Overview

This Report has four chapters containing the audit findings of three thematic studies and one performance audit carried out in the year 2011-12. The subject matter covered pertains to the Commercial, Operating, Engineering, Signalling & Telecommunication, Mechanical and Medical Departments of Indian Railways.

Chapter 1 Commercial Publicity in Indian Railways (Commercial & Operating)

This chapter contains the audit findings on the thematic study on 'Commercial Publicity in Indian Railways', conducted across Zonal Railways to evaluate performance of the Zonal Railways in exploiting the potential of advertising media on stations, trains and level crossings to enhance the revenue earnings. Audit observed that the Ministry failed to ensure a proper assessment of the demand potential. The targets framed were driven by the Ministry. The lack of knowledge of market potential resulted in low response to advertising tenders floated by the Zonal Railways. Uneven earnings across various asset classes were also observed. Stations/ trains were more actively used for commercial publicity in comparison to assets like Railway tickets, reservations forms/ charts etc. Weak contract management led to unauthorized displays beyond expiry of the contract period with high risk of recoverability of outstanding license fee.

Chapter 2 Implementation of line capacity augmentation work on High Density Route (Engineering)

This chapter contains the audit findings on the thematic study on 'Implementation of line capacity augmentation works on High Density Network (HDN) routes'. Railway Board identified seven HDN routes connecting four metro cities, their diagonals and Delhi-Guwahati route and evolved a 'Blue Print' (2007-08) to execute line capacity augmentation works on top priority using a route wise integrated approach rather than a routine sectional approach. Audit examination of three HDN routes (No. 2, 5 and 7- including Delhi- Mathura section of HDN 3), important for bulk freight traffic revealed that the 'Blue Print' was incomplete as it did not comprehensively cover all the line capacity augmentation works for priority execution. An integrated approach in identification of works was not adopted and large gaps for the provision of Automatic Block Signalling and Railway Electrification existed. Though the installation of Automatic Block Signalling was considered important for increasing the throughput on parts of golden quadrilateral routes, most of the portion of HDN routes had not been identified for its installation. Further, there was no policy in place to prioritize/ fast track sanction of line capacity augmentation works. Due to non-adoption of integrated approach in planning, sanctioning and funding for the execution of identified works, the progress of works were uneven and gaps and missing links on HDN routes, continued to exist with regard to provision of double line, Railway Electrification and Automatic Block Signalling. Slow progress of works was accompanied by huge surrenders/ diversions of funds. Further, the congestion of traffic during entry in Delhi region could not be eased as line capacity

augmentation works for the provision of fourth, fifth and sixth lines in identified portions on busy Delhi- Palwal section remained incomplete, due to change in executing agencies, change in scope of works and other site problems.

Chapter 3 Performance efficiency of Signalling assets in Indian Railways' (Signalling & Telecommunications)

Modern signalling systems play a key role in enhancing safe and reliable train operations and optimum use of existing line capacity. A study was carried out to evaluate the performance efficiency of signalling assets. Audit observed that the key performance indicator to monitor signal incidences was within the tolerance limit in only six zones. The basic units for measuring workload of Signal and Telecommunication (S&T) equipment had not been revised for four decades resulting in different units and yardsticks adopted by Zonal Railways in respect of newly introduced S&T equipment. Further, the standard norms for monitoring down time and response time were not prescribed for assessing the performance of the signalling equipment. There was substantial shortfall in adhering to the maintenance schedules and in 32 'A' routes stations, 64 signalling equipments out of 93 were outdated and overdue for replacement.

Chapter 4 Cleanliness and Sanitation in Indian Railways - A follow up Report (Commercial, Operating, Engineering, Signalling & Telecommunication, Mechanical and Medical)

This chapter deals with the audit findings as a result of follow up audit on the action taken or various measures adopted by the Indian Railways in line with the recommendation of Public Accounts Committee (PAC) in improving the standard of cleanliness at stations and on trains. Audit observed that despite assurance rendered to the PAC, detailed action plan for maintaining cleanliness and sanitation at stations and on trains was not formulated at the zonal level. Mechanized cleaning could not be effectively implemented at all major stations due to inadequate provision of washable aprons or damaged and uneven platforms. The commitment of IR to PAC for assessment and implementation of remedial measures to overcome the shortcomings in collection and disposal of garbage remained unfulfilled. The Clean Train Station scheme was not effective in improving en route cleaning of trains due to deficient planning and inadequate monitoring at the zonal level. On Board Housekeeping Service for cleaning of coaches was far from satisfactory. The commitment of IR to PAC regarding implementation of green toilets in trains was not fulfilled despite extensive trials during the last two decades. Lack of efficient control on monitoring mechanism specified by the Ministry of Railways guidelines on management of linen were not effectively monitored resulting in frequent supply of unhygienic and poor quality of linen to its passengers. Provision for availability of drinking water was not made as per prescribed norms. Even the existing facilities were poorly maintained.