to Nidadavolu via Gudivada and Bhimavaram and Gudivada to Machilipatanam and Bhimavaram to Narsapur	DL	220.47	1009.81
5	Multi-Modal Transport System (Phase-II) in twin cities of Hyderabad & Secunderabad	MMTS	101.05 RKM	632.68
Revised Cost Estimate				
1	Udhampur-Srinagar-Baramulla	NL	273	19,565

2.0 Over view of new line projects

As on 01.04.10, total 122 new line projects are in progress with a throwforward of Rs.59875 crore at present day cost including projects being executed by RVNL. Outlay for the new line projects including RVNL during 2010-11 is Rs.3757 crore (excluding additionality for National Projects). The total cost of proposed new line projects under consideration is Rs.1855.48 crore.

3.0 Madurai-Tuticorin via Arupukottai New Line (143.5 km)

3.1 ED/W explained that Madurai-Tuticorin new line will provide alternate and shorter route as compared to existing route via Maniyachchi-Virudhnagar. Proposed line will provide for alternate

route for movement of goods to and from Tuticorin and nearby ports.

3.2 A 1000 MW thermal power plant is coming at Menmarudur which is located at a distance of 14 km from Tuticorin on the proposed alignment. Proposed line will be used for transportation of imported coal to the thermal power plant.

3.3 Besides, this connection will provide access to various places in Madurai-Virudhnagar and Tuticorin district and will help in socio-economic development of the region. Addl. Secretary(Expenditure) mentioned that other two new line projects, one doubling project and one MTP project being considered by Expanded Board have cost sharing by State Govt. to the extent of 50% and above. Why Railway is not resorting to cost sharing with State Govt. for this project?

3.4 Additional Secretary (Expenditure) also mentioned that Mandurai and Tuticorin are already connected and with so much throwforward what is the essentiality of taking up this new connection? In case, the proposal is so remunerative then why Railway does not plan through internal generation?

3.5 Senior Consultant, Planning Commission queried about lateral distance between existing line and proposed line and asked whether grid line approach considering various mode of transport in that region has been considered while working out ROR. It was also enquired if returns are so high why not sharing from M/o Coal be explored.

3.6 Dy. Adviser, MOSPI mentioned that if line is so profitable with 16.81% return, why this project is not being taken up on PPP and why private sector is not coming forward for funding of this project.

3.7 It was clarified in the discussion that for realization of rate of return, long term concession is required and private sector is not showing interest in long term agreements. It was also clarified that existing potential is assessed considering the existing Rly. network and its capacity and same has been considered in present

case also. Regarding grid approach considering Road network of region, it is not followed while formulating Railway projects.

3.8 CRB mentioned that endeavour of the Railway is to develop Railway network in new area particularly where returns are high. State Govts. normally come forward for sharing projects which are essential for socio-economic development of the region. Since line is remunerative without any share from State Govt., Railway has planned to take up this project. However, efforts will be made for cost sharing with the State Govt.

Planning Commission has appraised this project and has accorded 'in principle' approval vide O.M. No.7/43/2010-Tpt. Dated 17.09.2010.

After deliberations, Expanded Board recommended the proposal and desired that the possibility of funding/sharing the project through State Govt./beneficiaries be explored.

4.0 Tumkur-Davangere via Chitradurg New Line (199.70 km)

4.1 ED/W mentioned that proposed new line will be a shorter and direct route between Bangalore and Hubli/Mumbai and also provide the desired rail linkage for development and travelling needs of the people residing in Tumkur-Chitradurg and Davangere districts of Karnataka.

4.2 Length of proposed line connecting Tumkur-Davangere is 199 km which is 59 km shorter than existing detour via Chickjajur-Kadur and Arsikere. State Govt. of Karnataka has consented to provide land free of cost and to share 50% of the remaining cost of project.

4.3 New line will provide connection to various steel plants like M/s. Sumit steels, Jogihilli, M/s. SLR Steel, Chitradurga and M/s. Vijaya Steel etc. coming up in the region and will provide alternative to existing longer and oversaturated route.

4.4 Dy. Adviser, MOSPI mentioned that survey report is of 2008-09 and there would be cost escalation in the execution of project.

4.4 Addl. Secretary, Expenditure mentioned that there is substantial cost difference in this project and other proposals. Average cost of this proposal is Rs.6.45 crore per km which is much higher than other proposals and cost difference should be clarified.

4.5 It was clarified that in view of the intervening period between survey estimate i.e. 2008-09 and execution of the project, there will be cost increase on account of escalation and other reasons. However, there would also be further traffic progression due to economic growth of the country and region in particular.

4.6 Cost of this proposed line is high as compared to other proposals mainly due to difference in terrain. In present case, the height of embankment/depth of cutting is more requiring more input in the form of earthwork, retaining wall, side drains etc. In fact, formation cost per km of this line is Rs.2.2 crore as against Rs.40 lakh per km envisaged for Madurai-Tuticorin. Due to undulating terrain, bridge cost per km for this project is also more than Rs.1 crore per km which is higher than the other proposals. These two factors have mainly contributed towards higher cost of this proposal as compared to other two new line proposals.

4.7 Planning Commission has appraised this project and has accorded 'in principle' approval vide O.M. No.7/55/2010-Tpt. Dated 19.10.2010.

After deliberations, Expanded Board recommended the proposal.

5.0 Whitefield-Kolar via Hosakote New Line (52.90 km)

5.1 EDW mentioned that Whitefield-Kolar via Hosakote will provide an alternate shorter route to Bangalore via Cuddapah as the existing line via Renigunta, Katpadi and Jolarpettai is much longer.

5.2 A new line from Cuddapah to Bangarpet is already sanctioned which will be terminated at Kolar. Extension from

Kolar to Whitefield will provide direct route which is shorter than the existing route.

5.3 Proposed new line will provide necessary infrastructure for industrial development in the State of Karnataka and State Govt. has agreed to provide land free of cost and share 50% of the remaining cost of the project.

5.4 Planning Commission has appraised this project and has accorded 'in principle' approval vide O.M. No.7/60/2010-Tpt. Dated 27.10.2010.

After deliberations, Expanded Board recommended the proposal.

6.0 Overview of Doubling projects.

As on 01.04.10, total 164 doubling projects are in progress with a throwforward of Rs.21216 crore including projects being executed by RVNL. Outlay for the doubling projects including RVNL during 2010-11 is Rs.1817 crore. The total cost of proposed doubling projects for consideration is Rs.1009 crore.

7.0 Doubling and Electrification of Vijaywada to Nidadavolu via Gudivada and Bhimavaram and Gudivada to Machilipatanam and Bhimavaram to Narsapurn (220.47 km)

7.1 ED/W mentioned that Vijaywada-Nidadavolu section is part of Howrah-Chennai Trunk route which is saturated and requires capacity augmentation.

7.2 Doubling with electrification of the proposed line will provide alternate route on this busy section.

7.3 State Govt. of Andhra Pradesh has agreed to bear 50% of the cost of the project which will serve densely populated hinterland region of coastal Andhra. With 50% cost sharing, rate of return is estimated as 18.50%. Rate of return will further improve with upcoming Machhlipatnam port whose projected traffic has not been accounted for while assessing rate of return.

7.4 Member Engineering also mentioned that normally State Govts. Come forward for cost sharing of new line projects but in this case, State Govt. has agreed to share 50% of the doubling project.

7.5 CRB mentioned that traffic growth is substantial in this area and capacity augmentation is essential for meeting traffic requirements.

7.6 Planning Commission has appraised this project and has accorded 'in principle' approval vide O.M. No.7/24/2010-Tpt. dated 07.04.2010.

Based on the deliberations, EBR recommended the proposal.

8.0 Udhampur-Srinagar-Baramulla New Line (Revised Cost Estimate)

8.1 ED/W explained that initial alignment and costing are based on the topo sheet study without field verification and was not realistic. Revised cost estimate has been prepared considering actual cost involved in Udhampur-Katra and Qazigund-Baramulla section and anticipated cost for Katra-Qazigund section. Revised cost is assessed as Rs.19575 crore as per 2009-10 price levels.

8.2 Revised cost estimate for this project was also discussed in EBR meeting held on 23.10.2007 with cost as Rs.11270 crore and was as per prices in 2005-06. Revised estimate includes cost of electrification of this section.

8.3 Due to problems encountered in tunneling on account of geological uncertainties, work had to be suspended for a thorough review before proceeding further. Revised cost estimate discussed in Expanded Board was therefore not placed before CCEA.

8.4 After investigation by M/s. Amburg Engineering of Switzerland which were examined by Expert Committee, the work has been restarted. Delay due to suspension of work has also caused time and cost escalation.

8.5 Comparison of major items of revised cost estimate w.r.t. DPR cost and w.r.t. revised cost estimate of 2007 was also placed before the Expanded Board. Dy. Adviser, MOSPI enquired about cost breakup of completed portion of Qazigund-Baramulla and Katra-Qazigund.

8.6 CAO/C-II, Northern Railway explained that revised cost of Qazigund-Baramulla completed section is Rs.3500 crore as against Rs.900 crore envisaged earlier. Revised cost of Katra-Qazigund is Rs.14800 crore as against Rs.2100 crore as per DPR and major reason for increase in cost other than escalation are as under:

- (i) No access road was assessed at DPR stage where as a provision of Rs.957 crore has been kept in revised cost estimate. This is primarily because area is virgin without any road network and these roads are required to be constructed for reaching tunnel/bridge locations. In fact, the length of access road being constructed is more than double of the railway line.
- (ii) IRCON/KRCL/Public Sector Undertakings are executing work on cost plus 10% basis. This has also impacted the revised cost.
- (iii) Section is terrorist infested and have adverse law & order situation. Large areas for security posts, barracks, quarters and equipments is required and have been incorporated in the revised cost estimate.
- (iv) Revised cost estimate has a provision of Rs.301 crore for electrification which was not envisaged at DPR stage.

8.7 Member Mechanical mentioned that justification of providing electrification is given as gradient and long tunnels. This justification is inadequate and needs to be revisited. Additional Member (Electrical) emphasized that justification for electrification of this route is not the gradient alone but also the ROR of 18.05% for the complete electrification project of Jallandhar-Jammu Tawi-Baramulla and adverse impact of pollution in long tunnels.

8.8 Addl. Secretary, Expenditure mentioned that if a reduction in cost by such review is possible then a review should be made.

8.9 It was clarified that mode of traction is an internal issue of M/o Railway and will be addressed by the Ministry. Matter has been again reviewed in the Ministry and it has been decided that mode of traction shall remain electric as decided earlier.

8.10 Sr. Consultant, Planning Commission mentioned that we are not expert in assessing the cost of project located in the difficult region and Railway is the best judge for the same. We should however review and see how fast this project can be executed. Secondly, similar problems are being faced in Northeast region projects which retard progress. Such factors need to be identified and worked on to expedite execution.

8.11 Planning Commission has appraised the revised cost estimate vide O.M. No.14031/24/2010-PAMD dated 30.11.2010.

Based on the deliberations, EBR recommended the proposal.

9.0 Multi-Modal Transport System (Phase-II) in twin cities of Hyderabad & Secunderabad (101.05 RKM)

9.1 ED/WP made the presentation on "Upgradation of Railway Infrastructure for Introduction of Multi-Modal Transport system (Phase II) in twin cities of Hyderabad and Secunderabad". He explained about the existing MMTS which was taken up in Phase I and is presently operational and the need for up gradation of this system under phase II.

9.2 Multi Modal Transport System (MMTS) has been introduced in the twin cities of Hyderabad and Secunderabad in February, 2004. Under the 1st phase of work, MMTS was made operational in two legs-Hyderabad-Secunderabad-Lingampalli and Hyderabad-Secunderabad-Kacheguda-Falaknuma. Half of the project cost of Phase-I was shared by the State Govt. of Andhra Pradesh. Now, further up gradation of Railway Infrastructure under Phase-II in twin cities of Hyderabad and Secunderabad(101.05 Route Km) has been proposed. The total cost of project is Rs. 632.68 Cr and GoAP has agreed to share 2/3 of the cost.

9.3 At the time of commencement of Phase I, the occupancy of MMTS services was around 20-25 thousands per day. At present, Phase-I is operating to its full capacity. 108 services are being run per day with an average number of passengers per day being in the range of 1.30-1.35 lakhs. Phase-II services covering these sections in 101.05 Route kms in four directions of densely populated residential and business corridors will cater to 3.5 to 5.0 lakh commuters per day. The present rider ship of APSRTC is between 10-15 lakh commuters per day. With the Multi Modal common tickets of MMTS, about 5 lakh commuters are expected to patronize MMTS services.

9.4 Planning Commission has given their 'In Principle Approval' for this project vide their letter No. F.No.7/56/2010-Tpt dt. 29th Nov. 2010.

9.5 Members expressed that such a model has since worked very nicely, it needs to be encouraged in other townships also, to ease the traffic.

After deliberations, Expanded Board recommended the Proposal.

ED(W) thanked all the participants in the meeting.

List of Participants is enclosed.

LIST OF PARTICIPANTS

S. No.	Name	Designation
1.	Shri Vivek Sahai	Chairman, Railway Board
2.	Shri Samar Jha	Financial Commissioner, Rly. Bd.
3.	Shri A.P. Mishra	Member Engineering, Rly. Bd.
4.	Shri Sudesh Kumar	Member Electrical, Rly. Bd.
5.	Shri Vijay Narayan Tripathi	Member Staff, Rly. Bd.
6.	Smt. Vilasini Ramachandran	Addl. Secy (Expenditure), MOF, North Block, New Delhi
7.	Shri B.N. Puri	Sr. Consultant(Tpt.), Plg. Comm., Yojana Bhavan, N.Delhi.
8.	Shri Nagesh Singh	Adviser, PAMD, Plg. Commission
9.	Shri S. Roy	Dy. Adviser, MOSPI
10.	Shri J.L. Narayan	Jt. Adviser, MOSPI
11.	Shri R.N. Lal	Addl. Member (Electrical), Rly. Bd.
12.	Shri P. Bhatnagar	Addl Member (Traffic), Rly. Bd.
13.	B.N. Rajasekhar	Adviser (Planning), Rly. Bd.
14.	Shri Chander Prakash	Adviser (Projects), Rly. Bd.
15.	Shri R.K. Gupta	CAO/C/Northern Rly.
16.	Shri Vinay Singh	Exe. Dir. (Works), Rly. Bd.
17.	Shri Rajiv Choudhary	Exe. Dir.(Works Plg.), Rly. Bd.
18.	Shri S. Mookerjee	Exe. Dir. Finance (X)-I, Rly. Bd.
19.	Shri N.M.S. Rao	Exe. Dir. /Plg., Rly. Bd.
20.	Smt. Aruna Singh	Exe. Dir. RE (S&T), Rly. Bd.
21.	Shri Manju Gupta	Exe. Dir.RE (Projects), Rly. Bd.
22.	Smt. Anju Ranjan	Director Finance(X)-II, Rly. Bd.
23.	Shri Virender Kumar	Director (Works)-I, Rly. Bd.
24.	Shri A. Rehman	Director (Works)-II, Rly. Bd.
25.	Shri K.B. George	Director (Planning), Rly. Bd.
26.	Shri Pramit Garg	Director (Works Plg.), Rly. Bd.
27.	Shri V.R.M. Rao	JDF(X)-I, Rly. Bd.
