

Annexure-I
Sample selection for the Performance Audit on Disaster Management in Indian Railways
(Para 1.7)

Zonal Railway	Control rooms	Hospitals	Stations					Self Propelled Accident Relief Trains	Accident Relief Trains	Accident Relief Medical Vans	Express / Mail train Nos
			A	B	C	D	Others				
Western	Mumbai BCT Ratlam	Mumbai Ratlam Vadodara Ahmedabad Rajkot Bhavnagar	Mumbai Central Surat Indore	Udhana Nagda Dahod	Churchgate Bandra Andheri Borivali	Nil	Nil	Mumbai BCT	Mumbai BCT-2 Ratlam - 4	Mumbai BCT-3 Ratlam -4	2903 2919 9309 2978 9165 2951
Southern	Chennai Palghat	Chennai Palghat	Chennai Central Mangalore Coimbatore	Ambur Chengalpattu Kankanadi	Tambaram Mambalam Arakkonam Gummidipundi	Nil	Nil	Chennai Palghat	Chennai-3 Palghat-2	Chennai-1 Palghat-2	2622 2695 6628 2639 2663 2656
Central	Mumbai Nagpur	Mumbai Nagpur Bhusawal Pune Solapur	Mumbai CST Kalyan Badlapur Lonavla Kurla Nagpur	Ballarshah Betul	Ambarnath Sion	Nil	Nil	Nil	Mumbai -3 Nagpur -3	Mumbai -2 Nagpur -3	2123 2109 1081 1015 2106 2130
Eastern	Howrah Sealdah Asansol Malda	Howrah Sealdah Asansol Malda	Howrah Bardhaman Asansol	Rampurhat Bandel Andal	Chandannagar Adisaptagram	Mankundu Chittaranjan	Nil	Howrah Sealdah	Howrah-4 Asansol-2	Howrah-2 Asansol-1	2303 2327 3017 5658 2339 2313

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Northern	Delhi Ambala Ferozepur Lucknow Moradabad	Delhi Ambala Ferozepur Lucknow Moradabad	Delhi Amritsar Shajahanpur JammuTawi Charbag Lucknow Varanasi	Moradabad Hardiwar Dehradun Bareilly Ghaziabad Meerut	Nil	Nil	Nil	Ambala	Delhi-1 Ambala-2 Ferozepur-2 Lucknow-2 Moradabad-2	Delhi-1 Ambala-3 Ferozepur-2 Lucknow-1 Moradabad-2	2055 2926 9223 2229 4231 4646 4056
South Central	Secunderabad Vijayawada	Vijayawada Guntakal Headquarters	Secunderabad Warangal Vijayawada Kakinada Town Gudur	Bhadrachalam Road Tuni	Begumpet Necklace Road	Nidadavolu	Nil	Secunderabad Vijayawada	Secunderabad-3 Vijayawada-2	Secunderabad-2 Vijayawada-3	7256 7058 2702 2797 7018 2706
South Western	Bangalore	BangaloreMysore Hubli	Bangalore	Bangalore CanttYeshwantpurH osurTumkurKrishna rajapuramMalleswar amSatya Sai Prashanti NilayamBangarapet	Nil	Nil	Nil	Nil	Bangalore-1	Bangalore-1	2726 6221 2609 2613 2658 2027
North Eastern	Lucknow	Lucknow Izatnagar Varanasi	Gorakhpur Lucknow Basti Badshahnagar Gonda Rawatpur	Barhni Khalilabad Sitapur Lakhimpur	Nil	Nil	Nil	Nil	Lucknow-5	Lucknow-2	2532 5008 2555 2511 2587 2534
South Eastern	Chakradharpur Ranchi	Chakradharpur	Tatanagar Rourkela Jharsuguda Ranchi	Chakradharpur Hatia	Nil	Nil	Nil	Chakradharpur	Chakradharpur-4 Ranchi-1	Chakradharpur-4 Ranchi-1	8101 2813 2817 8611 8624 8615

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North East Frontier	Lumding Katihar	Lumding Katihar	New Jalpaiguri Katihar Kishangunj Guwahati Dimapur Silchar	Nil	Nil	Nil	Nil	Nil	Lumding-4 Katihar-4	Lumding-4 Katihar-3	2505 2508 2516 5636 5646 5653
North Western	Jaipur Jodhpur	Jaipur Jodhpur	Jaipur Alwar Rewari Jodhpur Pali Marwar	Nagaur Jaisalmer Makarana	Nil	Bandikui Phulera	Nil	Bikaner	Jaipur- 3 Jodhpur-2	Jaipur- 3 Jodhpur-3	9771 2967 2980 2462 2479 4864
East Coast	Khurda Road	Khurda Road Waltair Sambalpur	Puri Bhubaneswar Bhadrakh Berhampur Palasa	Khurda Raod Balugaon	Nil	Nil	Nil	Khurda Road	Khurda Road-3	Khurda Road-2	2830 2845 8402 8449 8663
South East Central	Bilaspur	Bilaspur	Bilaspur Raigarh	Champa Shahdol	Nil	Nil	Nil	Nil	Bilaspur-3	Bilaspur-2	3287 8237 2070 2824 8204 8206
West Central	Kota	BhopalJabalpur Kota	KotaSawai MadhopurBharatpur	Gangapur City	Nil	Nil	Nil	Nil	Kota-1	Kota-1	2183 2185 1471 2189 2181 2059

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East Central	Danapur Samastipur	Danapur Samastipur Dhanbad Mughalsarai Sonepur	Patna Danapur Darbhanga Samastipur	Jhajha	Nil	Nil	Nil	Nil	Danapur-2 Samastipur-4 Dhanbad-1	Danapur-2 Samastipur-4 Dhanbad-1	2561 2553 2557 2393 2395
North Central	Jhansi	Jhansi	Nil	Jhansi Mau Ranipur Mahoba Manikpur Jn Dhaulpur Banda Lalitpur Datia	DLA Mohasa	Nil		Jhansi	Jhansi-1	Jhansi-2	1124 2178 1108 4163/4113 2417 414
Metro Kolkata	Kolkata	Kolkata	NA	NA	NA	NA	Park Street Rabindra Sadan Tollygunge Central DMI	Nil	Metro-2	Nil	Nil

Annexure-II
Sample selection for Performance Audit on Land Management in Indian Railways
(Reference Para 2.7)

Sl.No.	Zone	Total no. of divisions in the Zone	Name of the divisions	No. of divisions selected (i.e. 4 or >4 divisions =2, <4=1 division)	Name of the divisions selected	Total no. of AENs in selected divisions	Total no. of Sr.SE/SE in selected divisions	Total no. of AENs selected in sample (i.e.25 per cent of the total AENs)	Total no. of Sr.SE/SE selected in sample (i.e.100 per cent)
1	2	3	4	5	6	7	8	9	10
1	CR	5	Mumbai,Bhusawal,Nagpur,Pune,Solapur	2	Mumbai, Bhusawal	19	62	5	17
2	ER	4	Sealdah,Howrah,Asansol,Malda	2	Sealdah,Howrah	16	25	5	9
3	NR	5	Delhi, Firozpur,Lucknow,Moradabad,Ambala	2	Delhi, Firozpur	23	70	6	18
4	NER	3	Lucknow, Izzatnagar,Varanasi	1	Lucknow	8	21	2	6
5	NEFR	5	Katihar,Alipurduar,Rangia,Lumding,Tinsukia	2	Rangia,Lumding	20	63	6	15
6	SR	5	Chennai, Palghat,Madurai,Tiruchchirapalli,Trivandrum	2	Chennai, Palghat	18	62	4	14
7	SCR	6	Secunderabad,Vijayawada,Hyderabad,Guntakal,Guntur,Nanded	2	Secunderabad, Vijaywada	19	72	6	22
8	SER	4	Kharagpur,Chakradharpur,Adra,Ranchi	2	Kharagpur,Chakradharpur	20	28	6	13
9	WR	6	Mumbai,Vadodara,Ratlam, Ahmedabad, Rajkot,Bhavnagar	2	Mumbai Central, Vadodara	21	46	6	15
10	ECR	5	Danapur, Dhanbad,Mughalsarai, Samastipur,Sonpur	2	Dhanbad,Danapur	20	61	6	19
11	ECoR	3	Waltair,Khurda Road, Sambhalpur	1	Waltair	11	42	3	10
12	NCR	3	Allahabad, Jhansi,Agra	1	Allahabad	12	48	3	15
13	NWR	4	Jaipur, Ajmer, Bikaner, Jodhpur	2	Jodhpur,Jaipur	14	50	4	14
14	SECR	3	Bilaspur,Nagpur, Raipur	1	Bilaspur	11	34	3	9
15	SWR	3	Bangalore,Hubli,Mysore	1	Bangalore	6	21	2	8
16	WCR	3	Jabalpur, Bhopal, Kota	1	Jabalpur	8	30	2	8
	Total	67		26		246	735	69	212

Annexure-III
Deficiencies in respect of Land acquisition
(Reference Para 2.10)

Zone 1	Details 2	Audit observations 3
SWR	Hubli-Ankola New Line project	The project was executed partially without getting the final clearance from the Ministry of Environment and Forests for release of forest land. The Ministry of Environment and Forests turned down the proposal for release of land and the Central Empowered Committee, constituted by the Honourable Supreme Court in response to a Public Interest Litigation ordered the stopping of all the works in the section. Expenditure of Rs.68.92 crore incurred so far was rendered infructuous.
ECR	Setting up of headquarters of East Central Railway at Hajipur	Railway administration requested the Government of Bihar (October 1996) for acquisition of 200 acres of land at Hajipur. The State Government advised (February 1997) the Railway Administration to pay a sum of Rs.1.60 crore towards cost of the proposed land which was further increased (August 1997) to Rs 1.80 crore. An advance payment of Rs. 0.50 crore to the District. Land Acquisition Officer, Vaishali, Hajipur was made in August 1997 without entering into any formal agreement with the State government. In August 1999, State Government demanded Rs 5.28 crore (total estimated cost) towards the cost of land. The Rail Administration referred (September 1999) the matter to the Railway Board for a decision which is still awaited. Land was not acquired so far.
SR	Irugur-Coimbatore doubling project	No land has been acquired so far. Failure of the Railway Administration to pursue the acquisition of land requisitioned under emergency clause of the Land acquisition act resulted in non-completion of the project, leading to detention of stock and loss of earning capacity of Rs.2.13 crore besides blocking of an amount of Rs.5.25 crore deposited with the State Government for land acquisition.
SR	Satellite Goods Terminal for the Coimbatore area at Irugur	The project taken up in 2000-01 could not be completed due to non-acquisition of some portion of land selected for the project. Consequently, investment of Rs.3.61 crore in the project remained unfruitful.
SR	Doubling work of Shoranur-Kuttiapuram section	One contract entered in March 2002 was foreclosed due to delay in acquisition of land. The left over work was awarded to another contractor after acquisition of land at an extra expenditure of Rs.0.59 crore.
SCR	Kotipalli-Narsapur New line project	Approval of the Board was communicated for acquisition of 282 acres land at a cost of Rs. 8.80 crore. Acquisition of land of 151.16 acres in Amalapuram Division was completed at a cost of Rs. 2.84 crore but was not handed over to railways. However, no land was acquired in Rajahmundry Division till March 2007. Thus, out of the total deposit of Rs. 8.80 crore, only Rs. 2.84 crore was spent by State Government and the balance amount (Rs.5.96 crore) was lying with state government for the last 5 years. District Collector, Kakinada was intimated (March 2007) to stop the process of land acquisition for new areas and requested to refund the balance amount to Railways since the detailed estimate was not sanctioned by Railway Board. Railway has not planned to use the land acquired so far. The project was still alive and token grant of Rs. 2 crore was allotted for the year 2007-08.
CR	Panvel-Roha Doubling project	Railway administration initiated the process of land acquisition in December 1998. Against 51.96 hectares of land to be acquired, 3.20 hectares land only has been acquired till March 2007. Thus even after 9 years, the process of land acquisition could not be completed.
CR	Kurla-Thane additional pair of line, Phase-I Kurla-Bhandup	The project (approved in 1997-98 at a capital cost Rs.56.79 crore) could not be completed even after 9 years due to delay in acquisition of land. Four contracts valuing Rs.9.40 crore were short closed after the payment of Rs.6.26 crore including Rs.5.54 crore as cost of electrical material.
NCR	GWL-ETW PH-III of Guna-ETW New Line (BG) project	There was abnormal delay in land acquisition. Though the land acquisition process was started in the year 1992, the land (77.2 hectare) required for construction could not be acquired despite making a payment of Rs. 13.23 crore. Project was partially completed (Gwalior-Bhind section) and construction of new line between Bhind to Etawah was pending due to delay in land acquisition.

Annexure- IV (a)
Land Plans (2006-07)
(Reference Para 2.11.1)

Zone	Total Land Plans	Land plans available		Land Plans missing		Land plans verified/certified by the State revenue authorities		Land plans mutated with the state revenue authorities		Land plans scanned/digitized (computerized)		Land plans updated		
		Number	Area (hec)	Number	Area (hec)	Number	Area (hec)	Number	Area (hec)	Number	Percentage	Area (hec)	Number	Area (hec)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CR	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV	NAV
SEER	NAV	3185	NAV	NAV	NAV	3185	NAV	4	NAV	3185	100.00	NAV	-	-
NWR	2029	1975	23447.27	54	465.89	1748	19542.56	703	8452.24	1549	78.43	16835.91	1405	16639.77
SWR	1736	1700	12918.35	36	NAV	1505	NAV	0	0.00	979	58.00	NAV	0	0.00
WCR	2245	1947	NAV	298	NAV	1629	NAV	1060	NAV	603	30.97	8251.41	606	8259.31
WR	2950	2899	NAV	45	NAV	2370	NAV	NAV	23.00	1227	42.32	NAV	672	NAV
ER	6022	5992	NAV	30	NAV	4742	NAV	NAV	NAV	0	0.00	0.00	0	0.00
NER	1697	1696	NAV	1	NAV	1696	NAV	0	0.00	1247	73.53	NAV	1696	NAV
NR	5232	5232	38864.21	0	0.00	4009	NAV	0	0.00	3238	61.89	NAV	0	0.00
SECR	831	831	24145.22	0	0.00	719	NAV	0	0.00	831	100.00	0.00	0	0.00
SCR	3120	3041	NAV	79	NAV	2528	NAV	2528	NAV	3037	99.87	NAV	NAV	NAV
ECOR	1810	1720	NAV	90	NAV	823	NAV	NAV	NAV	1474	85.70	NAV	NAV	NAV
NEFR	2900	2832	40153.68	68	NAV	2236	24318.77	707	21337.87	582	20.55	9996.74	582	9996.74
NCR	3333	3218	NAV	115	NAV	3138	NAV	NAV	NAV	3171	98.54	NAV	3171	NAV
ECR	5478	5256	NAV	222	NAV	3910	NAV	3910	NAV	3660	69.63	NAV	NAV	NAV
SR	4009	4009	26043.92	0	0.00	3658	NAV	NIL	NIL	3943	98.35	NAV	NAV	NAV
Total	43392	45533	165572.65	1038	465.89	37896	43861.33	8912	29813.11	28726	63.09	35084.06	8132	34895.82

Note-In CR, there is no uniformity in maintenance of land plans as available in terms of rolls, sets, kilometres and numbers.

Annexure-IV (b)

Deficiencies in maintenance of Land Plans

(Reference Para 2.11.1)

Zone	Audit observations
SWR	<ul style="list-style-type: none"> No change in the status of missing land plans since April 2004. In 35 cases, railway administration was not aware of missing land plans. Land plans were not mutated with the records of state revenue authorities.
SCR	<ul style="list-style-type: none"> Land Plans including the portion of land acquired for doubling project (WD-KZJ-BPQ) were not available with the Railways though the project was completed long back.
NEFR	<ul style="list-style-type: none"> 64 land plans were yet to be certified by state revenue authorities. Though certified land plans were available in some cases in Lumding, Tinsukia and Rangiya divisions, there was no demarcation of railway land showing plot number and area.
ECoR	<ul style="list-style-type: none"> 90 land plans were missing. Test check revealed that area in the land plan was not mentioned in the cases where the land plans were available.
SER	<ul style="list-style-type: none"> Certified land plans were not preserved in the form of micro films in Kharagpur, Adra, Chakradharpur and Ranchi divisions.
SECR	<ul style="list-style-type: none"> Insufficient documentary proof to the title deed resulted in dismissal of petition in Hon'ble High Court, Jabalpur in one case. In two other cases, Railways lost the petition filed before the District Court for want of clear documentary record of the title.
ECR	<ul style="list-style-type: none"> No updation of the land plans was carried out despite settlement operations taking place time to time resulting in dispute in the ownership of land in Revenue Courts. More than 15 cases of disputed ownership were noticed.
NR	<ul style="list-style-type: none"> None of the land plans in Lucknow and Ambala divisions were mutated with the records of the state revenue authorities.
CR	<ul style="list-style-type: none"> The total number of land plans available and those reported to headquarters could not be ascertained as land plans were available in different terms viz rolls in Mumbai division, sets in Solapur division, kms in Nagpur division, nos. in Bhusawal and Pune divisions. Reasons for missing land plans in Nagpur division were not on record.
ER	<ul style="list-style-type: none"> None of the 6022 land plans were updated. Railway administration also failed to disclose the area of land therein. AENs/SSEs, the custodian of the records of land at the field level were not aware of land under their jurisdiction. No record of number of land plans was available with Asansol division itself.
SR	<ul style="list-style-type: none"> None of the 4009 land plans were mutated with the state revenue authorities. Of these, 351 were still awaiting certification.
NCR	<ul style="list-style-type: none"> 115 Land plans were missing. Position of mutation of land plans and the area of land under different categories was not available with the zone.

Annexure-V

(a) Inconsistencies in total land holding and vacant land

(Reference Para 2.11. 5)

(Area in hectare)

Zone	Division	As on	Total land holding			Total vacant land		
			Figure furnished by divisional headquarters	Figure furnished by zone	Variation	Figure furnished by divisional headquarters	Figure furnished by zone	Variation
1	2	3	4	5	6	7	8	9
SECR	Bilaspur	31.3.06	-	-	-	2720.97	2726.49	5.52
SECR	Raipur	31.3.06	5590.35	5590.31	-0.04	430.72	434.71	3.99
CR	All divisions	31.3.06	28396.12	27580.32	-815.80	2306.88	2478.05	171.17
ECOR	All divisions	31.3.06	13145.10	12621.00	-524.10	1832.41	1355.00	-477.41
NCR	All divisions	31.3.06	14254.74	16511.76	2257.02	1312.75	920.81	-391.94
NWR	All divisions	31.3.06	23913.56	23921.77	8.21	397.76	312.50	-85.26
SECR	All divisions	31.3.06	-	-	-	3401.68	3411.18	9.519
SWR	All divisions	31.3.06	13423.74	13422.97	-0.77	-	-	-
SECR	Bilaspur	31.3.07	-	-	-	2714.90	2726.49	11.59
NCR	All divisions	31.3.07	14254.74	16511.76	2257.02	1312.72	920.81	-391.91
SWR	All divisions	31.3.07	13423.74	13422.97	-0.77	-	-	-
SER	All divisions	31.3.06	40689.50	42113.51	1424.01	1807.97	83.95	-1724.00
SER	All divisions	31.3.07	40689.50	42113.51	1424.01	1807.97	83.95	-1724.00
ER	All divisions	31.3.06	19557.81	20764.31	1206.51	1396.48	1547.33	150.85
ER	All divisions	31.3.07	19557.81	20764.31	1206.51	1475.81	1524.62	48.81

(b) Inconsistencies in figures for earnings

(Rs in crore)

Zone	Division	Total earnings			
		Year	As furnished by CE/CCM	As furnished by Accounts Department	Variation
1	2	3	4	5	6
SECR	Bilaspur	31-3-2006	3.04	1.95	-1.09
SECR	Raipur	31-3-2006	0.84	0.18	-0.66
CR	All Divisions	31-3-2006	23.94	20.66	-3.28
ECOR	All Divisions	31-3-2006	10.72	3.44	-7.28
NCR	All Divisions	31-3-2006	8.49	4.94	-3.55
SWR	All Divisions	31-3-2006	10.31	10.94	0.63
SECR	Bilaspur	31-3-2007	2.69	1.30	-1.39
SWR	All Divisions	31-3-2007	11.72	16.51	4.79
WCR	All Divisions	31-3-2007	8.48	2.37	-6.11
SER	All Divisions	31-3-2006	12.25	7.18	-5.07
SER	All Divisions	31-3-2007	11.12	13.98	2.86
SCR	All Divisions	31-3-2006	17.42	16.66	-0.76
SCR	All Divisions	31-3-2007	21.04	25.31	4.27
ER	All Divisions	31-3-2006	8.156	8.20	0.04
ER	All Divisions	31-3-2007	9.87	8.62	-1.24

(c) Inconsistency in data of Total land plans (2006-07)

Zone	As per Zone	As per Divisions	Variation (col.2-col.3)
1	2	3	4
ER	6022	4955	1067
NER	1697	1629	68
NR	5232	5319	-87
SECR	831	826	5
ECoR	1810	2405	-595
WR	2901	2950	-49
SR	4009	4035	-26

(d) Inconsistency in data of land plans available (2006-07)

Zone	As per Zone	As per Divisions	Variation (col.2-col.3)
1	2	3	4
ER	5992	4921	1071
NER	1696	1629	67
NR	5232	5242	-10
SECR	831	826	5
ECoR	1720	2384	-664
WR	2854	2907	-53
SR	4009	4031	-22

(e) Inconsistency in data of land plans missing (2006-07)

Zone	As per Zone	As per Divisions	Variation (col.2-col.3)
1	2	3	4
ER	30	34	-4
NR	0	77	-77
NER	1	0	1
WR	47	43	4
SR	0	4	-4

(f) Inconsistency in data of land plans verified/certified with the State Revenue Authorities (2006-07)

Zone	As per Zone	As per Divisions	Variation (col.2-col.3)
1	2	3	4
ER	4742	4344	398
NER	1696	1599	97
NR	4009	4102	-93
SECR	719	804	-85
ECoR	823	1546	-723
WR	2345	2368	-23
SR	3658	2828	830

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(g) Inconsistencies in data of encroachments (including encroachments in safety zone) (2006-07)

Zone	Encroachments at the beginning of the year			New encroachments during the year			Encroachments removed during the year			Encroachments at the end of the year		
	As per divisions	As per zones	variation	As per divisions	As per zones	variation	As per divisions	As per zones	variation	As per divisions	As per zones	variation
1	2	3	4	5	6	7	8	9	10	11	12	13
ER	24854	17801	(-) 7053	0	0	0	2563	4860	2297	22291	12941	(-) 9350
NER	3522	3466	(-)56	0	0	0	424	430	6	3098	3036	(-) 62
NR	32422	32453	31	0	0	0	458	328	(-) 130	31964	32125	161
SR	10639	10535	(-) 104	211	0	(-) 211	847	629	(-) 218	10003	9906	(-) 97
SER	10835	7082	(-) 3753	14	0	(-) 14	521	545	24	10328	6537	(-) 3791
NEFR	40810	15727	(-) 25083	2815	0	(-) 2815	5539	1532	(-) 4007	38046	14195	(-) 23851

(h) Inconsistencies in data on encroachments at the level of SSE/AEN/DEN as on 31 March 2006

Zone	Division	Encroachments as per the selected SSEs (falling under jurisdiction of selected AENs)	Encroachments as per the selected AENs	Encroachments as per DEN/Sr.DEN
1	2	3	4	5
ER	Sealdah	40889	-	10356
NER	Lucknow	423	142	-
SECR	Bilaspur	-	5118	4899
NCR	Allahabad	-	2838	2566

(I) Inconsistencies in data regarding construction of boundary walls

Year	Zone	Boundary wall constructed (in metres)		Variation (in metres)
		As per divisions	As reported by zone to Railway Board	
1	2	3	4	5
2004-05	ER	2280.00	3938.00	1658.00
2004-05	NER	8172.21	5460.00	-2712.21
2005-06	NER	6627.37	6182.00	-445.37
2005-06	NR	26028.00	25728.00	-300.00
2005-06	CR	14116.00	19796.00	5680.00
2006-07	ER	6313.00	5095.00	-1218.00
2006-07	NER	5103.00	6170.00	1067.00
2006-07	NR	20500.00	20909.00	409.00
2006-07	CR	24130.00	25124.00	994.00
2005-06	ER	7657.00	7983.00	326.00

Annexure-VI
Deficiencies observed on comparison of land records with the state revenue department
(Reference Para 2.11.6)

Zone	Audit observations
SWR	<ul style="list-style-type: none"> Verification of land holding with records of the state revenue department revealed that majority of the land was still in the name of the original owners.
SCR	<ul style="list-style-type: none"> In 101 out of the 180 survey numbers (covered in 37 land plans) cross checked, the ownership in most of the cases was found in the name of private individuals. Out of the remaining 79 numbers, the Railway's record did not tally with state revenue department in 57 survey numbers.
SER	<ul style="list-style-type: none"> Railway Administration did not initiate action despite having been advised by the District Revenue Officer to submit land records and get the change affected in the name of railways. Further check of records revealed that 72.13 acres of land is yet to be taken into the records of Indian Railway.
NR	<ul style="list-style-type: none"> Due to non-availability of complete details of land holding, details of land plan etc. with SSE/Land of Delhi division comparison with the records of state revenue authorities could not be done.
CR	<ul style="list-style-type: none"> Area was not specified in respect of 4 land plans in Mumbai division and 3 land plans in Bhusawal division. Hence understatement/overstatement of land area could not be verified.
ER	<ul style="list-style-type: none"> Status and title of Railway land could not be verified from the records of state revenue authorities due to non-availability of complete details of land viz Mouza, Khatian number, Dag number etc.
SR	<ul style="list-style-type: none"> Verification of land with reference to state revenue authorities revealed understatement to the extent of 1.0431 acres in respect of 5 survey numbers and overstatement of 0.5066 acres in respect of another 6 survey numbers.
NER	<ul style="list-style-type: none"> Land Record Register did not contain the details of land acquired, year and cost of acquisition etc. Comparison of records with state revenue department revealed understatement of 165.776 acres land in the revenue records in respect of Lucknow and Barabanki District. Similarly, in Sitapur district, around 25 acres of land did not find a mention in the revenue record.
NWR	<ul style="list-style-type: none"> Comparison of Railway's record with that of Revenue Authorities in respect of land holding in Jodhpur division and Diesel shed Bhagat-Ki-Kothi revealed variation of (-) 3.2 acres and (+) 11.6 acres of land with reference to the records of state revenue authorities.
WR	<ul style="list-style-type: none"> Test check in Mumbai and Vadodara division revealed that the land plan numbers assigned by state revenue authorities were missing, hence land plans could not be cross checked with the records of state revenue authorities.

Annexure VII (a)
Land boundaries
(Reference Para 2.11.8)

Zone	Division	Year	Construction of boundary wall to check encroachments (in meters)				
			Total required	Programmed during the year	Constructed during the year	Shortfall	Shortfall Percentage
1	2	3	4	5	6	7	8
CLW	Chitranjan Locomotive Works	2006-07	0	5300	144	-5156	-97.28
CR	Solapur	2004-05	11250	5000	1690	-3310	-66.20
CR	Mumbai	2004-05	26000	1500	535	-965	-64.33
CR	Pune	2004-05	10340	1500	1200	-300	-20.00
CR	Mumbai	2005-06	25500	12000	540	-11460	-95.50
CR	Solapur	2005-06	11250	5000	3372	-1628	-32.56
CR	Pune	2006-07	7460	1500	60	-1440	-96.00
CR	Mumbai	2006-07	25500	12315	8136	-4179	-33.93
CR	Solapur	2006-07	11250	5000	4660	-340	-6.80
ECOR	Waltair	2004-05	26,800	4,380	2,003	-2377	-54.27
ECOR	Waltair	2005-06	26,300	4,380	935	-3445	-78.65
ECOR	Waltair	2006-07	26,800	4,380	520	-3860	-88.13
ECR	Danapur	2004-05	500	300	118	-182	-60.67
ECR	Danapur	2005-06	600	400	350	-50	-12.50
ECR	Samastipur	2005-06	800	800	700	-100	-12.50
ECR	Samastipur	2006-07	13265	13265	100	-13165	-99.25
ECR	Dhanbad	2006-07	5000	1000	799	-201	-20.10
ECR	Danapur	2006-07	500	300	240	-60	-20.00
NCR	Allahabad	2004-05	5630	5630	3666	-1964	-34.88
NCR	Agra	2005-06	25000	15000	1840	-13160	-87.73
NCR	Jhansi	2005-06	43075	5000	3739	-1261	-25.22
NCR	Jhansi	2006-07	39336	5000	4305	-695	-13.90
NEFR	Kathihar	2004-05	12500	4250	2000	-2250	-52.94
NEFR	Kathihar	2006-07	10000	350	150	-200	-57.14
NER	Varanasi	2004-05	4000	4000	480	-3520	-88.00
NER	Lucknow	2005-06	4561	2800	557.37	-2242.63	-80.09
NER	Izzatnagar	2005-06	6036	5300	3070	-2230	-42.08
NER	Lucknow	2006-07	4561	2800	1010.00	-1790	-63.93
NER	Varanasi	2006-07	4000	2000	1955	-45	-2.25
NR	Moradabad	2004-05	NAV	1000000	1552	-998448	-99.84
NR	Firozpur	2004-05	13000	10000	3718	-6282	-62.82
NR	Ambala	2004-05	10000	5000	2342	-2658	-53.16
NR	Moradabad	2005-06	NAV	1000000	1882	-998118	-99.81
NR	Ambala	2005-06	10000	5000	2881	-2119	-42.38
NR	Delhi	2005-06	10000	10000	7157	-2843	-28.43
NR	Firozpur	2005-06	10000	10000	7655	-2345	-23.45
NR	Moradabad	2006-07	NAV	1000000	3900	-996100	-99.61
NR	Ambala	2006-07	10000	10000	558	-9442	-94.42
NR	Delhi	2006-07	10000	10000	6750	-3250	-32.50
NR	Lucknow	2006-07	Not Assessed	5000	4280	-720	-14.40
NWR	Ajmer, Bikaner, Jodhpur, Jaipur	2005-06	14500	14500	5069	-9431	-65.04
SCR	Vijayawada	2004-05	20000	5000	4105	-895	-17.90
SCR	Nanded	2004-05	10000	3000	2900	-100	-3.33
SCR	Hyderabad	2005-06	8480	6000	680	-5320	-88.67
SCR	Guntakal	2005-06	8150	8000	6442	-1558	-19.48
SCR	Guntur	2005-06	10000	5000	4600	-400	-8.00
SCR	Guntur	2006-07	5400	4000	730	-3270	-81.75
SECR	Nagpur	2004-05	9365	4500	3515	-985	-21.89
SECR	Nagpur	2005-06	9735	4500	1940	-2560	-56.89
SECR	Nagpur	2006-07	2560	2560	0	-2560	-100.00
SER	Kharagpur	2004-05	2500	1000	675	-325	-32.50
SER	Ranchi	2004-05	2000	1000	730	-270	-27.00
SER	Chakradharpur	2004-05	2000	1000	877	-123	-12.30
SER	Kharagpur	2005-06	1825	1000	350	-650	-65.00
SER	Ranchi	2006-07	1000	1000	700	-300	-30.00
SR	Mdurai	2004-05	7140	5090	360	-4730	-92.93
SR	Trichirappalli	2004-05	9405	7045	2360	-4685	-66.50
SR	Chennai	2004-05	14976	14976	5719	-9257	-61.81
SR	Palghat	2004-05	2610	2015	1325	-690	-34.24
SR	Trivandrum	2005-06	5625	5388	0	-5388	-100.00
SR	Mdurai	2005-06	7140	6780	1050	-5730	-84.51
SR	Trichirappalli	2005-06	11447	6357	1000	-5357	-84.27
SR	Chennai	2005-06	14976	5820	3089	-2731	-46.92
SR	Palghat	2005-06	2610	1285	690	-595	-46.30
SR	Palghat	2006-07	2610	1090	15	-1075	-98.62
SR	Mdurai	2006-07	7140	1240	25	-1215	-97.98
SR	Chennai	2006-07	14976	4750	355	-4395	-92.53
SWR	Hubli	2004-05	18460	18460	2420	-16040	-86.89
SWR	Hubli	2005-06	16040	12740	2578	-10162	-79.76
SWR	Bangalore	2005-06	24800	24800	9720	-15080	-60.81
WCR	Jabalpur	2004-05	15000	7000	1007	-5993	-85.61
WCR	Bhopal	2004-05	17225	5000	1813	-3187	-63.74
WCR	Jabalpur	2005-06	15200	9000	940	-8060	-89.56
WCR	Bhopal	2005-06	15412	5000	1292	-3708	-74.16
WCR	Jabalpur	2006-07	9000	1140	200	-940	-82.46
WCR	Kota	2006-07	7592.2	3000	2772	-228	-7.60
WR	Bhavnagar	2004-05	6000	4500	2500	-2000	-44.44
WR	Mumbai	2004-05	NAV	4000	2250	-1750	-43.75
WR	Rajkot	2004-05	NAV	1000	800	-200	-20.00
WR	Ahmedabad	2004-05	NAV	1500	1240	-260	-17.33
WR	Bhavnagar	2005-06	6000	3000	0	-3000	-100.00
WR	Rajkot	2005-06	NAV	1000	250	-750	-75.00
WR	Bhavnagar	2006-07	1000	3000	1000	-2000	-66.67

Annexure-VII (b)

Deficiencies in construction of land boundaries

(Reference Para 2.11.8)

Zone	Audit observations
CR	Area of land requiring boundaries had been identified in Mumbai and Nagpur divisions. However, records regarding identification of land boundaries were not available in Bhusawal, Solapur and Pune divisions.
ER	The requirement of land boundaries were not assessed either at the sub-divisional or divisional levels. In the absence of any ground level assessment, it was not understood as to how the zonal headquarters computed the figures of requirements.
SER	The construction far exceeded the requirement in respect of Kharagpur division in 2006-07, Chakradharpur division in 2005-06, Adra division in 2004-05 and 2005-06 and Ranchi division in 2005-06. Against the total requirement of 6093 meters, the achievement was 10728 meters exceeding the requirement by 76 per cent.
WR	The information regarding requirement of boundary wall on Mumbai, Ahmedabad, Rajkot and Ratlam divisions for the year 2006-07 was not available in respective divisions. As such, the assessment of requirement was not being done systematically on Western Railway. In Mumbai division, the land demarcation pillar indicating 'W.R.' had not been seen at most of the places from Virar to Surat section and Udhna to Jalgaon section. General Manager/WR during his inspection (March 2007) observed that 'no demarcation was seen between Railway land and Mumbai Municipal Corporation land on the approach from Bandra station side to Bandra Terminus'.
SR	One work of construction of boundary wall of 70000 metre in safety zone and in vulnerable areas was proposed by the SR in 2004-05 at a cost of Rs.4.45 crore, Railway Board dropped the same stating that it may be undertaken under 'Revenue' separately. Though Railway Board's orders were available for seeking separate funds from 'Revenue' for the construction of boundary wall, the inaction of the railway administration in seeking separate budgetary provision for construction of boundary wall under 'Revenue' resulted in shortfall in achieving the programmed works.

Annexure -VIII (a)
Encroachments (2004-05)
 (Reference Para 2.11.9)

Zone	Encroachments at the beginning of the year		New encroachments during the year		Encroachments removed during the year		Encroachments at the end of the year	
	Number	Area(hec)	Number	Area(hec)	Number	Area(hec)	Number	Area(hec)
WR	18624	111.47	2114	1.9	12335	66.58	8403	46.80
SECR	14307	NAV	0	0.00	537	NAV	13770	NAV
ECOR	7441	31.34	0	0.00	113	0.40	7328	30.94
CR	29311	22.57	0	0.00	248	0.80	29063	21.76
SWR	1150	NAV	32	NAV	0	0.00	1182	NAV
CLW	138	NAV	55	NIL	1	0.00	192	0.00
NEFR	34851	179.59	2151	11.29	3406	15.02	33596	175.85
WCR	1663	7.79	0	0.00	268	1.49	1395	6.30
NCR	3502	56.07	0	0.00	655	8.15	2847	47.92
ECR	11747	37.62	0	0.00	786	6.45	10961	31.17
ER	28767	38.99	1434	0.00	3347	17.62	26854	21.38
NER	4390	45.89	0	0.00	660	7.28	3730	38.61
NR	32932	2304.60	0	0.00	55	0.05	32877	1854.94
SR	11431	62.95	139	0.26	501	1.30	11069	61.91
SER	12975	196.70	0	0.00	1567	4.59	11408	192.11
SCR	5674	35.49	0	0.00	1236	3.07	4438	32.42
NWR	1249	20.60	0	0.00	55	0.32	1194	20.28
Total	220152	3151.67	5925	13.45	25770	133.13	200307	2582.38

Note - NEFR figures excludes the data pertaining to Alipurduar Division not made available to audit.

Encroachments (2005-06)

Zone	Encroachments at the beginning of the year		New encroachments during the year		Encroachments removed during the year		Encroachments at the end of the year	
	Number	Area(hec)	Number	Area(hec)	Number	Area(hec)	Number	Area(hec)
ER	26854	26854	26854	26854	26854	26854	26854	26854
NER	3730	3730	3730	3730	3730	3730	3730	3730
NR	32877	32877	32877	32877	32877	32877	32877	32877
SR	11069	11069	11069	11069	11069	11069	11069	11069
WR	8403	8403	8403	8403	8403	8403	8403	8403
SER	11408	11408	11408	11408	11408	11408	11408	11408
SECR	13770	13770	13770	13770	13770	13770	13770	13770
ECOR	7328	7328	7328	7328	7328	7328	7328	7328
CR	29063	29063	29063	29063	29063	29063	29063	29063
NWR	1194	1194	1194	1194	1194	1194	1194	1194
SWR	1182	1182	1182	1182	1182	1182	1182	1182
NEFR	41315	41315	41315	41315	41315	41315	41315	41315
WCR	1395	1395	1395	1395	1395	1395	1395	1395
NCR	2847	2847	2847	2847	2847	2847	2847	2847
ECR	10961	10961	10961	10961	10961	10961	10961	10961
SCR	4438	4438	4438	4438	4438	4438	4438	4438
CLW	192	192	192	192	192	192	192	192
Total	208026	208026	208026	208026	208026	208026	208026	208026

Encroachments (2006-07)

Zone	Encroachments at the beginning of the year		New encroachments during the year		Encroachments removed during the year		Encroachments at the end of the year	
	Number	Area(hec)	Number	Area(hec)	Number	Area(hec)	Number	Area(hec)
SCR	3745	30.63	336	1.20	856	1.90	3225	29.94
ER	24856	10.62	1249	0.00	3201	5.57	22904	5.05
NER	3522	35.04	0	0.00	424	0.56	3098	34.48
NR	32422	1055.56	0	0.00	458	202.33	31964	853.22
SR	10639	60.14	211	0.61	847	2.23	10003	58.53
WR	6022	44.04	2398	2.15	2284	7.20	6136	38.99
SER	10835	182.58	14	0.02	521	1.24	10328	181.36
SECR	13109	49.82	0	0.00	510	0.44	12599	49.38
ECOR	7238	30.77	0	0.00	11	0.26	7227	30.51
CR	29040	21.73	185	0.17	1676	0.30	27549	21.59
NWR	1176	21.15	0	0.00	8	0.04	1168	21.11
SWR	942	18.98	0	0.00	121	4.00	821	14.98
NEFR	40810	181.71	2815	16.30	5539	16.30	38086	181.72
WCR	1358	6.24	0	0.00	171	0.36	1187	5.88
NCR	2991	50.54	40	4.07	214	7.86	2817	46.74
ECR	9967	25.38	0	0.00	373	4.61	9594	20.79
CLW	244	0.43	46	0.00	0	0.00	290	0.00
Total	198916	1825.35	7294	24.52	17214	255.21	188996	1594.26

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Annexure-VIII (b)
Details of cases of encroachments
(Reference Para 2.11. 9)

(a) Encroachments by individuals/outsideers

Zone	Details	Land value	Audit observations/status of the case
SER	1.08 hectare at Santragachi.	Rs. 1.55 crore	The land was under encroachment by 750 individuals for the last 55 years. It was required (as per decision of October 1998) for provision of a tie line connection between Shalimar and Santragachi and Howrah-Santragachi section to facilitate movement of EMU rakes. The possibility of land being vacated by encroachers is remote.
SER	48.56 hectare at Tatanagar	Rs. 227.98 crore	Land is under encroachment since 1976.
SER	29.55 hectare	Rs. 67 crore	The land was under unauthorized occupation by M/s TISCO since 1958 and 1991. No tangible action was taken by the railway either to free the land or settle the matter with the firm to generate revenue.
WR	34.9145 hectare at Jamnagar	Rs. 19.69 crore	The land was acquired during December 1972 to April 1974 for construction of 'New Jamnagar' station building. It could not utilize due to objections by Air Force Authorities. In 1984, the land was rendered surplus and handed over to Open Line (Divisional Authorities). Divisional Authorities neither took any action for its safe custody nor declared it as surplus. They found (in March 2005) that about 2000 nos. encroachment had taken place.
SCR	1 acre 14 Guntas at Lallaguda	Rs. 10 crore	The land was encroached by an outsider since January 1995. On issue of Form B, the encroacher filed a suit in the City Civil Court, Secunderabad (1996) claiming that the said property belonged to him. Due to non-representation of the case properly by the Railway Advocate, the case was decreed and judgment went in favour of the Plaintiff (Party) as "Set ex parte" by grant of Perpetual Injunction (September 1997).
SCR	4876 sq. mts. at Bhoiguda	Rs. 20 crore	Railway administration failed to initiate proceedings to evict the encroacher (2003). The party again approached High Court and the case is pending (2007).
SWR	3.42 acres land	Rs. 1.39 crore	The land was encroached upon by Railway employees and outsiders. It was declared as slum area and acquired by the State Government as such. The Railway Administration lost the case in the Supreme Court also. The Apex Court directed the Railway Administration to settle the issue of compensation with the State Government but the matter is yet to be settled with the State Government by the Railway Administration. No disciplinary action was initiated by the Railway Administration against those Railway employees who had encroached upon the land.
SWR	12.09 acres in Bangalore	Rs. 95.66 crore	The land was encroached upon by slum dwellers. Even after 15 years, Railway Administration has not been able to reclaim the land. As it is a hard encroachment, Railways may neither be able to reclaim the land nor obtain compensation.
CR	0.1 hectare (5 th and 6 th line project of Kalyan-Dombivli section, near Thakurli station)	NAV	Railway Administration could not remove the encroachments and failed to give clear site to the contractor to carry out electrical works. The contractor carried out the work wherever site was made available by the railway. The contract was foreclosed in June 2006.

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WCR	1051.39 sqm	Rs. 2.48 crore	In Kota division, land measuring 1051.39 sqm was under occupation by outsiders since the last 16 years due to non-construction of boundary wall as per the land records (i.e on toe of railway land).
ER	27857 sqm	2.77 crore	Land measuring 27857 sqm in five locations in the vicinity of Kanchanpara workshop was under unauthorized occupation by 2518 persons for more than 16 years.

(b) Encroachment by Government Departments

Zone	Details	Land value	Audit observations
NEFR	42568 sqm near Bongaigaon College and 104691.5 sqm between ITI and New Colony area.	NAV	The land which was reserved for future colony extension was occupied by the District Administration, Bongaigaon which constructed a Botanical Garden and an Eco-Park without any formal permission from the Railway authorities. The matter was, however, not reported to Board so far.
SWR	8.25 acres in Bangalore City	Rs. 39.47 crore	Bangalore Development Authority occupied the land during 1989 for construction of a road without obtaining permission from the Railway Administration. Railway Administration made no efforts either to reclaim the land or to recover the cost of land. It was, instead, decided to prefer a claim of Rs.1.42 crore towards way leave charges treating the illegal occupation as an earnest right. Even this amount has not been recovered by the Railway Administration so far.
SWR	5.44 acres, 0.458 acres and 5.6 acres lands at three different locations in the Bangalore City/outskirts.	Rs. 34.58 crore	Bangalore Municipal Corporation occupied these lands for construction of roads during 1985 without obtaining permission from the Railways. Railway Administration preferred a claim of Rs.0.64 crore towards cost of lands measuring 5.44 acres and 0.458 acre. No efforts were made to recover the cost of the land measuring 5.6 acres.
SWR	3.7 acres of Railway land in Hubli division	Rs.1.41 crore	The land was encroached by National Mineral Development Corporation (NMDC) which created a Deer park. Railway Administration took no action to retrieve this land.
SR	10 acres at Tiruvottiyur near Tondaripet Marshalling Yard Colony.	Rs. 19.25 crore	The land was under occupation by Tiruvottiyur Municipality. Though the eviction order was issued in August 2005, the railway could not retrieve the land.
SR	7 areas in Chennai Metropolitan area measuring 45 hectares	NAV	The lands were taken over during 1980s–1990s by Tamil Nadu Slum Clearance Board (TNSCB) for the implementation of Madras Urban Development Project. Railway Administration agreed for the transfer of some areas. For the land agreed to be transferred, the Administration sought payment of Rs.120.09 crore or in the alternative the State Government was asked to hand over suitable area of land. No action has, however, been taken in this regard so far.

Annexure-VIII (c)
Encroachments in safety zone during 2006-07
(Reference Para 2.11.9)

Zone	Encroachments at the beginning of the year	New encroachments during the year	Encroachments removed during the year	Encroachments at the end of the year
	Number	Number	Number	Number
NR	8049	0	0	8049
SCR	115	0	8	107
NWR	164	0	1	163
SER	795	0	1	794
CR	0	0	0	0
ECOR	293	0	8	285
ECR	0	0	0	0
ER	15739	1249	1981	15007
NCR	172	0	0	172
NER	51	0	5	46
SECR	506	0	88	418
SR	1221	0	457	764
SWR	0	0	0	0
WCR	293	0	0	293
WR	10	0	0	10
TOTAL	27408	1249	2549	26108

Annexure- VIII (d)
Details of cases under Public Premises Eviction Act (2006-07)
(Reference Para 2.11.10)

Zone	Year	Total no. of cases pending at the beginning of the year	Total number of cases filed during the year	Number of cases decided by the Estate Officer during the year		Number of cases pending at the end of the year	Number of cases in which the orders of estate officers have not been implemented	Number of cases which have gone to civil courts
				in favour of railways	against the railways			
1	2	3	4	5	6	7	8	9
ER	2006-07	4	NAV	2	0	2	NAV	12
NER	2006-07	1651	29	118	0	1562	713	219
NR	2006-07	811	118	20	NAV	909	1	11
WR	2006-07	1526	21	250	0	1297	5	17
SER	2006-07	5447	167	97	1	5516	3653	34
SECR	2006-07	2277	4	425	0	1856	3098	30
SCR	2006-07	3724	899	887	NAV	3736	206	67
ECOR	2006-07	334	0	0	0	334	1738	28
CR	2006-07	399	2	89	0	312	430	33
NWR	2006-07	102	38	29	0	111	24	21
SWR	2006-07	1325	226	0	0	1551	302	165
SR	2006-07	10049	121	692	NAV	9478	789	181
NEFR	2006-07	18125	903	2738	0	16290	10674	167
WCR	2006-07	221	6	5	1	221	1	4
NCR	2006-07	1005	77	24	0	1058	20	11
ECR	2006-07	1442	0	94	0	1348	0	58
TOTAL	2006-07	48442	2611	5470	2	45581	21654	1058

Note: SR figures exclude data of cases filed and decided in Chennai division.

Annexure -IX
Licensing fee outstanding under Grow More Food Scheme
(Reference Para 2.12.1)

Zone	(in hectares)					(Rs. in crore)		
	Land under GMF as on 31-1-2000	Land required to be taken back from the licensees upto 31.01.2000	Land taken back from licensees upto period 31.01.2000	Land given under GMF from 01.02.2000 to 31.03.2007	Land under GMF as on 31.03.2007	License fee accrued upto period 31.03.2007	License fee recovered upto period 31.03.2007	License fee outstanding as on 31.03.2007
1	2	3	4	5	6	7	8	9
ER	1011.26	1011.26	0.00	0.00	1011.26	0.02	0.02	0.00
NER	14.97	0.00	8.90	0.00	6.07	0.00	0.00	0.00
NR	1047.84	1047.84	NAV	NAV	1047.84	2.38	0.04	2.37
WR	110.33	110.33	0.00	0.00	110.33	0.03	0.03	0.00
SER	642.99	642.99	0.00	0.00	642.99	NAV	0.16	NAV
SECR	615.76	581.56	29.02	156.17	742.91	0.11	0.06	0.04
SCR	910.82	910.82	910.82	2.23	2.23	0.00	0.00	0.00
CLW	1.35	1.35	0.00	0.00	1.35	0.00	0.00	0.00
SR	247.07	28.88	27.46	18.17	237.78	0.01	0.01	0.00
NEFR	1002.59	1.63	1.63	8.52	1009.48	0.09	0.01	0.08
WCR	47.32	47.32	0.00	66.89	114.21	0.04	0.04	0.00
NCR	NAV	NAV	NAV	378.57	378.57	0.05	0.04	0.01
ECR	0.00	0.00	0.00	9.21	9.21	0.00	0.00	0.00
ECOR	862.01	767.47	634.88	215.30	442.43	0.03	0.08	-0.05
CR	449.62	0.00	0.00	366.15	815.77	1.26	0.39	0.87
TOTAL	6963.93	5151.46	1612.72	1221.22	6572.44	4.04	0.91	3.32

Annexure-X
Shortfall in realisation of license fee from Container Corporation of India (CONCOR)
(Reference Para 2.12.3)

Zone	Year	Total area of land licensed to CONCOR as on 31 March (in hec)	No. of TEUs reported by CONCOR as handled on the basis of which license fee has been calculated	Licence fee to be realised on TEUs basis (Rs. in crore)	License fee @ 6% of the Market value prevailing during the corresponding year (Rs. in crore)	Difference (Rs. in crore)
CR	2004-05	57.72	146556.00	3.66	17.33	13.67
CR	2005-06	57.72	107167.00	1.79	19.71	17.92
CR	2006-07	57.72	134666.00	3.37	25.35	21.98
ECOR	2004-05	0.00	0.00	0.00	0.00	0.00
ECOR	2005-06	5.75	13863.00	0.35	2.25	1.90
ECOR	2006-07	5.75	21000.00	0.53	2.25	1.73
ECR	2004-05	7.74	1092.00	0.03	0.26	0.23
ECR	2005-06	7.74	1868.00	0.05	0.29	0.24
ECR	2006-07	7.74	1302.00	0.03	0.30	0.27
ER	2004-05	0.00	0.00	0.00	0.00	0.00
ER	2005-06	0.00	0.00	0.00	0.00	0.00
ER	2006-07	0.00	0.00	0.00	0.00	0.00
NCR	2004-05	124.57	42145.00	0.93	NAV	NAV
NCR	2005-06	124.57	146472.00	1.91	NAV	NAV
NCR	2006-07	124.57	13077.00	0.33	NAV	NAV
NEFR	2004-05	6.65	4777.00	0.12	0.16	0.04
NEFR	2005-06	6.65	7042.00	0.18	0.17	-0.01
NEFR	2006-07	6.65	9091.00	0.23	0.18	-0.05
NER	2004-05	5.02	0.00	0.00	0.00	0.00
NER	2005-06	5.02	0.00	0.00	0.00	0.00
NER	2006-07	5.02	0.00	0.00	0.00	0.00
NR	2004-05	119.39	832057.00	20.48	150.38	129.90
NR	2005-06	119.39	778941.00	19.46	162.56	143.10
NR	2006-07	119.39	779158.00	19.47	174.61	155.14
NWR	2004-05	7.74	76868.00	1.92	2.18	0.26
NWR	2005-06	7.74	56464.00	1.41	4.13	2.72
NWR	2006-07	7.74	62880.00	1.57	4.13	2.56
SCR	2004-05	21.40	50012.00	1.25	8.25	7.00
SCR	2005-06	21.40	53998.00	1.33	15.24	13.91
SCR	2006-07	21.40	52998.00	1.32	15.28	13.96
SECR	2004-05	12.84	2833.00	0.06	0.77	0.71
SECR	2005-06	12.84	7122.00	0.18	0.83	0.65
SECR	2006-07	12.84	15451.00	0.39	0.61	0.22
SER	2004-05	12.84	26611.00	0.66	1.22	0.55
SER	2005-06	12.83	37595.00	0.94	1.30	0.36
SER	2006-07	12.83	23051.00	0.58	1.40	0.82
SR	2004-05	43.72	122494.00	3.02	6.99	3.97
SR	2005-06	44.22	115642.00	2.86	7.48	4.61
SR	2006-07	43.52	99252.00	2.50	7.89	5.39
SWR	2004-05	57.08	77304.00	1.92	3.43	1.51
SWR	2005-06	57.08	89722.00	2.24	3.77	1.53
SWR	2006-07	57.08	102599.00	2.56	4.15	1.59
WCR	2004-05	4.65	0.00	0.00	0.17	0.17
WCR	2005-06	4.65	5408.00	0.14	0.17	0.04
WCR	2006-07	5.00	22415.00	0.52	0.17	-0.35
WR	2004-05	29.09	137711.00	1.10	4.47	3.37
WR	2005-06	29.09	118810.00	2.97	4.78	1.81
WR	2006-07	29.09	146420.00	4.11	5.12	1.01
Total	2004-05	510.45	1520460.00	35.16	195.61	160.45
Total	2005-06	516.69	1540114.00	35.81	222.68	186.87
Total	2006-07	516.34	1483360.00	37.49	241.43	203.94

Annexure-XI (a)
Outstanding license fee on account of commercial licensing
(Reference Para 2.12.6)

Zone	Year	No. of licensees as on 31 March	Area licensed (in hec)	No. of cases where agreements are not yet entered into as on 31 March 2007	Delays in execution/revision of license agreements			License fee outstanding as on 31 March 2007 (Rs.in crore)
					Cases more than 3 years but less than 5 years old	Cases more than 5 years but less than 10 years old	Cases more than 10 years old	
1	2	3	4	5	6	7	8	9
NR	2006-07	235	158.48	8	0	0	1	225.99
CR	2006-07	857	54.83	161	NAV	NAV	9	9.41
ECOR	2006-07	966	89.80	205	0	0	202	0.96
NCR	2006-07	430	24.04	113	0	22	91	4.43
NEFR	2006-07	7048	4477.37	2936	64	39	4249	9.30
NER	2006-07	8377	22.42	1714	0	0	5994	13.88
SCR	2006-07	395	NAV	0	0	0	0	3.86
SECR	2006-07	1758	1552.97	361	2	2	357	7.43
SR	2006-07	246	59.98	39	1	2	36	2.58
SWR	2006-07	54	35.74	0	0	0	0	0.03
WCR	2006-07	118	146.42	4	1	0	3	0.52
ER	2006-07	1887	60.73	675	NAV	NAV	NAV	28.83
SER	2006-07	6850	102.99	5374	NAV	NAV	5374	13.22
WR	2006-07	380	60.41	104	0	0	61	3.96
ECR	2006-07	3645	103.76	2395	16	2358	5	2.24
NWR	2006-07	258	20.00	216	6	4	206	1.52
Total	2006-07	33504		14305	90	2427	16588	328.16

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**Annexure-XI (b)
Deficiencies observed in respect of commercial licensing
(Reference Para 2.12.6)**

Zone	Audit observation
SR	Three areas of land measuring 0.15 hectare, 5.13 acres and 62.91 acres in Mangalore were occupied by Konkan Railway Corporation Limited (KRCL) since 1991. Lease agreement had not been executed and lease charges of Rs.1.18 crore (equivalent to 99 per cent of the market value of land) had not been recovered.
SR	Railway Board's order of September 2002 prescribes the adoption of prevailing market value of land for the purpose of calculation of land license fee and its periodical revision every three years for bulk oil installations. In February 2005, Railway Board withdrew the above order and revised the methodology for working out the market value of land based on fixed percentage increase of land value. Adoption of incorrect methodology resulted in loss of license fee to the extent of Rs.15.96 crore in respect of bulk oil installations at Tondiarpet and Korukkupet for the years 2002-03 and 2003-04.
SR	In SR, a dispute on the quantum of land license fee was raised by 2 licensees in the Andhra Pradesh High court in 1991. The High court directed the Railway Administration to conduct personal hearings. The issue has however not been sorted out resulting in the non-recovery of license fee amounting to Rs.0.27 crore from the licensees.
SR	Land area measuring 20433 sqm was licensed to M/s Concrete Products Construction Company, Chennai for the manufacture of pre-stressed concrete sleepers. License fee was calculated taking into account the land value as on 1.4.1986 at Rs.13559 instead of the correct value of Rs.20016 as advised by the Sub-Registrar office. This resulted in short recovery of license fee of Rs.0.21 crore for the period 1.4.1986 to 31.3.2008.
SR	Land measuring 4319 sqm at Erode was licensed to the Highways and Rural Department for an approach road. Annual license fee amounting to Rs.0.38 crore for the period from 1995-96 to 2006-07 remains to be realized from them.
SR	Land measuring 82817 sqm at Royapuram was licensed to M/s Thirumalai Chemicals to install storage tanks for storing Ortho-xylene which is a hydrocarbon derived from crude oil. As per Railway Board's instructions, the land license fee was to be leviable @ 7.5 per cent as for Bulk Oil Installations. However, land license fee has been collected @ 6 per cent. Incorrect adoption of rate of license fee resulted in short recovery of license fee of Rs.0.24 crore for the period from 1995-96 to 2006-07.
SR	In 15 cases (Chennai division) land had been licensed to various parties as per the records of Engineering Department. However, no records were made available by the Divisional authorities in order to verify the correctness of the recovery of license fee.
SR	As per the Railway Board's Master Circular issued during February 2005, for the purpose of minimum license fee, the maximum size of the plot should be taken as 100 sqm and license fee for any fraction thereafter should be rounded off to the next 1000 rupees. In Palghat division/SR, in respect of 4 licensees, the above order has not been given effect to resulting in short realization of license fee to the extent of Rs.4.76 lakhs.
SWR	Land measuring 3.92 acres was licensed to M/s Maruthi Builders in Bangalore Division for manufacture and supply of PSC sleepers to Railways in 1992 at fixed license fee of Rs.25,000/- per acre per annum. The agreement also provided that the license fee would remain unchanged during the contract period and six months thereafter. The contract period was renewed (May 1996) for supply of 500000 numbers of sleepers or 5 years therefrom, whichever was earlier, on the same terms and conditions. In August 1996, Railway Board clarified that the rules governing fixation of license fee for other types of plots covered sleeper factories also. Accordingly, Railway Administration preferred a bill for Rs.1.14 crore on M/s Maruthi Builders towards revised license fee for the period from June 1999 to March 2005, duly adopting 6 per cent of the market value of land licensed to them as envisaged in the Railway Board's directives. The firm filed a case in the Civil Court. The Court had directed the parties to settle the issue through Arbitration before 31.10.2005. Even after nearly 18 months, Railway Administration was yet to settle the matter through Arbitration. Review of the records further revealed that M/s Maruthi Builders had not been manufacturing and supplying track sleepers during the past 2 years. Railway Administration has allowed the firm to retain the land in the prime area at the nominal license fee of Rs.25,000/- per acre per annum even as there was breach of contract on the part of the firm in not supplying the required sleepers.

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Zone	Audit observation
SECR	The market value of land licensed for commercial/industrial purpose was assessed on rates of agriculture land. Land measuring 8040 sqft was in possession of a company since 1932 for retail oil depot. License fee was assessed based on rate of Rs. 45000 per acre special category land which was equal to rate of un-irrigated (<i>Bhatha</i>) agriculture land of Raipur Khas village in 1985-86. Audit assessed a short assessment of license fee of Rs. 28.06 lakh for the period from 1995-96 to 2006-07 based on the rates of nearby area (Station Para ward) Rs. 40 per sqft for commercial purpose (1985-86). Market value of land during 2006-07 as assessed by Railway Administration and as per Guide Line of Registration Department was Rs. 4.40 lakh and Rs. 47.43 lakh respectively resulting in short assessment of license fees to the tune of Rs. 4.30 lakh in 2006-07 alone.
SER	M/s Hindalco, a company situated at Muri in Ranchi division of SER had occupied 4.52 hectares of railway land since 1962 without signing an agreement with the railway. In 2004, railway administration raised a bill for Rs. 0.37 crore towards license fee on the basis of land value of 1962 but M/s Hindalco did not make any payment. In April 2005, M/s Hindalco was allowed to occupy another piece of land measuring 10.82 hectares without signing any agreement. Although railway administration raised a bill for Rs. 4.70 crore (Rs. 0.37 crore and Rs. 4.33 crore), no payment has been made by the company.
SER	The Shalimar Works Ltd., a licensee for temporary occupation of railway land measuring 1.66 hectares at Shalimar went into liquidation on 12-01-1981 by an order passed by the Hon'ble High Court, Calcutta. The Government of West Bengal purchased the entire assets and facilities of the erstwhile company from the official liquidator appointed by the Calcutta High Court with the objective of continuing the business of the company. Since then (i.e. from 12.01.81) the Shalimar works (1980) Ltd possesses the land in question without making any payment towards license fee. In October 2004, Government of West Bengal requested South Eastern Railway administration to revalidate the lease agreement for the next 35 years and also to assess the arrear dues of license fee payable by them. After assessment of the amount of Rs. 4.97 crore by the engineering department, the same was submitted to accounts for vetting in March 2006 but is still pending. Thus an amount of Rs.4.97 crore stood recoverable from the said company towards outstanding license fees for the period from 1948 to 2004-05.
CLW	Two Cinema Halls namely Ranjan Cinema Hall and Shreemati Cinema Hall were given on lease initially for a period of 10 years w.e.f. 1.2.1977 to 31.1.1987 at a monthly license fee of Rs. 4500/- and Rs. 3,025/- per month respectively. No revision of License fee was made after 1 st February 1987. This has resulted in huge short realization of revenue.
WCR	In Jabalpur division, scrutiny of records revealed that the revised rate of plots fixed by the Standing Committee of three J.A. Grade officers set up at divisional level was sent to headquarters for approval during August 1998 to February 2004. However, the approval of the competent authority is still awaited. Due to delay in fixation/revision of license fee of commercial plots, Railway Administration failed to recover its dues amounting to Rs. 0.84 crore from the plot holders for the period from 1.4.1986 to 31.3.2002. It was further observed that some parties vacated the plots subsequently and thus recovery of arrears of license fee at revised rate can not be made from those parties.
WR	In Rajkot Division, plots were licensed to M/s Indian Oil Corporation, M/s Hindustan Petroleum Corporation and M/s Bharat Petroleum Corporation for setting up their bulk oil installations in 1984. Since as per Railway Board's orders of March 2004 and February 2005, the retrospective effect of reduced rate of license fee was withdrawn, the excess recovery amounting to Rs.1.53 crore already adjusted for the period from 01.04.86 to 31.03.95 became recoverable from these parties. On the matter being taken up by Audit in September 2004, the Divisional Accounts office raised bills (March 2007) to recover Rs. 1.53 crore from these parties.
NCR	Review of records of Allahabad Division of North Central Railway revealed that even after rationalizing (March 2004) the rate of license fee and making the revision effective from 1 st April 1995 instead of 1 st April 1986 by the Railway Board, the Divisional Railway Administration did not raise license fee bills at the revised rate against licensees of 30 commercial plots under the control of Deputy Chief Traffic Manager/Kanpur till date. Dues recoverable from these licensees for the period 1 st April 1995 to 31 st March 2007 assessed by Audit worked out Rs.1.05 crore.
NCR	Land measuring 42857 sqm was licensed to GRP at Jhansi in 1986 for construction of GRP lines. No agreement was executed by the railway while handing over the land and no license fee bills were preferred by the railway till July 2002. It was observed that GRP had constructed quarters on 1558 sqm area of land and the remaining land had no structure. In July 2002 while preferring the bills, the railway administration calculated all the land at concessional rate of three per cent leviable for quarters instead of charging for the extra land at 6 percent applicable for government departments. This resulted in short recovery of Rs. 1.09 crore.
CR	Railway land measuring 11914 sqm was licensed to M/s Hindustan Petroleum Corporation Limited (HPCL) /Pune for erecting bulk oil installation pumps, laying of pipeline, approach roads etc and agreement signed in September 1990. Subsequently, HPCL shifted its petroleum handling facility. Consequently, HPCL authorities were asked to hand over the land to Railway Administration for development of passenger amenities but it has not been handed over so far. It was further noticed that the license fee was not being recovered. An amount of Rs. 1.40 crore was outstanding for recovery.

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Zone	Audit observation
CR	Office accommodation was allotted to IRCON in the railway building and based on the market value of land, rent rates were revised in 2006. The revised rates were effective from 1999-2000 and arrears worked out to Rs.0.76 crore. IRCON has not paid the arrears so far. Even regular rent for 2006-07 has also not been paid by IRCON. The matter was brought to the notice of CE by DEN/LN/CSTM in May 2006, but no concrete action has been taken so far to recover the arrears. It was further seen that rent rates were revised on the basis of ready reckoner rates and not as fixed by the PHOD Committee as required in terms of Railway Board's letter of February 2005. IRCON still continues to occupy the Railway premises
NWR	The Railway Board in April 1982 laid down instructions that the purpose of licensing of Railway land is restricted only to the welfare organizations with a view that such land should actually be utilized for the welfare of Railway staff and should not become a seat of commercial activity. In case of failure, the licensing should be terminated after due notice and recovery of land license fee at market rates. During review of records relating to land licensing in Ajmer Division, it was noticed that an agreement was entered in July 1925 between Railwaymen Consumers Cooperative Association Limited/Ajmer and Railway, an area of 57996.60 sq.ft./ 6444.06 sq.yard was leased for bonafide use, but the Association arbitrarily and without informing the Railway Administration sub let some land to other private parties which were not welfare organizations. In November 1989, the zonal railway reported the matter to Railway Board. The Railway Board asked to execute a fresh agreement with the licensees. The Railway Administration continued preferring the bills for license fee at nominal rate (i.e. Re. one per annum). Thus, due to non-execution of fresh agreements and inaction on the part of railway administration to effect recovery at market rate due to breach of contract, the Railway Administration suffered a loss of Rs. 2.09 crore for the period from 1986-87 to 2006-07 besides failing to safeguard the asset.
NWR	During review of a case of allotment of a STD/PCO booth (Hello Hut) at Jodhpur, it was observed that the booth was allotted to the said party in August 1993 by Railway without execution of any agreement. The owner of the booth encroached upon the area with the time that eventually went on to 200.88 sqm. The Railway administration calculated an amount of Rs. 1.39 crore towards license fee for the period 1.8.99 to 30.9.06. The amount is still outstanding for recovery.
NWR	In Bikaner Division, land measuring 7014.40 sqm was licensed to M/s Ashi Private Limited at Rewari in September 1987 for establishing a sleeper plant with the approval of General Manager/Northern Railway. As per agreement (executed in September 1987), annual license fee was fixed @ Rs. 18200/-. Though the Railway Administration licensed the plot measuring 7014.40 sqm, the firm acquired 8165.13 sqm of land. As per Railway Board's letter of August 1995, the land value shall be fixed on the basis of the land value of the surrounding area as on Ist January 1985 as determined from the Revenue authorities or from Town planning department, actuals as per PWD/CPWD transactions, actual transactions as per Sub-Registrar and Professional valutors of State and Central Government. The revenue authority (Tehsildar/Rewari) had mentioned the rate of land at Rs. 500 per Sq Yard as per their letter dated 29.01.86 and dated 23.07.1987. Thereafter, on the request of Assistant Engineer, Northern Railway, Rewari for reassessment of rate of land, the Revenue department (Tehsildar) revised the rate of land @ Rs. 70000/- per acre or Rs. 17.29 per sqm vide letter dated 27.07.1987. The rate advised subsequently was 97.11 per cent less than the rate (Rs. 500 per sqm) advised earlier. The execution of an agreement on the basis of lower rates is suspicious and resulted in short recovery of license fee. Had the railway administration fixed the rate of Rs. 500/- per sq yard (Rs. 598/- per sqm) & plot area actually in use i.e. 8165.13 sqm, huge loss on account of short recovery of license fee amount to Rs. 1.54 crore (25.09.1987 to 31.03.2007) could have been avoided.
NWR	A number of buildings have been provided to Postal & Telecom Department in all the Divisions. Audit observed that non-revision of the cost of land and non/incorrect raising of licence fee bills resulted in non-realisation of Rs.5.06 crore.
NR	Railway lands measuring 86.50 acres and 86.91 acres had been under occupation at Phillaur and Jalandhar Cantt in Firozpur Division by Police Training Academy and Punjab Armed Police since 1942 and 1963 respectively. An amount of Rs. 30.26 crore for the period 1-1-1986 to 31-3-2007 is still outstanding. The railway administration has not taken any concrete action to realize the amount from the Punjab Government.
NR	Review of records of Firozpur and Moradabad divisions revealed that even after rationalizing (March 2004) the rates of license fee and making the revision effective from 1 April 1995 instead of 1 April 1986 by the Railway Board, the Railway Administrations did not prefer the license fee bills at the revised rates against the licensees till January 2006. It was also observed that an amount of Rs. 14.08 crore was outstanding against 56 licensees (41 of Firozpur and 15 of Moradabad).
NR	In September 1996, Union Cabinet decided that the Railway would lease its land to Delhi Metro Rail Corporation (DMRC) for Mass Rapid Transport System (MRTS) in Delhi area and the lease charges would be based on mutually agreed market rates of land. Accordingly, Railway Board directed (5 March 1997) NR to transfer its land. Till December 2002, NR transferred 10.016 hectares of land on long term lease and 3.708 hectares of land on temporary licensing (for limited period during construction) to DMRC for the project without entering into an agreement. The lease charges and the license fees, worked out by NR on the basis of commercial land rates (notified by L&DO) were Rs.55.40 crore and Rs.20.63 crore respectively. During 2003-05, another piece of land measuring 0.302 hectare was licensed to DMRC. DMRC requested the Railway Board that the market rate of land should be fixed on the actual land usage in the adjoining areas (lower than the commercial rates) instead of commercial rates. DMRC paid only Rs.38.18 crore as against the Railways' claim of Rs.76.03 crore (December 2002). As on April 2005, the amount due was Rs.61.82 crore besides loss of interest on the delayed payment of lease charges of Rs. 18.91 crore.
NEFR	Two plots of railway land measuring 61200 sqft at Adabari/Maligaon and 27625 sqft to Mal Gram Panchayat was licensed to BSNL in 1983 and 1979 respectively. Failure of railway administration to execute agreements, delay in preferring the license fee bills, incorrect updating of land value on percentage basis etc resulted in accumulation of dues amounting to Rs. 1.27 crore.

Annexure-XII
Deficiencies in the levy of way leave charges
(Reference Para 2.12.7)

Zone	Audit observation
SR	Way leave permission for a 5.5 Km pipe line running along the railway boundary from Walajah Road to the factory at Ranipet along the track given to M/s Thirumalai Chemicals Ltd, had expired in March 2004. The firm requested extension of the license for a further period of 10 years i.e. from 2004 to 2014 in November 2004. The capitalized way leave charges worked out to Rs.1.25 crore. Even three years after expiry of the original permission, way leave charges amounting to Rs.1.25 crore remain to be realized and the agreement is yet to be executed with the firm.
SR	As per Railway Board's instructions of November 2001, charges to be levied for granting way leave facilities for under ground/over ground Cable TV Crossings in and outside Metro cities are Rs.3000 per annum and additional supervision charges of Rs.5000 per annum per single track crossing and Rs.3000 per annum for each additional track crossing should be levied and the same has to be collected for three years in advance. In Palghat division, while extending the way leave facilities for a further period of 3 years, only way leave charges of Rs.9000 has been collected and additional supervision charges amounting to Rs.15000 for each crossing has not been collected. This resulted in short realization to the extent of Rs.13.38 lakhs in respect of 67 cases.
SR	In Madurai division, in 12 cases permission was accorded by the Railway Administration for formation of approach road, widening of level crossing etc and way leave charges were being recovered at Rs.1000 per annum instead of at 6 per cent of market value of land per annum subject to a minimum of Rs.10000/- per annum as stipulated in the Railway Board's order of November 2001. Taking into account the minimum charges, the amount pending realization would be Rs. 5.40 lakhs per annum.
WR	In Mumbai Central division, way leave charges for pipe line laid below railway track along right bank of Mithi River at Mahim creeks in 1968 have not been billed till February 2007. Railway Administration while granting permission to repair the said pipe line demanded way leave charges from 1968 to 2007 and also demanded these charges for next 10 years i.e. up to 2016-17. The total way leave charges leviable works out to Rs. 0.67 crore. Though there is a provision of charging interest @ 10 per cent per annum on unpaid amount, the said provision could not be invoked as no bill was preferred earlier.
SWR	In Mysore Division, in respect of 43 cases recovery was being made at Rs.1000/- per annum instead of at Rs.10, 000/- per annum resulting in short recovery of Rs.18.53 lakh. Similarly in respect of 42 cases, 10 years advance way charges has been recovered at Rs.10, 000/- instead of Rs.1,00,000/- resulting in short recovery of Rs.37.80 lakh. In respect of 8 cases, the minimum charge of Rs.10, 000 per annum was not levied resulting in short recovery of Rs.3.00 lakh.
SWR	In Hubli Division, in respect of 14 cases, bills have not been preferred at the rates specified in Board's letter of Nov 2001. In respect of 9 cases, way leave charges were not being recovered. Further, in respect of 62 cases, even though bills have been raised, the Administration was not aware whether the parties had paid the same. Thus, total short recovery of way leave charges due to improper implementation of Board's orders was to the tune of Rs.59.33 lakh.
SWR	In terms of Railway Board's orders of Nov 2001, for ROB/RUB constructed on Deposit terms, way leave charges at the rate of Rs.6,000/- per annum upto two lane road crossing two tracks and at Rs.12,000/- per annum in case the bridge is wider than two lanes and/or crossing more than two tracks are to be recovered. It was observed that way leave charges were not being recovered in Bangalore and Mysore Divisions/SWR. The amount recoverable in respect of 15 ROB/RUBs in these divisions was assessed at Rs.5 lakh.
CR	M/s Deepak Fertilizer and Petrochemicals Company was granted permission to lay pipeline in the railway boundary from Uran to Taloja in 1981. Copy of agreement was not on record. The firm moved Mumbai High Court in 2000 in connection with shifting of pipeline and the suit is pending. Meanwhile the party did not pay the Way Leave charges from 2000 which accumulated to Rs. 0.94 crore. The matter was brought to the notice of Railway Board and also taken up with Ministry of Petroleum only in February 2006.