

Annexure 2.1 (Para 2.1.1)											
List of premier trains											
RAJDHANI				DURONTO				SHATABDI			
S.no	Train No.	From	To	S.no	Train No.	From	To	S.no	Train No.	From	To
1	12235	Dibrugarh	New Delhi	1	12213	Yeshwantpur	Delhi Sarairohilla	1	12001	Habibganj	New Delhi
2	12236	New Delhi	Dibrugarh	2	12214	Delhi Sarairohilla	Yeshwantpur	2	12002	New Delhi	Habibganj
3	12301	Howrah	New Delhi	3	12219	Lokmanya Tilak Terminus	Secunderabad	3	12003	Lucknow NE	New Delhi
4	12302	New Delhi	Howrah	4	12220	Secunderabad	Lokmanya Tilak Terminus	4	12004	New Delhi	Lucknow NE
5	12305	Howrah	New Delhi	5	12221	Pune	Howrah	5	12005	New Delhi	Kalka
6	12306	New Delhi	Howrah	6	12222	Howrah	Pune	6	12006	Kalka	New Delhi
7	12309	Rajendranagar T	New Delhi	7	12223	Lokmanya Tilak Terminus	Ernakulam	7	12007	Chennai Central	Mysore
8	12310	New Delhi	Rajendranagar T	8	12224	Ernakulam	Lokmanya Tilak Terminus	8	12008	Mysore	Chennai Central
9	12313	Sealdah	New Delhi	9	12227	Mumbai Central	Indore	9	12009	Mumbai Central	Ahmedabad
10	12314	New Delhi	Sealdah	10	12228	Indore	Mumbai Central	10	12010	Ahmedabad	Mumbai Central
11	12423	Dibrugarh	New Delhi	11	12239	Mumbai Central	Jaipur	11	12011	New Delhi	Kalka
12	12424	New Delhi	Dibrugarh	12	12240	Jaipur	Mumbai Central	12	12012	Kalka	New Delhi
13	12425	New Delhi	Jammu Tawi	13	12245	Howrah	Yeshwantpur	13	12013	New Delhi	Amritsar
14	12426	Jammu Tawi	New Delhi	14	12246	Yeshwantpur	Howrah	14	12014	Amritsar	New Delhi
15	12431	Thiruvananthapuram Central	H Nizamuddin	15	12259	Sealdah	New Delhi	15	12015	New Delhi	Ajmer
16	12432	Nizamuddin	Thiruvananthapuram Central	16	12260	New Delhi	Sealdah	16	12016	Ajmer	New Delhi
17	12433	Chennai Central	Nizamuddin	17	12261	Chhatrapati Shiviji Terminal Mumbai	Howrah	17	12017	New Delhi	Dehradun
18	12434	Nizamuddin	MAS	18	12262	Howrah	Chhatrapati Shiviji Terminal Mumbai	18	12018	Dehradun	New Delhi
19	12435	Dibrugarh	New Delhi	19	12263	Pune	Nizamuddin	19	12019	Howrah	Ranchi
20	12436	New Delhi	Dibrugarh	20	12264	Nizamuddin	Pune	20	12020	Ranchi	Howrah
21	12437	Secunderabad	Nizamuddin	21	12265	Delhi Sarairohilla	Jammu Tawi	21	12025	Pune	Secunderabad
22	12438	Nizamuddin	Secunderabad	22	12266	Jammu Tawi	Delhi Sarairohilla	22	12026	Secunderabad	Pune
23	12439	Ranchi	New Delhi	23	12267	Mumbai Central	Ahmedabad	23	12027	Chennai Central	Bangaluru
24	12440	New Delhi	Ranchi	24	12268	Ahmedabad	Mumbai Central	24	12028	Bagaluru	Chennai Central
25	12441	Bilaspur	New Delhi	25	12269	Chennai Central	Nizamuddin	25	12029	New Delhi	Amritsar
26	12442	New Delhi	Bilaspur	26	12270	Nizamuddin	Chennai Central	26	12030	Amritsar	New Delhi
27	12453	Ranchi	New Delhi	27	12273	Howrah	New Delhi	27	12031	New Delhi	Amritsar
28	12454	New Delhi	Ranchi	28	12274	New Delhi	Howrah	28	12032	Amritsar	New Delhi
29	12951	Mumbai Central	New Delhi	29	12275	Allahabad	New Delhi	29	12033	Kanpur Central	New Delhi
30	12952	New Delhi	Mumbai Central	30	12276	New Delhi	Allahabad	30	12034	New Delhi	Kanpur Central
31	12953	Mumbai Central	Nizamuddin	31	12281	Bhubaneswar	New Delhi	31	12035	Jaipur	Agra Fort
32	12954	Nizamuddin	Mumbai Central	32	12282	New Delhi	Bhubaneswar	32	12036	Agra Fort	Jaipur
33	12957	Ahmedabad	New Delhi	33	12283	Ernakulam	Nizamuddin	33	12037	New Delhi	Ludhiana
34	12958	New Delhi	Ahmedabad	34	12284	Nizamuddin	Ernakulam	34	12038	Ludhiana	New Delhi
35	22207	Chennai Central	Thiruvananthapuram Central	35	12285	Secunderabad	Nizamuddin	35	12041	Howrah	New Jalpaiguri
36	22208	Thiruvananthapuram Central	Chennai Central	36	12286	Nizamuddin	Secunderabad	36	12042	New Jalpaiguri	Howrah
37	22691	Bangaluru	Nizamuddin	37	12289	Mumbai Central	Nagpur	37	12043	New Delhi	Moga
38	22692	Nizamuddin	Bangaluru	38	12290	Nagpur	Mumbai Central	38	12044	Moga	New Delhi
39	22693	Bangaluru	Nizamuddin	39	12293	Lokmanya Tilak Terminus	Allahabad	39	12045	New Delhi	Chandigarh
40	22694	Nizamuddin	Bangaluru	40	12294	Allahabad	Lokmanya Tilak Terminus	40	12046	Chandigarh	New Delhi
41	22811	Bhubaneswar	New Delhi	41	12297	Ahmedabad	Pune	41	12243	Chennai Central	Coimbatore
42	22812	New Delhi	Bhubaneswar	42	12298	Pune	Ahmedabad	42	12244	Coimbatore	Chennai Central
43	22823	Bhubaneswar	New Delhi	43	22201	Sealdah	Puri	43	12277	Howrah	puri
44	22824	New Delhi	Bhubaneswar	44	22202	Puri	Sealdah	44	12278	Puri	Howrah
				45	22203	Visakhapatnam	Secunderabad	45	12847	Howrah	Digha
				46	22204	Secunderabad	Visakhapatnam	46	12848	Digha	Howrah
				47	22205	Chennai Central	Madurai				
				48	22206	Madurai	Chennai Central				
				49	22209	Mumbai Central	New Delhi				
				50	22210	New Delhi	Mumbai Central				
				51	22213	Shalimar	Patna				
				52	22214	Patna	Shalimar				

Train No		Train Type	Train Name	Originating Station of train	Destination Station of train	AC 2 tier						AC 3 tier							
						9.9.15-31.1.16			9.9.16-31.7.17			9.9.15-31.7.16			9.9.16-31.7.17			Increase (+)/ Decrease (-) (in per cent)	
						Birth potential	Actual passengers	Occupancy (%)	Birth potential	Actual passengers	Occupancy (%)	Birth potential	Actual passengers	Occupancy (%)	Birth potential	Actual passengers	Occupancy (%)	Increase (+)/ Decrease (-) (in per cent)	
12235	RAJ	NDLS	NDLS RAJ	Dibrugarh	New Delhi	13740	11250	81.88	13800	8650	62.68	19200	5762	48421	84.03	61274	48103	78.50	5.53
12236	RAJ	NDLS	NDLS RAJ	Dibrugarh	New Delhi	11408	11451	100.38	11408	8893	77.95	11408	46930	49178	104.79	48844	48134	98.35	6.20
12301	RAJ	KOLKATA	RAJSHYAM	Howrah Jn	New Delhi	85894	82475	95.79	86570	73626	85.05	217836	224712	103.16	227196	229364	100.95	2.20	
12302	RAJ	KOLKATA	RAJSHYAM	Howrah Jn	New Delhi	77212	76626	99.24	76626	67551	88.18	203616	218736	107.43	210528	217925	103.51	3.91	
12305	RAJ	KOLKATA	RAJSHYAM	Howrah Jn	New Delhi	15238	15440	101.33	15394	13898	90.28	36925	39613	107.26	39578	40145	101.45	4.61	
12306	RAJ	KOLKATA	RAJSHYAM	Howrah Jn	New Delhi	13467	13681	101.74	13657	12269	93.96	34616	37824	109.40	37481	38181	101.84	1.46	
12309	RAJ	RIPR	RAJSHYAM	Rajendra Nagar T	New Delhi	120672	116748	96.75	119510	111058	93.62	329932	207458	101.73	208066	207344	101.83	0.10	
12310	RAJ	RIPR	RAJSHYAM	Rajendra Nagar T	New Delhi	120620	123817	102.65	125110	111939	93.66	329932	207458	101.73	208066	207344	101.83	0.10	
12313	RAJ	SDAH	RAJSHYAM	Sealdah	New Delhi	69160	69542	100.54	69160	53570	77.46	171620	329932	192.26	349608	329576	94.27	-2.28	
12314	RAJ	SDAH	RAJSHYAM	Sealdah	New Delhi	59252	60090	101.41	58728	53563	91.21	171620	329932	192.26	349608	329576	94.27	-2.28	
12423	RAJ	DBRT	RAJSHYAM	Dibrugarh T	New Delhi	120406	119695	99.41	117367	101539	86.51	412686	401026	100.22	412686	414102	100.34	0.12	
12424	RAJ	DBRT	RAJSHYAM	Dibrugarh T	New Delhi	106290	131646	123.86	105442	115056	109.12	147474	312186	211.91	403811	420276	124.20	-5.15	
12425	RAJ	JAMMU	RAJSHYAM	Jammu Tawi	New Delhi	84832	80457	94.84	86368	76807	88.93	250677	252416	100.69	275396	268892	96.91	-3.78	
12426	RAJ	JAMMU	RAJSHYAM	Jammu Tawi	New Delhi	86385	81325	94.14	87262	78927	90.45	253140	260551	102.93	276960	277936	100.35	-2.58	
12431	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	39008	42019	107.72	39615	35505	89.63	18052	18052	100.00	12571	99385	112459	113.15	-9.91
12432	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	25276	20709	80.97	26144	18052	69.05	11392	61824	59010	95.45	63204	56505	89.40	-6.05
12433	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	26220	19706	75.16	26040	17571	67.48	64108	60711	94.48	63426	58342	91.98	-2.50	
12434	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	28458	24068	84.57	28604	19588	68.10	16427	126005	102645	81.46	134910	109501	81.17	-0.30
12435	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	25004	28001	111.99	23994	23214	96.75	15270	113622	74652	98.60	99696	113611	113.61	15.00
12436	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	11596	8144	70.23	12788	7248	56.68	13355	32908	27950	84.93	31096	25763	82.85	-2.08
12437	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	11062	9525	82.10	13066	8684	66.46	1657	6225	32084	93.66	33229	28625	86.14	-7.52
12438	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	30092	27554	91.57	30332	22597	74.99	10000	6225	60817	100.00	60556	97.65	-2.35	
12440	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	31651	22570	71.31	36084	17995	49.87	2144	61951	59833	103.40	61971	60331	97.35	-6.04
12441	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	28793	21998	76.40	31620	18180	57.50	1891	61951	59833	103.40	61971	60331	97.35	-6.04
12442	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	33348	24507	73.49	30318	14769	48.71	2478	58876	56053	95.21	67854	55752	81.46	-13.04
12453	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	32998	26795	81.51	30039	19599	65.25	1596	58066	58822	100.03	67235	57572	85.67	-8.16
12454	RAJ	RAJSHYAM	RAJSHYAM	H Nizamuddin	H Nizamuddin	96006	95365	99.34	94338	88677	94.00	471	26890	28272	105.16	281290	297121	105.63	0.47
12951	RAJ	RAJSHYAM	RAJSHYAM	Mumbai Central	Mumbai Central	105347	84670	79.83	89920	79661	88.59	26018	26018	100.00	267688	275146	102.79	0.65	
12952	RAJ	RAJSHYAM	RAJSHYAM	Mumbai Central	Mumbai Central	105347	102050	96.79	101716	86266	84.81	11288	28491	30141	105.70	291462	299687	102.82	-2.87
12954	RAJ	RAJSHYAM	RAJSHYAM	Mumbai Central	Mumbai Central	96667	90608	93.73	93013	80069	86.66	7792	269578	273116	103.87	270660	278271	102.81	-1.06
12957	RAJ	RAJSHYAM	RAJSHYAM	Mumbai Central	Mumbai Central	91086	81334	89.29	90318	70376	77.92	25484	252338	98.98	267518	256163	95.76	-3.22	
12958	RAJ	RAJSHYAM	RAJSHYAM	Mumbai Central	Mumbai Central	91086	83404	91.57	90318	70376	77.92	25484	252338	98.98	267518	256163	95.76	-3.22	
22007	RAJ	RAJSHYAM	RAJSHYAM	Chennai Central	Chennai Central	12420	8273	66.61	12555	10147	80.82	8285	251970	337000	403.00	47616	43057	90.43	-18.88
22008	RAJ	RAJSHYAM	RAJSHYAM	Chennai Central	Chennai Central	12420	6479	52.17	12555	6897	54.93	277	46912	28249	60.81	47616	43057	90.43	-18.88
22691	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	54760	51651	94.32	58904	41117	69.80	2452	143088	157911	110.36	181488	163231	89.94	-20.42
22692	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	53253	51133	96.02	58200	44005	75.61	13905	148152	148152	110.64	174200	167750	96.30	-14.34
22693	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	41220	51386	124.17	41220	39921	95.69	2748	108835	133672	122.82	128380	132865	103.49	-19.33
22694	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	39198	31567	80.53	36696	26073	71.05	948	105198	104811	99.22	117024	104721	89.49	-9.74
22811	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	17308	15473	89.40	16712	12688	75.98	1342	119022	112522	94.51	113056	98698	87.30	-7.01
22812	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	16500	15704	95.18	16240	13651	84.06	993	169859	146870	105.32	104160	98845	95.86	-9.46
22823	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	24340	21568	88.61	24476	18471	78.68	993	169859	146870	105.32	104160	98845	95.86	-9.46
22824	RAJ	RAJSHYAM	RAJSHYAM	KSR Bengaluru	KSR Bengaluru	23346	23709	101.55	22509	20386	90.57	1099	142884	148218	103.73	139518	135022	96.78	-6.96
12214	DRNT	RAJSHYAM	RAJSHYAM	Yesvantpur Jn	Yesvantpur Jn	7384	5695	77.13	7520	4334	57.63	4334	30808	29650	96.24	37544	27817	74.09	-22.15
12219	DRNT	RAJSHYAM	RAJSHYAM	Secunderabad Jn	Secunderabad Jn	7416	3297	44.46	7708	4636	60.15	1569	30312	19363	63.88	37556	26273	70.33	6.45
12220	DRNT	RAJSHYAM	RAJSHYAM	Secunderabad Jn	Secunderabad Jn	14508	10557	72.77	14508	8454	58.27	14508	60264	50852	83.05	67464	46578	69.04	-14.01
12221	DRNT	RAJSHYAM	RAJSHYAM	Secunderabad Jn	Secunderabad Jn	14508	14529	100.14	14664	13695	92.78	305	60264	55617	92.29	67680	63669	94.07	-2.89
12222	DRNT	RAJSHYAM	RAJSHYAM	Howrah Jn	Howrah Jn	9622	7472	77.25	9622	7458	77.11	0.14	53968	40313	75.26	53496	38996	72.71	-4.94
12223	DRNT	RAJSHYAM	RAJSHYAM	Ernakulam Jn	Ernakulam Jn	9776	6569	67.20	9622	6445	66.64	6664	54144	33811	62.59	53496	34792	65.04	2.44
12224	DRNT	RAJSHYAM	RAJSHYAM	Ernakulam Jn	Ernakulam Jn	10148	6925	68.24	10230	7100	69.40	116	55268	40723	73.41	54520	30949	56.04	-4.11
12228	DRNT	RAJSHYAM	RAJSHYAM	Ernakulam Jn	Ernakulam Jn	10148	6761	66.62	10340	7132	68.97	7132	37648	37648	68.30	55156	36504	65.94	-2.11
12240	DRNT	RAJSHYAM	RAJSHYAM	Ernakulam Jn	Ernakulam Jn	10326	7264	70.12	10340	6768	65.52	54882	43539	79.19	55614	37781	67.93	-11.25	
12245	DRNT	RAJSHYAM	RAJSHYAM	Ernakulam Jn	Ernakulam Jn	10326	6570	63.62	10340	4984	46.70	1652	65820	33658	68.53	57040	36340	63.73	-4.80
12246	DRNT	RAJSHYAM	RAJSHYAM	Ernakulam Jn	Ernakulam Jn	12700	13172	103.40	13048	12219	93.65	976	62556	65393	104.11	70554	72963	103.38	4.30
12259	DRNT	RAJSHYAM	RAJSHYAM	Sealdah	Sealdah	32204	27140	84.28	41524	24652	59.15	1185	63440	66440	104.73	74488	75163	100.91	3.82
12260	DRNT	RAJSHYAM	RAJSHYAM	Sealdah	Sealdah	32204	25440	79.00	32204	24652	76.55	14032	13893						

Annexure 2.2 a (Para 2.1.3.1)
Statement showing the comparison of occupancy in Rajdhani and Duronto trains

Train No	Train Type	Train Name	Originating Station of train	Destination Station of train	9.9.15-31.7.16				9.9.16-31.7.17				9.9.15-31.7.16				9.9.16-31.7.17				Increase (+)/ Decrease (-) (in per cent)
					Berth potential	Actual passengers	Occupancy (%)	Berth potential	Actual passengers	Occupancy (%)	Berth potential	Actual passengers	Occupancy (%)	Berth potential	Actual passengers	Occupancy (%)	Berth potential	Actual passengers	Occupancy (%)	Berth potential	
12265	DRNT	IDEE JAT DURONTO	Delhi S Rohilla	Jammu Tawi	8600	7514	87.37	7560	5887	77.87	-9.50	62488	61104	97.79	64496	59298	91.94	-5.84			
12266	DRNT	DURONTO EXPRESS	Jammu Tawi	Delhi S Rohilla	8652	7140	82.52	7560	5518	72.99	-9.53	62736	61099	97.39	64776	56063	86.55	-10.84			
12267	DRNT	ADI DURONTO EXP	Mumbai Central	Ahmedabad Jn	44988	42517	94.51	44988	42255	93.93	-0.58	257702	245539	95.28	257734	240717	93.40	-1.88			
12268	DRNT	BCT DURONTO EXP	Ahmedabad Jn	Mumbai Central	45094	41845	92.80	44946	41668	92.71	-0.09	259032	241672	93.30	258105	236779	91.74	-1.56			
12269	DRNT	DURONTO EXPRESS	Chennai central	H Nizamuddin	7884	6067	76.95	7659	66.07	66.07	-10.88	24680	21142	85.66	30106	26736	88.81	3.14			
12270	DRNT	MAAS DURONTO EXP	H Nizamuddin	Chennai Central	9530	7597	79.72	10416	8237	79.08	-0.64	27512	27585	99.54	28272	28588	101.12	1.58			
12273	DRNT	NDLS DURONTO	Howrah Jn	New Delhi	5076	4303	84.77	5390	4090	75.88	-8.89	27264	27626	101.33	27950	27481	98.32	-3.01			
12274	DRNT	HOWH DURONTO EXP	New Delhi	Howrah Jn	5076	4310	84.91	5208	3848	73.89	-11.02	27264	27626	101.33	27950	27705	100.64	-3.29			
12275	DRNT	NDLS DURONTO EXP	Allahabad Jn	New Delhi	16172	16242	100.43	21528	20661	95.97	-4.46	50400	50707	100.61	49680	49364	99.36	-1.25			
12276	DRNT	ALD DURONTO EXP	New Delhi	Allahabad Jn	16172	15544	96.12	21840	19124	87.56	-8.55	50400	48554	96.34	50400	46446	92.15	-4.18			
12281	DRNT	BBS DURONTO EXP	Bhubaneswar	New Delhi	2466	1569	63.63	2350	1448	61.62	-2.01	14688	11962	81.44	12960	11221	86.58	5.14			
12282	DRNT	BBS DURONTO EXP	New Delhi	Bhubaneswar	2564	1769	68.99	2520	1662	65.95	-3.04	14712	13982	95.04	13320	12178	91.43	-3.61			
12283	DRNT	ERS NBM DURONTO	Ernakulam Jn	H Nizamuddin	3016	2366	78.45	3748	3318	88.53	10.08	11304	8346	73.83	14608	14180	97.07	23.24			
12284	DRNT	NZM ERS DURONTO	H Nizamuddin	Ernakulam Jn	3592	2867	79.82	4038	3125	77.39	-2.43	12624	12629	100.04	15184	16246	106.99	6.95			
12285	DRNT	NZM DURONTO EXP	Secunderabad Jn	H Nizamuddin	9746	8668	88.84	9672	9244	95.57	4.58	26784	28592	106.75	26784	29692	110.86	4.11			
12286	DRNT	NZM SC DURONTO	H Nizamuddin	Secunderabad Jn	9928	7668	77.24	10340	8079	78.13	0.90	27216	24928	91.59	28200	26752	94.87	3.27			
12289	DRNT	NA GP UR DURONTO	C Shivaji Mah T	Nagpur	51488	52532	102.03	52968	49653	93.74	-8.29	96120	99175	103.18	94496	95738	101.31	-1.86			
12290	DRNT	NGP CSTM DURONTO	Nagpur	C Shivaji Mah T	51596	51488	99.78	52996	50008	94.36	-5.42	96040	100356	104.49	94528	97758	103.42	-1.08			
12293	DRNT	ALD DURONTO EXP	Lokmanyaatilak T	Allahabad Jn	12510	11069	88.46	12711	10810	85.04	-7.75	47552	47945	100.83	50832	47233	92.92	-9.91			
12294	DRNT	ALD LET DURONTO	Allahabad Jn	Lokmanyaatilak T	12921	11069	85.67	13113	10220	77.94	-7.73	48348	47267	97.76	51228	47075	91.89	-5.87			
12297	DRNT	PUNE DURONTO	Ahmedabad Jn	Pune	21840	20952	95.93	21840	20889	95.65	-0.29	90720	91434	100.79	90720	92019	101.43	0.64			
12298	DRNT	ADI DURONTO EXP	Pune	Ahmedabad Jn	21840	19620	89.84	21840	18976	86.89	-2.95	90720	89776	98.52	90720	89198	98.32	-0.20			
22201	DRNT	DURONTO EXPRESS	Secaldah	Puri	6900	4240	61.45	7000	4187	59.81	-1.63	36444	28731	78.84	36808	29717	80.74	1.90			
22202	DRNT	DURONTO EXPRESS	Secaldah	Puri	6720	4582	68.18	6672	3891	58.32	-9.87	35904	29647	82.57	35776	29114	81.38	-1.19			
22203	DRNT	SC DURONTO EXP	Visakhapatnam	Secunderabad Jn	25502	19943	78.20	25573	17197	67.25	-10.96	97792	82707	84.57	97856	74602	76.24	-8.34			
22204	DRNT	VSKP DURONTO EXP	Secunderabad Jn	Secunderabad Jn	25769	20611	79.98	25767	18290	70.98	-9.00	98496	82057	83.31	98560	74807	75.90	-7.41			
22205	DRNT	MDU DURONTO EXP	Chennai central	Madurai Jn	12420	7786	62.69	12420	5445	43.84	-18.85	47104	29564	62.76	47104	23239	49.34	-13.43			
22206	DRNT	MAAS DURONTO EXP	Madurai Jn	Chennai Central	12420	5403	43.50	12285	3700	30.12	-13.38	47128	22623	47.96	46592	17625	37.83	-10.13			
22209	DRNT	NDLS DURONTO EXP	Mumbai Central	New Delhi	15328	13253	86.46	15762	12388	78.59	-7.87	61814	61814	100.29	63062	54827	86.94	-13.35			
22210	DRNT	BCT DURONTO	New Delhi	Mumbai Central	14718	12917	87.76	15170	11836	78.02	-9.74	60714	61800	101.79	62010	62262	100.41	-1.38			
22213	DRNT	SHM PNBE DURONT	Shallimar	Patna Jn	6440	6089	94.55	6440	5710	88.66	-5.89	26880	25296	94.11	26880	23789	88.50	-5.61			
22214	DRNT	DURONTO EXPRESS	Patna Jn	Shallimar	6506	6038	92.81	6682	6045	90.47	-2.34	26880	26260	97.69	26688	26098	97.79	0.10			

Annexure 2.2 b (Para 2.1.3.1)										
Statement showing the comparison of occupancy in Shatabdi trains										
Train No	Train Type	Originating Station of train	Destination Station of train	9.9.15-31.7.16			9.9.16-31.7.17			Increase (+)/Decrease (-) (in per cent)
				Berth potential	Actual passengers	Occupancy (%)	Berth potential	Actual passengers	Occupancy (%)	
12001	SHT	Habibganj	New Delhi	463644	441722	95.27	465075	391036	84.08	-11.19
12002	SHT	New Delhi	Habibganj	374980	482098	128.57	376223	435761	115.83	-12.74
12003	SHT	Lucknow NE	New Delhi	455897	427627	93.80	454650	411991	90.62	-3.18
12004	SHT	New Delhi	Lucknow NE	405600	423758	104.48	404430	423006	104.59	0.12
12005	SHT	New Delhi	Kalka	322462	273002	84.66	346864	254166	73.28	-11.39
12006	SHT	Kalka	New Delhi	546780	269931	49.37	584844	241374	41.27	-8.10
12007	SHT	Chennai Central	Mysuru Jn	326525	249283	76.34	350280	260273	74.30	-2.04
12008	SHT	Mysuru Jn	Chennai Central	329664	238740	72.42	349192	254503	72.88	0.46
12009	SHT	Mumbai Central	Ahmedabad Jn	364179	376251	103.31	358289	357545	99.79	-3.52
12010	SHT	Ahmedabad Jn	BCT	386946	389806	100.74	376288	376504	100.06	-0.68
12011	SHT	New Delhi	Kalka	323466	316623	97.88	329550	301418	91.46	-6.42
12012	SHT	Kalka	New Delhi	557454	297493	53.37	557811	272962	48.93	-4.43
12013	SHT	New Delhi	Amritsar Jn	412850	350265	84.84	419900	345026	82.17	-2.67
12014	SHT	Amritsar Jn	New Delhi	507480	341882	67.37	513825	327832	63.80	-3.57
12015	SHT	New Delhi	Ajmer Jn	348270	339428	97.46	339237	318265	93.82	-3.64
12016	SHT	Ajmer Jn	NDLS	418876	303908	72.55	449464	286268	63.69	-8.86
12017	SHT	New Delhi	Dehradun	298688	297751	99.69	311656	303784	97.47	-2.21
12018	SHT	Dehradun	New Delhi	361342	285941	79.13	361860	260758	72.06	-7.07
12019	SHT	Howraj Jn	Ranchi	186200	175478	94.24	185026	171639	92.76	-1.48
12020	SHT	Ranchi	Howrah Jn	231840	165242	71.27	230184	162083	70.41	-0.86
12025	SHT	Pune	Secunderabad Jn	215527	159829	74.16	214760	141458	65.87	-8.29
12026	SHT	Secunderabad Jn	Pune	210482	158601	75.35	210560	146013	69.35	-6.01
12027	SHT	Chennai Central	KSR Bengaluru	250380	228729	91.35	262080	232252	88.62	-2.73
12028	SHT	KSR Bengaluru	Chennai Central	250458	216377	86.39	262080	212183	80.96	-5.43
12029	SHT	New Delhi	Amritsar Jn	318665	302723	95.00	304224	284146	93.40	-1.60
12030	SHT	Amritsar Jn	New Delhi	396341	290689	73.34	383945	268615	69.96	-3.38
12031	SHT	New Delhi	Amritsar Jn	59919	45502	75.94	59428	44631	75.10	-0.84
12032	SHT	Amritsar Jn	New Delhi	60783	41976	69.06	60486	39839	65.86	-3.19
12033	SHT	Kanpur Central	New Delhi	246792	230006	93.20	259428	219001	84.42	-8.78
12034	SHT	New Delhi	Kanpur Central	246714	210674	85.39	259428	185140	71.36	-14.03
12035	SHT	Jaipur	Agra Fort	84991	47090	55.41	87048	44426	51.04	-4.37
12036	SHT	Agra Fort	Jaipur	79594	44373	55.75	81458	40583	49.82	-5.93
12037	SHT	New Delhi	Ludhiana Jn	150120	69256	46.13	161039	58740	36.48	-9.66
12038	SHT	Ludhiana Jn	New Delhi	153144	68802	44.93	164287	63407	38.60	-6.33
12041	SHT	Howraj Jn	New Jalpaiguri	167146	150078	89.79	178509	146976	82.34	-7.45
12042	SHT	New Jalpaiguri	Howrah Jn	186804	147290	78.85	199914	150548	75.31	-3.54
12043	SHT	New Delhi	Moga	56950	32410	56.91	62980	30943	49.13	-7.78
12044	SHT	Moga	New Delhi	88145	26064	29.57	97478	24841	25.48	-4.09
12045	SHT	New Delhi	Chandigarh	209976	130108	61.96	197386	107890	54.66	-7.30
12046	SHT	Chandigarh	New Delhi	210756	171290	81.27	210291	150863	71.74	-9.53
12243	SHT	Chennai Central	Coimbatore Jn	151242	116085	76.75	152100	105105	69.10	-7.65
12244	SHT	Coimbatore Jn	Chennai Central	151242	117109	77.43	152100	109831	72.21	-5.22
12277	SHT	Howraj Jn	Puri	290182	138560	47.75	328168	136753	41.67	-6.08
12278	SHT	Puri	Howrah Jn	245310	171045	69.73	277134	177107	63.91	-5.82
12847	SHT	Howraj Jn	Digha	153363	78364	51.10	152827	76372	49.97	-1.12
12848	SHT	Digha	Howrah Jn	153363	81746	53.30	152894	77095	50.42	-2.88

S. no	Sector	Annexure 2.3 (Para 2.1.3.4) - Comparison of passengers - Rail and Air in selected 13 sectors										Rail passengers				Air passengers			
		Train No.	No. of passengers (Sep. 15 to July 16)			No. of passengers (Sep. 16 to July 17)			Total for AC 2 and AC 3 (Sep. 15 to July 16)	Total for AC 2 and AC 3 (Sep. 16 to July 17)	Increase (+) / Decrease (-) (Nos.)	Increase (+) / Decrease (-) (in per cent)	No. of passengers (Sep. 15 to July 16)	No. of passengers (Sep. 16 to July 17)	Increase (+) / Decrease (-) (Nos.)	Increase (+) / Decrease (-) (in per cent)			
		2A	3A	2A	3A	2A	3A												
1	New Delhi - Chennai	12434	19706	60571	17571	58342	80277	75913	-4364	-5									
		12270	7597	27385	8237	28588	34982	1843	36825	1843	5								
			27303	87956	25808	86930	115259	112738	2521	-2			980416	1061148	80732	8			
2	Chennai - New Delhi	12433	20709	59010	18032	56505	79719	74557	-5162	-6									
		12269	6067	21142	7639	26736	34375	1666	34375	1666	26								
			26776	80152	25691	83241	106928	108932	2004	2			980429	1063482	83053	8			
3	New Delhi - Thiruvananthapuram	12432	38182	112162	31503	97776	150344	129279	-21065	-14									
		12431	38182	112162	31503	97776	150344	129279	-21065	-14									
			38182	112162	31503	97776	150344	129279	-21065	-14			115705	168415	52710	46			
4	Thiruvananthapuram - New Delhi	12431	42019	122891	35505	112459	164910	147964	-16946	-10									
		12438	9525	32084	8684	28625	41609	37309	-4300	-10									
		12286	7668	24928	8079	26752	32996	34831	2235	7									
5	New Delhi - Hyderabad	12437	8144	27950	7248	25763	36094	33011	-3083	-9									
		12285	8868	28592	9244	29692	37460	38936	1476	4									
			17012	56542	16492	55455	73554	71947	-1607	-2			985249	1067219	81970	8			
7	New Delhi - Kolkata	12302	76626	218736	67551	217925	295362	285476	-9886	-3									
		12306	13681	37524	12269	38181	51205	50450	-755	-1									
		12314	60090	329481	53563	328534	389571	382097	-7474	-2									
8	Kolkata - New Delhi	12274	4310	28337	3848	27705	32647	31553	-1094	-3									
		12301	82276	224712	73626	229364	306988	302990	-3998	-1									
		12305	15440	39163	13898	39578	54603	53476	-1127	-2									
9	New Delhi - Guwahati	12313	59542	325955	53570	329576	385497	383146	-2351	-1									
		12259	27140	138926	24652	128232	166066	152884	-13182	-8									
		12273	4303	27626	4090	27481	31929	31571	-358	-1									
10	Guwahati - New Delhi	12236	11451	49178	8893	48134	60629	57027	-3602	-6									
		12424	131646	403811	115056	420276	535457	535332	-125	0									
		12436	28001	113462	23214	113260	141463	136474	-4989	-4									
11	New Delhi - Bangalore	12235	11250	48421	8650	48103	59671	56753	-2918	-5									
		12423	119695	401026	101539	414102	520721	515641	-5080	-1									
		12435	24068	102645	19588	109501	126773	129089	2376	2									
12	Bangalore - New Delhi	22692	51133	148152	44005	167750	192885	211755	12470	6									
		22694	31567	104381	26073	104721	135948	130794	-5154	-4									
		12214	3297	19363	4636	26273	22660	30909	8249	36									
13	New Delhi - Mumbai	22691	51651	179911	41117	163231	209562	204348	-5214	-2									
		22693	51386	133672	39921	132865	185058	172786	-12272	-7									
		12213	5695	29650	4334	27817	32151	32151	-3194	-9									
	108732	321233	85372	323913	429965	409285	-20680	-5			1680454	1861949	181495	11					
	12952	84670	260318	79661	275148	344988	354809	9821	3										
	12954	90608	277316	80609	278271	367924	358880	-9044	-2										
	22210	12917	61800	11836	62262	74717	74098	-619	-1										
		188195	599434	172106	615681	787629	787787	158	0			2905364	3174442	269078	9				

S. no	Sector	Annexure 2.3 (Para 2.1.3.4)- Comparison of passengers - Rail and Air in selected 13 sectors										Rail passengers				Air passengers			
		Train No.	No. of passengers (Sep. 15 to July 16)			No. of passengers (Sep. 16 to July 17)			Total for AC 2 and AC 3 (Sep. 16 to July 17)	Increase (+) / Decrease (-) (Nos.)	Increase (+) / Decrease (-) (in per cent)	No. of passengers (July 16)	No. of passengers (Sep. 16 to July 17)	Increase (+) / Decrease (-) (Nos.)	Increase (+) / Decrease (-) (in per cent)				
		2A	3A	3A	2A	3A	2A	3A	Total for AC 2 and AC 3 (Sep. 16 to July 17)	Increase (+) / Decrease (-) (Nos.)	Increase (+) / Decrease (-) (in per cent)	No. of passengers (July 16)	No. of passengers (Sep. 16 to July 17)	Increase (+) / Decrease (-) (Nos.)	Increase (+) / Decrease (-) (in per cent)				
14	Mumbai - New Delhi	12951	95365	282872	88677	297121	378237	385798	7561	2									
		12953	102050	301141	86266	299687	403191	385953	-17238	-4									
		22209	13253	61814	12388	54827	75067	67215	-7852	-10									
15	New Delhi - Ranchi		210668	645827	187331	651635	856495	838966	-17529	-2	2880430	3140280	259850	9					
		12440	25098	59833	20288	60331	84931	80619	-4312	-5									
		12454	26795	58082	19599	61768	84877	81367	-3510	-4									
16	Ranchi - New Delhi	12439	27554	60817	22597	61056	169808	161986	-7822	-5	205662	375389	169727	83					
		12453	24507	56053	14769	55752	80560	70521	-10039	-12									
17	New Delhi - Ahmedabad	12958	83404	259323	75932	267039	342727	342971	-14757	-9	188793	341308	152515	81					
		12957	81334	252238	70376	256163	333572	326539	-7033	-2	724335	878513	154178	21					
18	Ahmedabad - New Delhi	22812	15704	110758	13651	99845	333572	326539	-7033	-2	727164	866251	139087	19					
		22824	23709	148218	20386	135022	126462	113496	-12966	-10									
		12282	1769	13982	1662	12178	15751	13840	-16519	-10									
19	New Delhi - Bhubaneswar		41182	272958	35699	247045	314140	282744	-31396	-10	331881	433720	101839	31					
		22811	15473	112252	12698	98698	127725	111396	-16329	-13									
		22823	21568	146870	18471	130203	168438	148674	-19764	-12									
		12281	1569	11962	1448	11221	13531	12669	-862	-6									
20	Bhubaneswar - New Delhi		38610	271084	32617	240122	309694	272739	-36955	-12	320542	419269	98727	31					
		22414	10618	37601	9074	34167	48219	43241	-4978	-10									
		22413	14978	52180	13287	53741	67158	67028	-130	0	468738	606639	137901	29					
		12261	29442	141929	26736	133958	171371	160694	-10677	-6	489545	609543	119998	25					
21	New Delhi - Goa		29442	141929	26736	133958	171371	160694	-10677	-6	757088	811876	54788	7					
		12262	27334	137636	27267	136616	164970	163883	-1087	-1									
		12246	12738	66440	12450	75168	164970	163883	-1087	-1	718891	789635	70744	10					
22	Goa - New Delhi		12738	66440	12450	75168	79178	87618	8440	11	542487	721322	178835	33					
		12245	13132	65233	12219	72968	78365	85187	6822	9									
23	Mumbai - Kolkata		13132	65233	12219	72968	78365	85187	6822	9	515163	699241	184078	36					

Annexure 2.4 (Para 2.1.5.1) - Statement showing the punctuality of selected premier trains (Para 2.4.1)						
Category	Train No.	From	To	No. of services during Feb. 2017	Delay days	Punctuality Percentage
Rajdhani	22812	New Delhi	Bhubaneswar	12	3	75%
Rajdhani	22824	New Delhi	Bhubaneswar	16	11	31%
Rajdhani	12302	New Delhi	Howrah	24	24	0%
Rajdhani	12314	New Delhi	Sealdah	28	28	0%
Rajdhani	12433	Chennai Central	Nizamuddin	8	8	0%
Rajdhani	12951	Mumbai Central	New Delhi	28	26	7%
Rajdhani	12424	New Delhi	Dibrugarh Town	28	26	7%
Rajdhani	12436	New Delhi	Dibrugarh Town	8	7	13%
Rajdhani	12432	Nizamuddin	Trivandrum Central	12	5	58%
Rajdhani	12434	Nizamuddin	Chennai Central	8	4	50%
Rajdhani	12438	Nizamuddin	Secunderabad Jn	4	0	100%
Rajdhani	12454	New Delhi	Ranchi	8	3	63%
Rajdhani	12440	New Delhi	Ranchi	8	5	38%
Rajdhani	12442	New Delhi	Bilaspur Jn	8	6	25%
Rajdhani	22692	Nizamuddin	KSR Bengaluru	16	16	0%
Rajdhani	22694	Nizamuddin	KSR Bengaluru	12	11	8%
Rajdhani	12958	New Delhi	Ahmedabad Jn	28	24	14%
Rajdhani	12952	New Delhi	Mumbai Central	28	17	39%
Rajdhani	12310	New Delhi	Rajendranagar T	27	19	30%
Duronto	12220	Secunderabad Jn	Lokmanyatilak T	8	4	50%
Duronto	12224	Ernakulam Jn	Lokmanyatilak T	8	3	63%
Duronto	12282	New Delhi	Bhubaneswar	4	3	25%
Duronto	22201	Sealdah	Puri	12	3	75%
Duronto	12260	New Delhi	Sealdah	16	16	0%
Duronto	12274	New Delhi	Howrah	8	8	0%
Duronto	12281	Bhubaneswar	New Delhi	4	4	0%
Duronto	12273	Howrah	New Delhi	8	8	0%
Duronto	12276	New Delhi	Allahabad Jn	12	10	17%
Duronto	12293	Lokmanyatilak T	Allahabad Jn	8	0	100%
Duronto	12239	Mumbai Central	Jaipur	8	5	38%
Duronto	12270	Nizamuddin	Chennai Central	8	7	13%
Duronto	12284	Nizamuddin	Ernakulam Jn	4	3	25%
Duronto	12219	Lokmanyatilak T	Secunderabad Jn	8	7	13%
Duronto	12286	Nizamuddin	Secunderabad Jn	8	8	0%
Duronto	12246	Yesvantpur Jn	Howrah	20	18	10%
Duronto	12261	C Shivaji Mah T	Howrah	16	15	6%
Duronto	12214	Delhi S Rohilla	Yesvantpur Jn	4	4	0%
Duronto	12245	Howrah	Yesvantpur Jn	20	19	5%
Duronto	12269	Mumbai Central	Ahmedabad Jn	28	2	93%
Duronto	12268	Ahmedabad Jn	Mumbai Central	28	12	57%
Duronto	22213	Shalimar	Patna Jn	12	8	33%
Shatabdi	12026	Secunderabad Jn	Pune	24	19	21%
Shatabdi	12277	Howrah	Puri	28	4	86%
Shatabdi	12042	New Jalpaiguri	Howrah	24	23	4%
Shatabdi	12020	Ranchi	Howrah	24	20	17%
Shatabdi	12033	Kanpur Central	New Delhi	22	22	0%
Shatabdi	12003	Lucknow NE	New Delhi	28	28	0%
Shatabdi	12034	New Delhi	Kanpur Central	22	3	86%
Shatabdi	12035	Jaipur	Agra Fort	22	3	86%
Shatabdi	12041	New Jalpaiguri	Howrah	24	24	0%
Shatabdi	12015	New Delhi	Ajmer Jn	28	14	50%
Shatabdi	12036	Agra Fort	Jaipur	24	11	54%

Annexure 2.4 (Para 2.1.5.1) - Statement showing the punctuality of selected premier trains (Para 2.4.1)						
Category	Train No.	From	To	No. of services during Feb. 2017	Delay days	Punctuality Percentage
Shatabdi	12008	Mysuru Jn	Chennai Central	24	17	29%
Shatabdi	12244	Coimbatore Jn	Chennai Central	24	19	21%
Shatabdi	12025	Pune	Secunderabad Jn	24	12	50%
Shatabdi	12019	Howrah	Ranchi	24	6	75%
Shatabdi	12278	Puri	Howrah	28	20	29%
Shatabdi	12027	Chennai Central	KSR Bengaluru	23	23	0%
Shatabdi	12007	Chennai Central	Mysuru Jn	24	24	0%
Shatabdi	12002	New Delhi	Bhopal Jn	28	28	0%
Shatabdi	12009	Mumbai Central	Ahmedabad Jn	24	5	79%
Shatabdi	12010	Ahmedabad Jn	Bhubaneswar	24	2	92%
Shatabdi	12004	New Delhi	Lucknow NE	27	20	26%

Annexure 2.5 a (Para 2.2.1) Sample Selection (Plots)				
S. no	Zonal Railway	Division	Name of the stations selected	Number of Commercial plots
1	SER	Kharagpur	Kolaghat	170
2	SER	Kharagpur	Andul	21
3	SER	Kharagpur	Panskura	19
4	SER	Kharagpur	Balasore	2
5	SER	Chakradharpur	Manoharpur	4
6	SER	Chakradharpur	Kuldia	1
7	ECoR	Khurda Road	Cuttack	153
8	ECoR	Khurda Road	Brahmapur	13
9	ECoR	Khurda Road	Daitari	1
10	ECoR	Khurda Road	Bhubaneswar	2
11	ECoR	Visakhapatnam	Visakhapatnam	5
12	ECoR	Sambalpur	Sambalpur	3
13	NER	Lucknow	Lucknow City	13
14	NER	Lucknow	Colonelganj	20
15	NER	Lucknow	Naugarh	11
16	NER	Lucknow	Basti	3
17	NER	Izzatnagar	Shahamatganj	18
18	NFR	Alipurduar	Fakiragram	1
19	NFR	Rangiya	New Bongaigaon	1
20	NFR	Rangiya	Jogighopa	4
21	NFR	Tinsukia	Sibsagar Town	3
22	NFR	Tinsukia	Jorhat Town	5
23	NR	Firozpur	Jammu	7
24	NR	Firozpur	Moga	1
25	NR	Delhi	Ghaziabad	1
26	NR	Ambala	Saharanpur	1
27	NR	Ambala	Chandigarh	1
28	SCR	Secunderabad	Mandamari	2
29	SCR	Secunderabad	Rechni Road	2
30	SCR	Vijayawada	Ravikampadu	1
31	SCR	Guntakal	Panyam	1
32	SCR	Guntakal	Betamcheria	1
	Total			491

Annexure-2.5 b (Para 2.2.1) Sample Selection (Parking contracts)				
S. no	Zonal Railway	Division	Name of the stations	Number of contracts for parking etc.
1	SER	Kharagpur	Kharagpur	1 Car Parking and 2 Cycle stand
2	SER	Kharagpur	Santragachi	1 Car parking
3	SER	Kharagpur	Midnapore	3 Cycle stand
4	SER	Chakradharpur	Tatanagar	2 Car Parking, Motor Cycle, Cycle Stand
5	SER	Chakradharpur	Rourkela	2 Car Parking, Motor Cycle, Cycle Stand
6	SER	Chakradharpur	Jharsuguda	1 Car Parking, Motor Cycle, Cycle Stand
7	NER	Lucknow	Gorakhpur	5
8	NER	Lucknow	Lucknow City	1
9	NER	Lucknow	Naugarh	1
10	NER	Lucknow	Basti	2
11	NFR	Katihar	Katihar	2
12	NFR	Katihar	New Jalpaiguri	1
13	NFR	Alipurduar	New Cooch Behar	1
14	NFR	Rangiya	New Bongaigaon	1
15	NFR	Rangiya	Jogighopa	1
16	SCR	Secunderabad	Secunderabad	4
17	SCR	Vijayawada	Vijayawada	10
18	SCR	Vijayawada	Eluru	5
19	SCR	Vijayawada	Nellore	5
20	SCR	Guntur	Guntur	5
21	CR	Mumbai	Kalyan	5
22	CR	Mumbai	Lokmanya Tilak Terminus	1
23	CR	Pune	Pune	4
24	CR	Solapur	Solapur	2
25	CR	Nagpur	Nagpur	6
26	ER	Howrah	Howrah	2
27	SR	Chennai	Chennai Central	3
28	NR	Firozpur	Jammu	1
29	NR	Firozpur	Moga	1
30	NR	Delhi	Ghaziabad	3
31	NR	Delhi	New Delhi	2
32	NR	Ambala	Saharanpur	3
33	NR	Ambala	Chandigarh	4
34	ECoR	Khurda Road	Cuttack	4
35	ECoR	Khurda Road	Brahmapur	3
36	ECoR	Khurda Road	Bhubaneswar	2
37	ECoR	Visakhapatnam	Visakhapatnam	5
38	ECoR	Sambalpur	Sambalpur	1
	Total			108

Annexure 2.6 (Para 2.2.4)	
Utilization of plots by licensee/plot holders	
Railway	Audit observations
SER	Station-Kolaghat
	(i) Plot No. 32 (area 197 sqm) allotted to Shri Madan Mohan Bera was being utilized by Tusharkanti Jana as Chanachur factory and had permanent structure.
	(ii) Plot No.9 (area 372 sqm) which was originally allotted to Smt. Indar Devi Chopra had been rented to Jute Corporation of India and had permanent structure.
	(iii) Plot No.31 was originally allotted to Sri Haripada Maity and Kalipada Maity. Subsequently the plot was occupied by Sri Jitendranath Maity and sold to Shri Pravat Mondal at ₹ 1.95 Lakh on ₹ 50 non-judicial stamp paper in presence of witness. How the plot was transferred to Sri Jitendranath Maity was not available on record. The plot was being used as ceramic tiles and marble shop, stationery goods shop etc. by erecting permanent structure.
	(iv) Plot No. 67 was originally allotted to Sri BalaiDey. The plot was transferred to Sri Pravat Mondal by Power of Attorney on ₹ 50 non-judicial stamp paper through Notary executed by RiktaDey, PrabirDey, SubirDey and Baishakhi Chakraborty wife, sons and married daughter of Late Balai Dey.
	(v) Plot nos.1, 1A originally allotted to Shri Shridhar Chandra Dolui was transferred to his son-in-law Shri Ananta Kumar Nayak by deed of donation on ₹ 2200 non judicial stamp paper through registration in the state sub-registry office. The plot was presently being occupied by his grandson, Kaushik Nayak. The plots 1 & 1A is being utilized as Hardware shop, Hosiery factory and Wood stacking. In both the plots permanent structures has been erected.
	(vi) Plot no. 89 (area 849 sqm.) originally allotted to Shri Kishori Mohan Khan was being utilized by Ratan Lal Bothra and R. Bothra as Oil Mill and had permanent structure.
	(vii) None of the plots jointly inspected (at Kolaghat station) were properly demarcated and was being utilized unauthorized by persons other than original allottee.
SER	Station-Panskura
	(i) Plot No. 10B (S) (area 167 sqm.) originally allotted to Central Trading Co. was being used by Ram Krishna Ghorai. In compliance of the orders of Hon'ble High Court, Kolkata he was evicted in January 2017. Engineering department was asked to take over the plot but they refused to take over the same due to existence of pucca masonry structures on it leaving chances of unauthorized occupation. The plot was not fully vacated and was partly occupied unauthorized by one NimaiBhowmik who was running a flower shop. The plot had permanent structure.
	(ii) Plot no. 10 B (S) (area 948 sqm.) originally allotted to Smt. Sandhya Rani Dey was being utilized as Bakery (Raja Food Products) by Syed Imdad Ali and Kalpana Rani Jana. The plot had permanent structure.
	(iii) Plot number 3 B (S) (area 167 sqm.) originally allotted to D.A.Khan was being utilized as hotel, mobile shop, studio etc. by D.A.Khan, M.A.Khan and E.A.Khan. Plot had double storied building on it.
	(iv) Plot no. NIL(S) (area 255 sqm) originally allotted to W.A.Khan was being utilized by his son and had two storied building for residence and shops on the ground floor.
	(v) Plot no. 5B (S) (area 167 sqm) originally allotted to Basudev Mahapatra was being utilized by an outsider as residence and seed shop having permanent structure.
	(vi) None of the plots were properly demarcated. All plots were being utilized unauthorized by persons other than original allottee except in case of plot no. 3B (S) where the original allottee was running business with partners.
SER	Station-Andul
	(i) Plot No. 25 (S) measuring 636.50 sqm was allotted to National Tar Products. The company had unauthorized encroached an additional area of 1,105.54 sqm and requested (2008) the Railway Administration for regularization of the same. The Railway Administration had not taken any action to vacate the encroached land.
	(ii) Plot no. 1(S) (area 167 sqm) originally allotted to Samar Ghosh, Amar Ghosh and others was unauthorized occupied and utilized by others as Stationery, Sweet, Snacks, Tea , Gas Oven repairing shop and saloon.
	(iii) Plot nos. 2 and 3 (area 334 sqm.) originally allotted to Dulal Chandra Ghosh & Sons were occupied by Mrityunjoy Ghosh and eight others. The plots were used as Cycle/ Motor cycle stand and had permanent structure.
	(iv) Plot no. 4(S) (area 167 sqm) originally allotted to Mrityunjoy Ghosh was merged with plot nos. 2 and 3 without permission of the railway and was being used as cycle stand by Mrityunjoy Ghosh and eight others.
	(v) Plot no. 1(C) (area 465 sqm) allotted to Abdul Hakim was used as saw mill, storing of fire wood & timber, manufacturing of furniture. The plot had permanent structure.
	(vi) All the five plots jointly inspected were not properly demarcated. Out of five, three were unauthorized occupied.
SER	Station-Balasore
	(i) Plot No. NIL (area 929 sqm) and 6/1 (area 168 sqm) was allotted to N.K.Das and M/s M.G.P.Company. Both the plots were occupied by Ashok Kumar Agarwal and were being used as salt godown and had permanent structure.
	(ii) Other commercial plots, lying in between plots NIL and 6/1, which were handed over to Engineering Department earlier after vacation by plot holders were under unauthorized occupation and being utilized for residential purpose, club etc.

Annexure 2.6 (Para 2.2.4)	
Utilization of plots by licensee/plot holders	
Railway	Audit observations
SER	Station-Manoharpur
	(i) Plot Nos. 1A, 2A & 3A (area 20,955 sqm) were allotted to SAIL (formerly known as IISCO) for stacking of iron ore but loading was stopped from 2016.
	(ii) Plots were not demarcated and had no structure on it.
SER	Station-Kuldiha
	Fifty five plots (measuring 13,049 sqm) were allotted to Sri B.C. Dogra for stacking and dispatch of iron ore by trains. An additional area of 80 sqm was occupied by plot holder.
SER	General observations
	(i) Plots were allotted for stacking/storing of rail borne goods like jute, fire wood, paddy and other goods. After phasing out of the 'piece meal' and 'small' booking of goods in wagons, there was no scope to use the plots for the purposes these plots were originally allotted. Also, information about the present utilization of all the plots was not available with SMR.
	(ii) Railway had never made any survey about the uses of the plots except for 18 Plots out of 170 Plots under Kolaghat station in 2014. In respect of these 18 plots, railways found that these were being used for residence, shops including wine shops, satta corner, electric goods, auto standetc., occupied by outsiders and divided the plots in pieces among them etc. Audit conducted joint inspection[1]along with railway officials of Commercial Department and observed that
	(a) Presently the plots were being used for various other purposes like Hardware shop, Hosiery factory, Grill factory, Ceramic tiles and Marble shop, godown, Chanachur factory, Oil mill, salt godown, rented to Jute Corporation of India, Burning Ghat, Political Party office and miscellaneous other purposes.
	(b) Railway plots were given on temporary license basis. No plot holder was permitted to erect any permanent structure except with specific approval of the Railway Administration. It was, however, noticed that the plot holders had occupied the plots unauthorized and erected permanent structures. On plot number 3B(S), Nil (S) residential double storied buildings with shops have been constructed and at Kolaghat station double storied buildings have been constructed on plot number 18 and 25 made of RCC (reinforced cement concrete) column, brick and cement wall etc. Ceiling and top ceiling (in case of double story) were covered with tiles and asbestos etc. to give resemblance of a temporary structure.
	(c) Plots were illegally transferred from original allottee to sub-allottee and even by sub-allottees to other occupants through transferring on sale deed between the parties on low value non-judicial stamp paper in presence of witness and deed of donation and registered in the state government sub-registry office.
ECoR	Station-Cuttack
	(i) A plot of land measuring 10,876 sqm licensed to HPCL for the purpose of oil installations was not vacated though the depot was closed since February 2016. The structures were not dismantled so far.
	(ii) FCI siding adjacent to the Malgodown area closed long back was lying idle. The details of area occupied by the siding, date from which it is not in use and the proposal for commercial utilization of the vacant area by the Railway, if any, were not available on records.
	(iii) All the plots at Malgodown area were unauthorized occupied. Records on utilization, assessment and realization of license fee were not available.
ECoR	Station-Brahmapur
	One Oil Installation of BPCL with an area of 6253 sqm was in operation since pre-independence on license fee at the rate fixed by Railway. The plot was used in connection with Railway working, i.e., supply of petroleum products through tank wagons and unloading in the depot. Since POL traffic was stopped from October 2014, the Railway served notice to BPCL authorities on February 2015 to stop operation, dismantle the assets and surrender the land due to safety reasons. However, BPCL remitted license fee for 2016-17 for ₹ 6.91 lakh to Railway but Zonal Headquarters instructed the Divisional office not to receive cheque and evict BPCL from Brahmapur with application of Public Premises (Eviction of Unauthorized Occupants) Act 1971. The Railway terminated the license of BPCL (July 2016) and served seven day's notice (August 2016). The land under BPCL was not vacated. The Railway lost an occupation fee of ₹ 14.52 lakh during 2016-17 and 2017-18.
NFR	(i) One plot (350 sqm) was utilized by two parties at Fakiragram.
	(ii) Another Plot (area 5,320.84 sqm) at Jogighopa was being utilized by 14 parties for conducting business of transporting bamboo chips and coal by virtue of temporary stacking on orders issued from time to time by respective Divisional offices. No agreement was executed with any of them.
	(iii) Plot holders at two selected stations (SibsagarTownandJorhat Town) were not offering traffic to railways and using the plots for other business. They have stopped payment of license fee since 2014.
SCR	One plot of area 7,305 sqm at Rechni Road was licensed to M/s Naresh Kumar Company Pvt. Ltd. but the plot was being used by M/s SCCL with permanent construction of Lorry Weigh Bridge and office structure. No action has been taken by Railway Administration against the plot holder.

Annexure 2.7 (Para 2.2.7)									
Sub-letting of plots by the original licensees									
Name of Station	No. of Plot Holders	Occupied by Original allottee	Transferred in the name of present occupant	Occupied by legal heir on power of attorney	Occupied by Other than legal heir on power of attorney	Un-authorized heir of original allottee	Un-authorized by outsiders	Others (viz no record available or not allotted)	Percentage to total
SER	217	65	1	2	22	30	65	32	
NER	66	28	0	7	0	4	22	5	
ECoR	177	33	0	0	0	0	0	144	
SCR	7	3	0	0	0	0	0	4	
Total	467	129	1	9	22	34	87	185	
		27.62	0.21	1.93	4.71	7.28	18.63	39.61	

Annexure 2.8 (2.2.6.1)										
Fixation and realization of license fee										
Railway	Name of the station	Present occupant of commercial plots	Area of the plot (In sqm.)	Purpose for which plot was being utilised	Annual Licence fee fixed by Railway	License fee paid (Yes/No)	Annual licence fee as assessed by Audit as per Railway Board's instructions/guidelines of 2005 (in ₹)	Short realisation (in percentage)		
					(as on April,2016) (in ₹)					
SER	Andul (ADL)	National Tar Product	(i) 637	Coal tar	(i)109356	No	(i)234334	114		
			(ii)1106 unauthorisedly occupied		(ii) Nil		(ii) 407016			
		Janab Abdul Hakim	464	Timber	78114		No	171010	119	
	Kolaghat (KIG)	Sk. Rejjak and ChittaranjanGoswami	BhabhaniRanjanChakraborty	372	Residence and Godown of Steel	10299	No	249231	2320	
				372	Iron rod and corrugated sheet	10299	No	249231	2320	
				197	Food product (Chanachur)	5472	No	132399	2320	
				191	Garment manufacturing	5310	No	128475	2319	
				162	Saw mill	4506	No	109032	2320	
				254	Marble Godown	7029	Yes	170098	2320	
				492	Marble shop	13647	No	392536	2776	
	Panskura (PKU)	SubodhPramanik	Four sons of W.A.Khan	167	Fruit whole sale business	5182	Yes	249596	4717	
				255	Two storied building	7769	Yes	381381	4809	
				929	Petrol pump	25900	Yes	1386811	5254	
				899	Petrol pump	23312	Yes	1341878	5656	
				948	Raja Food product (Bakery)	25900	Yes	1414577	5362	
NFR	SRTN	ONGC	10845.57	Petroleum product	631646	Yes	618838	14		
			JTTN	IOCL	1546.37	Petroleum product	Nil	No	48649	100
					1081.29	Petroleum product	Nil	No	144463	100
					2082.63	Petroleum product	79777	Yes	79777	0
					1393.54	Ballast Quarry	80562	Yes	80562	0

Annexure 2.9 (Para 2.2.7)	
Licensing of land for Cycle/Motor Cycle/Scooter/Car parking	
Zonal Railway	Audit observations/findings
SER	<p>At Kharagpur (North side) the licensee Magan Pandey had stopped payment for cycle stand (1,402 sqm) since August 1983 and filed court case (in 1983) against eviction notice issued by the Railway Administration. Though the plot was evicted in August 2013 after the Court's order Railway Administration failed to recover outstanding license fee amounting to ₹0.84 crore pertaining to August 1983 to August 2013.</p> <p>After expiry of contractual period for cycle stand at Midnapore-I (456.25 sqm) in May 2009, licensee was served termination notice in July 2013. The licensee filed Court case in September 2013 against the termination notice. Thereafter, the licensee was served termination notices on expiry of two remaining contracts of Midnapore-II (225 sqm) and Midnapore-III (610 sqm) against which the licensee once again filed Court case. However, the licensee paid the license fee which was accepted by the Railway Administration. SMR was unaware of the area of the plot of Midnapore cycle stand handed over to the licensee for running the cycle stands. It was noticed that the licensee unauthorized occupied additional two plots of area 100 sqm (approx.) each case.</p> <p>At Tatanagar M/s Sahakar Global Ltd. was awarded the contract for cycle stand and car parking (9,848.96 sqm) from October 2015 to January 2018. The firm stopped the working from July 2016. Thereafter, the Railway Administration run it departmentally till July 2017. Railway Administration awarded a new contract (July 2017) to M/s Dream Homes Infrastructure without executing the agreement till joint inspection conducted in August 2017. Also, no record on deployment of number of staff and revenue collected were made available to audit.</p> <p>At Rourkela out of 4,930 sqm of parking area, man power was not deployed for collection of parking charges in respect of 2,500 sqm. Six Group 'C' and six Group 'D' staff besides one Supervisor were engaged in manning only cycle and scooter stand while the car parking stand remained unmanned. It was observed that the earnings from stand/parking was only ₹ 1.66 lakh per month whereas the expenditure on staff deployed was ₹ 5 lakh per month as assessed in audit.</p>
ECOR	<p>Parking area (2,000 sqm) was lying vacant at Bhubaneswar station. Public and private vehicles were parked without any revenue to the Railway Administration. Railway Administration had no plan for garner revenue from the parking plot.</p> <p>At Brahmapur capacity of the parking plot (1,324 sqm) was 114 cycle and 239 motor cycle/scooter at any time of the day (24 hours). The parking fee is charged on 12 hours parking time basis. The Railway Administration fixed the reserved price based on 57 cycle and 120 motor cycle/scooter (i.e half of the capacity) in 12 hours instead of 114 and 239. As such reserve price was calculated less as should have been. License fee ₹ 25.16 lakh was fixed and collected for the period from 2013-14 to 2016-17 instead of ₹31.76 lakh as assessed by audit resulting in short realization of ₹6.60 lakh.</p> <p>At Visakhapatnam for Cycle and Car parking (5,673.5 sqm) annual increase of ten percent over the previous year's license fee of ₹ 50.01 lakh on 1.4.2016 was not done at the time of realization of license fee resulted in short realization of ₹ 5 lakh.</p> <p>In another parking plot (1844 sqm) annual increase of ten percent over the previous year's license fee of ₹16.61 lakh on 1.4.2015 at the time of realization of license fee was not done resulted in short realization of ₹1.66 lakh. Similar increase was not done from 1.4.2016 resulting in short realization of ₹ 1.8 lakh.</p> <p>Similarly in other parking plot (1,640 sqm) annual increase of ten percent was not done over the previous year's license fee of ₹ 4.79 lakh on 1.4.2016 resulting short realization of ₹ 0.47 lakh.</p>
ER	At Howrah Station, the period of licensing of Car parking Stand I and Stand II expired on 7-10-2017 and 17-7-2017 respectively, the licensee has deposited the license fee beyond the period of contract. Documents regarding extension of contract were not found on record. A tender has been floated for both the taxi stands with date of opening on 23.08.2017.
NER	At Gorakhpur contracts were awarded for two cycle stands. Contractor did not deposit license fee from September 2015 to June 2016. He left the work in June 2016 with the total outstanding license fee of ₹69.33 lakh. Railway Administration adjusted ₹51.99 lakh from security deposit and performance guarantee. A sum of ₹17.33 lakh was still recoverable from the contractor.
NFR	<p>At Katihar, after expiry of agreement, the contractor was allowed to run the business on quotation basis for a period of one year after a gap of three months. A sum of Rs. 1.67 lakh was outstanding against him. Further, for two parking plots having area of 1,318.5 sqm and 2,200 sqm, there was no agreement in force for collection of parking charges for two and three months respectively in 2015. Railway sustained a loss of ₹ 1.81 Lakh during that period.</p> <p>At New Cooch Behar, after expiry of three years agreement in May 2016, the contractor was allowed to run business for nine months on quotation basis. Fresh agreement was executed with him in February 2017. An amount of ₹4.36 lakh was, however, outstanding against him for the earlier period of contracts.</p> <p>At Jogighopa, no agreement was in force in different spells for a total of 27 months during the period from September 2015 to November 2017 for a plot of 7,500 Sqm involving loss of earning to the tune of ₹14.13 lakh.</p>
CR	<p>At Chatrapati Shivaji Maharaj Terminus (CSMT), Engineering Department of Mumbai Division had completed the work of development of parking area beside Platform No. 18 at CSMT station on P D'mello Road side entry in March 2012 by incurring expenditure of ₹ 56.30 lakh. The area was not allotted on Pay and Park basis by Railway Administration. It was noticed that huge available parking area was used by passengers and private taxis for parking their vehicles without making any payment. As the CSMT is a A1 class station and has potential for getting high rates for Pay and Park plots, the Railway Administration lost revenue of ₹2.44 crore due to non-allotment of parking contract during April 2012 to June 2017.</p> <p>At Kurla, contract for provision of Pay and Park facility was awarded in July 2013 to Sushila Trading Corporation at ₹19 lakh per annum for a period of three years. The contractor made advance payment of three months' license fee of ₹4.75 lakh. As the Railway Administration could not provide the leveled parking space to the contractor, the pay and park facility could not be commenced on this land. The Pay and Park plot at Kurla is still lying vacant. Railway Administration lost revenue of ₹74.42 lakh from August 2013 to June 2017 due to not providing the land properly leveled for parking of vehicles.</p> <p>At Ghatkopar, contract for provision of Pay and Park facility was awarded to Sani Consultancy Pvt. Ltd. at Ghatkopar stations at ₹21.67 lakh per annum for a period of three years. The contractor made advance payment of three months' license fee amounting to ₹5.41 lakh. However, the Railway Administration failed to provide proper entry and exit gates at Ghatkopar station to the contractor. As a result, the pay and park facility could not be commenced in these plots. Railway Administration sustained a loss of revenue of ₹ 48.75 lakh from August 2013 to October 2015 as assessed in audit.</p>

Annexure 2.10 (Para 2.2.9)									
Un-authorized occupation of Commercial Plots									
Zonal Railway	Station	Division	Total number of plots	Area of the plots (in sqm)	Number of plots under encroachment	Area under encroachment		Percentage of land under unauthorised occupation/ encroachment	Purpose for which plots were unauthorised used
						(in sqm)	(in sqm)		
SER	ADL,KIG,PK U,BLS	KGP	212	55,603	119	31,173	56	Factories, shops, Godowns etc.	
ECoR	CTC	KUR	144	42,523	144	42,523	100	Not available	
NER	NUH, CLJ	LJN	32	19,337	28	17,479	90	Not available	
NFR	SRTN	TSK	1*	10,845.58	NA	3,318.42	30.59	Petroleum product	
SCR	RECH	SC	2	14,305	1	7305	51	Lorry weigh bridge	
NR	No unauthorised occupation of commercial plot in NR								
CR	No commercial plot in CR								

* A part of licensed Plot No. L/SRTN/2160 was unauthorisedly occupied by outsider.

Annexure 2.11 (Para 2.2.10)				
Commercial plots under litigations				
Zonal Railway	Division	Station	Number of plots involved	Audit observations/findings
SER	Kharagpur	Andul	21	Railway Administration was permanently restrained from enhancement of license fee for the commercial plots by court (1969).
				Since 1997 the plot holders of Andul station did not pay licence fee.
				After enhancement of licence fee (February 2006) the plot holders again filed case against the railway in court and Civil Judge (Jr. Division), Howrah observed that Railway appeared and filed their written statement without contesting the suit. As such the suit proceeded ex parte against Railway
	Balasore	2	Plot No. NIL and 6/1 were allotted to N.K.Das and M/s M.G.P.Company. Both the plots were occupied by Ashok Kumar Agarwal unauthorisedly and were being used as salt godown by erecting permanent structure and paying license fee.	
			Railway Administration issued demand notice (November, 2013) for payment of license fee at enhanced rate from April 2011 to March 2014.	
			The plot holders refused to pay the enhanced licence fee on the plea that the Railway Administration fixed the licence fee at higher rate of land value compared to the value of land in the area.	
	Midnapore	3	After expiry of the contract period for three cycle stands, the licensee was served notice (July 2013) to vacate the plots. The party filed case (September 2013) in the High Court, Calcutta.	
			The court instructed (September 2016) railways to take possession of the plots but before that a surveyor shall take the measurement of the plots in presence of both the parties and prepare a sketch.	
			Survey was awaited.	
Chakradharpur	Kuldiha	1	Commercial plots measuring 13049.16 sqm were allotted to Shri B.C. Dogra, for the purpose of stacking of iron ore for despatch by Railways.	
			In May 2004 Divisional Office CKP issued termination notice to the plot holder due to offering insufficient traffic to the Railways. The plot holder had paid licence fee upto 2003.	
Manoharpur	4	M/s Biri Trading Company was allotted four commercial plots in 1962 and 1975 for stacking timbers for despatching the same by Railways.		
		In July 2009 Divisional office, CKP issued termination notice to the plot holder due to non-offering of traffic to the Railways.		
ECoR	Khurda Road	Cuttack	144	144 plots on Railway land was licensed to the traders in Malgodown area in Cuttack since 1925 to1985.
				Railways issued notice to the licensees in January,2002 for payment of license fees with arrear for the period 01.04.1986 to 31.03.2002 in terms of Railway Board's order dated 29.8.1995.
				Eviction notice was issued to the licensees due to failure to make payment of licence fees with arrears.
				Estate officer/KUR also directed the licensees to pay license fee along with interest thereon for period 01.04.1986 to 31.03.2002.
				Challenging the order of Estate officer, the licensees preferred a writ petition before Hon'ble Court.
NER	Izzatnagar	Shahmatganj	18	Commercial plots had been allotted to different allottees prior to 1985 who did not pay outstanding license fees and renew the contract agreements in 2005.
				Again in 2011 and 2012, NER administration issued notices to all allottees to deposit the outstanding license fees and to renew the contract agreement.
				In December, 2013 notice was issued to allottees to clear their outstanding dues and vacate the land.
				Railways filed cases against the defaulting plot holders in the Court of the Estate officer.
SCR	Secunderabad	Secunderabad	1	There was dispute in the area of land made available towards parking space to the contractor.
				Based on the representation of the contractor, the area was re-measured and correct area arrived at.
				The applicant claimed for refixation of licence fee from the date of allotment, which was not agreed to by the Railways.
				The contractor sought arbitration and then filed case in the Hon'ble High court of Andhra Pradesh on account of delay in arbitration proceedings.
				The case is under listing.

Annexure 2.12 (Para 2.6)				
Statement showing non-realization of Way Leave (WL) charges from parties/firms				
Sl. No.	Zonal Railway	Name of the Divisions	Total number of parties/ firms who were granted way leave facility	Total outstanding amount as on 31 March 2017
				(₹ in lakh)
1	CR	Mumbai	34	44.18
		Bhusawal	374	51.4
		Nagpur	26	253.36
		Pune	63	306.04
2	NCR	Allahabad	41	1005
		Jhansi	68	177
		Agra	10	109
3	ER	Howrah	2	103.52
		Asansol	41	5.77
4	SECR	Nagpur	87	110.99
5	NR	Lucknow	179	2380.6
		Delhi	28	1422.18
6	NER	Gorakhpur	1	550.82
Total	6	13	954	6519.86

Say ₹ 65.20 crore

Annexure 2.13 (Para 2.7)															
Statement showing Zonal Railway wise position of coaches fitted with LED destination boards															
Zonal Railway	Railway Board's sanction for 500 coaches (sanctioned in September 2008)	Railway Board's sanction for 5,000 coaches (sanctioned in August 2009)	Railway Board's sanction for 10,000 coaches (sanctioned in April 2010)	Total No. of coaches to be fitted with LED boards as per RB's sanction/ allotment (col. 2+col. 3+col. 4)	No. of coaches fitted with LED destination boards in Zonal Railways	No. of coaches received from Coach Production Units 2009-10	No. of coaches fitted with LED destination boards received from Coach Production Units	Total no. of coaches in Zonal Railways fitted with LED destination boards (col. 6 + col. 7)	Rate at which the LED boards procured and fitted in Zonal Railways	Rate at which the LED boards procured and fitted in Production Units	Expenditure incurred on LED boards fitted in Railways (col.8*col.9)	Exp. incurred on LED boards in fitted in the Production Units (col.7*col.10)	No. of LED destination boards fitted in coaches not functional in Zonal Railways	Expenditure incurred on non functional LED Boards	Reasons for non-functioning of LED destination boards
1	2	3	4	5	6	7	7A	8	9	10	11	12	13	14	15
CR	0	500	800	1300	201			201	125000		25125000	0	0	4401600	The LED boards were functional within warranty but no AMC was provided. The depot did not have expertise in its maintenance. Sr. DME (Cog), Mumbai stated that remote control units were not received from PUs and therefore the LED destination Boards were not in working conditions.
					146			146	104800		15300800	0	42	4401600	
					347			347			40425800	0	42		
ER	100	500	1000	1600	223			223	123583		27559009	0	152	18784616	Warranty period for maintenance of LED destination boards had expired and the Original Equipment Manufacturer with whom the maintenance work was entrusted did not respond to the work. Also 16 LED boards were not functional due to mechanical defect.
				0	100			100	109340		10934000	0	0		
				0	159			159	126113		20051967	0	159	20051967	
					482			482			58544976	0	311	38836583	
ECR	0	150	700	850	0	1213	21	21	125000		26250000	0	21	26250000	Coaches were received from BEML fitted with LED destination boards without remote unit
ECOR	0	250	400	650	0	0	0	0	0	0	0	0	0	0	
NCR	0	150	200	350	150			150	109784		16467600	0	150	16467600	Master unit defective, display not working and power supply unit defective.
NER	0	250	400	650	400			400	106240		42496192	0	400	42496192	Coaches fitted with LED boards have not been attached to nominated rakes. No AMC and technical support available.
NFR	100	250	400	750	750			750	127581		95685750	0	750	95685750	Non-maintenance by the Authorities
NR	0	500	1200	1700	437			437	108200		48625000	0	389	48625000	Defective/No technical expertise available
NWR								330	108200		34066000	0	328	35489600	Electrical faults encountered during service
								75	107625		8071875	0	10	1076250	
								74	77723		5751502	0	0	0	
								150	109469		16420350	0	48	5254512	
								245	107364		26304180	0	556	59694384	
	100	200	400	700	674	876		674			70613907	0	942	101514746	No AMC/spares available
SCR	100	400	850	1350	943	1599	0	943	125000		117875000	0	866	108250000	Became non-functional after POH and consequent disintegration of rakes. Fuses and MCBS
SER	0	500	800	1300	322	1158	0	92	125000		11500000	0	92	11500000	were dislocated by electric department during POH. Remote control units were kept at the base coaching depot.
								230	123000		28290000	0	230	28290000	
								322			39790000	0	322	39790000	
SECR	0	200	250	450	200	0	30	230	125000		28750000	0	230	28750000	Non execution of AMC after expiry of initial contract and non update of data base
SR	100	400	1000	1500	175	2217	0	175	125000		21875000	5460972	175	27335972	AMC contractor during initial contract period. Out of 30 BEML coaches, 11 coaches were received without remote control units. All LED destination boards fitted in 30 coaches were non-functional.
SWR	0	200	550	750	544			544	125000		68000000	0	128	16000000	No execution of AMC after expiry of initial contract and non update of data base
WR	0	400	850	1250	885	0	0	885	125000		110625000	0	367	48875000	Non-functional due to failure of power supply, display related problems, defective master card, Radio modem design faults, non-conformity with RDSO specifications.
WCR	0	150	200	350	0	0	39	39	125000		4875000	0	39	4875000	Faulty power supply box, wiring problems and defects in Master Display Boards, problems in PCB and moisture in display boards.
Total	500	5000	10000	15500	6309		90	6399			982648908	5460972	5132	621528443	Non-updation of data base

Annexure 2.14 (Para 2.13)									
Statement showing loss of revenue due to non imposition of Engine Hire Charges beyond permissible free time in SGTPS Siding/Birsinghpur									
Year	No of rakes unloaded during the year in the unloading point	No of rakes involved where detention exceeded permissible free time (5 hours)	Percentage of rakes where detention exceeded permissible free time	Total hours of detention beyond permissible free time	Total No of engines involved	Amount of Engine Hire Charges recoverable (**)	Amount of Service tax accrued	Remarks	
2009	558	167	29.93	450	334	6957000	-		
2010	622	275	44.21	635	550	9890720	-		
2011	653	307	47.01	906	614	14846880	-		
2012	698	408	58.45	1339	816	23977800	226209	Service tax introduced from October 2012 which also includes Education cess 2% and higher edu cess 1% vide Railway Board's RC No. 29 of 2012 dated 28-9-2012 AND revised from time to time	
2013	707	571	80.76	2101	1142	39953080	1481459		
2014	670	636	94.93	2637	1272	58825840	2181262		
2015	590	506	85.76	2247	1012	55354120	2164421		
2016	620	494	79.68	1948	988	54434660	2409312		
2017(*)	164	120	73.17	319	240	9244620	416008		
Total	5282	3484	65.96	12582	6968	273484720	8878671		
Grand total							282363391		
							28.23	Crore	

(*) For the year 2017 data is upto March 17

(**) Engine Hire charges in Col 7 above have been calculated on the basis of detail date wise detention of rakes from the time "Placement" to "Release" in the siding minus unloading time of five hour for BOXN wagons / two hours for BOBRN (Hopper) wagons as prescribed in Rule (K-2 Para 6). Detention in Engine Hours so arrived at have been multiplied by No of engines used (2 engines in most of cases) and then multiplied by "All India Engine Hour Cost (AIEHC) for recovery of siding and shunting charges" as circulated from time to time by the Railway Board in their Rates Circulars.

Annexure 4.1 (Para 4.1)				
As per para 26.2.1 of the Agreement with the Company, an amount of ₹ 2228.63 crore is to be paid by Railways to the company towards maintenance, on completion of supply of diesel locomotives at prescribed rate of maintenance fee as follows:				
Number of locomotives to be maintained for		Cost of one locomotive (₹ in crore)	Total Percentage of maintenance cost for	Total maintenance cost to be paid by Railway to company (₹ in crore)
Nine years	For first 250	14.65	<u>47.25</u> ^[1]	1730.53
Four years	Next 250	14.65	<u>13.6</u> ^[2]	498.1
	Beyond 500	There is no specific clause for maintenance of remaining 500 out of 1000 locomotives to be supplied by the Company. The supply of 501 st locomotives onwards would start from the seventh year onwards while the first maintenance depot for maintenance of these locomotives would be transferred in the tenth year. Similarly, a number of locomotives which would be received under the lot of 251 to 500 would be without maintenance cover even before transfer of first maintenance depot to Indian Railways. The maintenance of these locomotives by the Indian Railways would have to be obtained through the company as per agreement, the cost implications for which are likely to be significant, but not quantified in the contract agreement.		
Total			2228.63	
[1] Total percentage of maintenance cost of 1 to 250 locomotives for nine years = (3.25%*3 years)+(6.25%*1 years) + (3.25%*3 years) + (18.25%*1 years) + (3.25%*1 years) = 47.25 %				
[2] Total percentage of maintenance cost of 251 to 500 locomotives for four years = {(3.25%*3 years) + (6.25%*1 years)}*85%= 16*85% = -13.6%				

Annexure 5.1 (Para 5.1) - Status of MTRC projects							
S. no	Group	Zonal Railway	Name of the section where MTRC Project implemented	Route KM	Year of inclusion in Works Programme	Status as on 31-03-2017	Audit findings
1	New Delhi-Ambala-Ludhiana-Jammu	NR	New Delhi-Ambala-Ludhiana (including New Delhi-Palwal section and Delhi area)	372	2000-01	Completed	The work is physically completed, financial closing pending. The project/work was commissioned in August 2013 and handed over to open line in November 2016. The system was not seen to be working over Palwal-Ludhiana as seen in Audit in July 2017.
2	Tawi	NR	Ludhiana-Pathankot-Jammu-Tawi-Amritsar	456	1999-00	Work in Progress	The estimate was sanctioned in 1999-2000. The work is yet to be completed. As of January 2017, physically progress was 80 per cent financial progress was 74 per cent. Out of 63 nos. 49 nos. BTS commissioned. For balance 14 new sites, towers at 08 locations erected & in progress at 06 locations.
3	New Delhi-Palwal-Mathura-Jhansi-Bina	NCR	New Delhi-Jhansi (excluding Palwal-Mathura)	270	2001-02	Completed	Entire work completed material reconciliation done. The system on New Delhi-Palwal has been commissioned on 29.08.2013 and stated to be working. However, the system is not effectively utilized as the communication amongst Driver, Guard, Control office and station is not working due to weak signal between New Delhi-Palwal. As per the railway administration records, the MTRC system is functional over New Delhi - Jhansi section. However, review of records over NCR showed that there is no utilization of the MTRC system on this as the maintenance system (AMC) is not in place and MSC at Agra is defective.
4		NCR	Palwal-Mathura	83	2004-05	Completed	Entire work completed, material reconciliation is prepared. Final variation to be prepared. As per the railway administration, the section is functioning satisfactorily. However, Audit observed that MTRC system is not being utilised over this section as the maintenance system (AMC) is not in place and MSC at Agra is defective.
5		NCR	Jhansi-Bina	150	2013-14	Work in Progress	The project consisting 150 RKM was planned by IRPMU in the year 2013-14. This is a part of the New Delhi-Nagpur route which is divided in to five sanctioned works viz. New Delhi-Jhansi (excluding Palwal-Mathura), Jhansi-Bina, Bina-Itarsi and Itarsi-Nagpur for the purpose of MTRC system. Tender of the said project floated in January 2016 was discharged (January 2017) with recommendation for re-inviting the same with wide publicity. The tender was again invited (20.01.2017) with date of opening of bid 06.03.2017, which was yet to be finalized. Estimate has been prepared and sanctioned.
6	Bina-Itarsi	WCR	Bina-Itarsi	230	2013-14	Work in Progress	The work of Jhansi-Bina MTRC (without MSC) 150 kms has since been transferred from Jhansi Division to IRPMU in September 2016 to be executed by IRPMU on grounds of similar work for Ghazabad-Mughalsarai being under execution at IRPMU.
7	Itarsi-Nagpur	CR	Itarsi-Nagpur (without master switching centre)	290	2013-14	Work in Progress	Tender open on January 2016 brief note for technical bid vetted by Accounts and tender case with TC. Estimate has been prepared and sanctioned (September 2016). The contract for the work is yet to be awarded.
8	New Delhi-Ghazabad-Aligarh	NR	New Delhi-Ghazabad including Delhi-Sahibabad	38	2016-17	Work in Progress	Detailed Estimate is under vetting.
9	Junction-Etawah-Mughalsarai-Dhambad-Howrah	NCR	Etawah: Indoor equipment, recording system & CNL equipment in connection with CNL center, Ghazabad -Kanpur	410	2002-03	Work in Progress	Part of work Etawah-Aligarh completed in No. 2013. Due to power supply issue from electrical dept., the system was switched OFF & restored on March 2016.
10		NCR	Aligarh: indoor equipment, recording system & CNL equipment in connection with CNL center (Kanpur-Mughalsarai), KFW Work	350	2002-03	Work in Progress	System offered to Allahabad division with hand set & SIM for use in Oct-16. But due to problem in Agra MSC (in which the SIMs are to be programmed), system could not be put into use. In the part section Aligarh-Etawah (170 RKM), major works related to MTRC were completed (November 2013). The completion report is yet to be drawn and MTRC could not be put under use due to non-completion of whole work. In respect of works of other sections i.e. Ghazabad-Aligarh and Etawah-Kanpur-Mughalsarai, estimates have been prepared and sanctioned (March 2005 to July 2007), but the works are yet to be completed.

Annexure 5.1 (Para 5.1) - Status of MTRC projects								
S. no	Group	Zonal Railway	Name of the section where MTRC Project implemented	Route KM	Year of inclusion in Works Programme	Status as on 31-03-2017	Status of the project	Audit findings
11		ECR	Mughalsarai - Dhanbad	400	2000-01	Completed	Not in operation	The system has been commissioned. However, the same is not being utilized due to the following reasons: <ul style="list-style-type: none"> • MTRC system is not available from Dhanbad to Howrah and Mughalsarai to Delhi. • There exist a blind spot between Koderma – Gaya section of 0.5 RKM • There is a failure of connectivity between Base Station Controller and Mobile Services Switching Center provided by Railtel Communication India Limited (RCL). • There is shortage of mobile equipment. • Annual maintenance support for the system is not in place.
12		ER	Dhanbad - Howrah	270	Not available	Completed	Not in operation	The system was commissioned in (22 January 2017), but not operational due to the following reasons: <ul style="list-style-type: none"> • M/s Nortel (OEM) had commissioned the system, but as OEM has since been closed, the system is not working. To be operational, the system is required to be upgraded. • MSC of Nortel at Kolkata is not working and MSC (proposed) at Tundla is required to be relocated to Kolkata.
13	Kanpur-Lucknow	NCR	Lucknow-Kanpur	75	2007-08	Completed	Completed	The section has been commissioned (February 2015) but not functional till the completion of MTRC project in New Delhi – Kanpur section. Lucknow Division has not taken over due to continued deficiencies in the work of MTRC executive over this section. The system was offered to NR with hand sets in October 2015 to Sr. DSTE/LKO but not taken over. Now the same is under process with Dy. CSTE/MW/NR for handing over the system.
14	Bally-Shaktigarh	ER	Bally-Shaktigarh	90	2008-09	Work in Progress	Not in operation	Tender terminated. Estt. Vetted on 15.04.2016 & sanctioned on 03.05.2016
15	New Bongaigaon - Kamakhya-Guwahati-Lumding	NFR	Kamakhya-Goalpara-New Bongaigaon	175	2012-13	Work in Progress	Not in operation	Estimate revised due to inclusion of spectrum charges of MTRC for one year instead of three years. Revised estimate sent to HQ finance on 08.01.2016 for vetting. After finance observation case return on 08.03.2016 and resubmitted on 17.03.2016. Return on 22.06.2016 with finance observation. Submitted to HQ on 27.07.2016.
16		NFR	Guwahati-Lumding	181	2012-13	Work in Progress	Not in operation	Estimate revised due to inclusion of spectrum charges of MTRC for one year instead of three years. Revised estimate vetted by Divisional finance on 11.12.2015 and sent to HQ on 01.03.2016. Case returned by HQ finance on 08.03.2016 with finance observation. Resubmitted on 08.09.2016, finance return unvetted on 26.09.2016. The system has been commissioned. However, only 200 OPH sets out of 968 OPH sets with NFR are working as against the total projected requirement of 1800 OPH. Thus, there is no utilization of MTRC over NFR.
17	Churhigate-Virar-	WR	Churhigate-Virar-Repl. suburban section & integration with MTRC of Central Railway	60	2012-13	Work in Progress	Not in operation	Survey & designing of system completed. Site survey for indoor equipment installation at existing locations completed. Land location for erecting new tower approved. CMRTS license received from DOT on 17.12.2015. WPC license for spectrum frequency is received on 22.08.2016. Tower design, soil testing report of JOS is received & BA is awaited. Space for pole mast at CCG station building is under process.

Annexure No. 7.1 (Para No. 7.1)							
Statement showing the sites identified for commercial development by RLDA and their current status							
S. No.	Zonal Railway (Division)	Name of Site	Area	Whether Consultant appointed	Status of Tender for development of land	Whether Developer appointed	Current status
			(in sqm)	(Month)			
1	SCR (Vijaywada)	Near Railway Hospital (Poornandam Pet) Vijaywada	1497.337	Yes (November 2007)	(i) 11.09.09 but cancelled	Yes (December 2010, March 2017)	In both the cases, RLDA had to cancel the LOA as both the parties did not deposit 1 st instalment of lease premium.
					(ii) 2010		
					(i) (iii) June 2014		
					(ii) (Cancelled) (iii) (iv) November 2016		
2	ECoR(Waltair)	Daba Gardens (Ambedkar Circle, Visakhapatnam)	1999.1471	Yes (May 2007)	14.06.2008	Yes (April 2014, November 2017)	
					11.09.2009		
					27.08.2013		
					01.08.2016		
3	NR (Ferozpur)	Katra (Ferozpur)	42775.272	Yes (March 2008, January 2015)	Dec-10	No	After non receipt of bid in December 2010, RLDA took about five years in re-appointment of Consultant.
4	NCR (Jhansi)	Kampoo Kothi, Gwalior (Jhansi)	5989.348	Yes (August 2010)	27.10.2015	No	RLDA took much time in appointment of Consultant. No suitable offer was received for development in October 2015 and August 2016.
					(No bid received)		
					Aug-16		
5	SCR (Nanded)	Part of old ITDC Hotel, Aurangabad	38971.23	Yes (November 2007, September 2013)	(i) 12.02.2010	No	RLDA rejected highest offer received for development of land. Subsequently, no offer was received.
					No bid received		
					(ii) 01.02.2011		
					Highest bid for ₹ 55.52 crore was received but rejected.		
					(iii) 31.01.2017		
					No bid received.		
6	NCR (Jhansi)	Gola ka Mandir, Gwalior	13216.64	Yes (August 2016)	Jul-08	Yes (August 2009)	The land could not be developed so far due to injudicious exchange of railway land by RLDA which led to litigation and avoidable payment of
7	SCR (Secunderabad)	Near Moula Ali flyover, Telangana	88962.005	Yes (November 2007)	--	No	Change in decision of Railway for use of land and non-finalization of open space reservation (OSR) clause delayed the project.
8	SR (Chennai)	Kakkapalam, Padi (Chennai)	21003.18	Yes (January 2008)	--	No	No offer was received during tender in view of OSR issue which could not be resolved till date.
9	SR (Salem)	Plots at Salem market station Salem (Salem)	3318.422	Yes (December 2010)	15.03.2017	No	Decision of Railway to develop only one plot instead of two led the Consultant to revise its report. RLDA also delayed tender process for development of land.
10	SR (Tiruchirappalli)	Plot at station Nagapattinam (Tiruchirappalli)	1294.994	Yes (December 2010)	--	No	Matter of change in land use was not taken to appropriate authorities due to which the same could not be finalized so far.
11	SR (Tiruchirappalli)	Plots at station Pattukoti (Tiruchirappalli)	8012.776	Yes (March 2016)	--	No	Delay in providing land details and further verification of land delayed appointment of Consultant

Annexure No. 7.1 (Para No. 7.1)							
Statement showing the sites identified for commercial development by RLDA and their current status							
S. No.	Zonal Railway (Division)	Name of Site	Area	Whether Consultant appointed	Status of Tender for development of land	Whether Developer appointed	Current status
			(in sqm)	(Month)			
12	SR (Tiruchirappalli)	Plots at station Villipuram (Tiruchirappalli)	7081.999	Yes (May 2016)	--	No	Delay in providing land details, delay in inspection of land and further delay in appointment of Consultant led to delay in development of land.
13	ECR (Samastipur)	On station approach road, Raxaul(Samastipur)	22581.46	Yes (November 2007)	07.07.2017	No	Delay in obtaining complete land records from Railways and State Govt. and further delay in obtaining NOC from Executive Officer led to re-engagement of Consultant and further delay in development of land.
14	NCR (Allahabad)	Nirala Nagar, Kanpur	264886.99	Yes (May 2007)	--	No	Railway Board delayed approval for residential development of land which delayed the appointment of Consultant.
15	NEFR (Katihar)	Burdwan Road Siliguri (Katihar)	11994.882	Yes (January 2008)	--	No	Consultant submitted report in January 2009 but action could not be taken as non-encumbered land was not provided by Railways.
16	NR (Delhi)	Ashok Vihar New Delhi (Delhi)	132494.08	Yes (November 2007 and August 2016)	--	No	Railway delayed approval for residential development due to which Consultant was again appointed.
17	WR (Rajkot)	Old station area Jamnagar (Rajkot)	11088.39	Yes (November 2007)	--	No	Consultant submitted report in August 2010 but action could not be taken as non-encumbered land was not provided by Railways.