

**STANDING COMMITTEE ON RAILWAYS  
(2005-06)**

**FOURTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**'TERMINAL FACILITIES IN METROPOLITAN CITIES'**

**TWENTY FIRST REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

July, 2006/Sravana, 1928 (Saka)

**SCR No. 103**

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*Presented to Lok Sabha on .07.2006  
Laid in Rajya Sabha on .07.2006*



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- |    |                      |   |                      |
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| 5. | Smt. Sunita          | - | Committee Officer    |

## INTRODUCTION

I, the Chairman of the Standing Committee on Railways (2005-06), having been authorised by the Committee to present the Report on their behalf, present this Twenty First Report of the Committee on 'Terminal Facilities in Metropolitan Cities'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 27.01.2006 and 13.02.2006.

3. The Committee considered and adopted the Report at their sitting held on 05.06.2006. Minutes of the sittings held on 27.01.2006, 13.02.2006 and 05.06.2006 form Part-II of the Report. For facility of reference, the recommendations/observations of the Committee have been presented in thick type.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board), for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the subject 'Terminal Facilities in Metropolitan Cities' and sharing with them the issues concerning the subject which came up for discussion during evidence.

NEW DELHI;  
July, 2006  
Sravana 1928 Saka

**BASUDEB ACHARIA**  
Chairman,  
Standing Committee on Railways

## **REPORT**

### **Introduction**

Metropolitan cities in India are hub of activities for both passenger as well as freight traffic. Railways play a very important role in connecting these metropolitan cities with each other and to other parts of the country. Millions of passengers and commuters arrive in and depart from these metropolitan cities every day. Depending on the traffic handled, commensurate terminal facilities have been provided in these metro cities. However, to provide efficient, adequate and modern terminal facility for smooth and orderly functioning of train services in these cities, Railways has planned additional/improvement in infrastructure facilities wherever possible, and planned development of altogether new terminal wherever such expansion is not possible because of limitation of space.

2. A full fledged and integrated system of terminal facility encompasses various provisions and facilities for speedy and hassle free entry and exit of passengers, maintenance and berthing of trains, handling of parcel, a large circulating area and a host of other services.

3. There are four major metropolitan cities in the country namely. Delhi, Mumbai, Kolkata and Chennai. Delhi and Chennai comes under the jurisdiction of Northern and Southern Railway respectively. The metropolitan cities of Mumbai and Kolkata are being served by two railway zones each viz. Central and Western Railway for Mumbai and Eastern and South Eastern Railway for Kolkata.

4. The details of passenger, suburban and freight trains terminating and passing through each of the metro cities daily are as under:-

Metro	Passenger		Suburban		Freight		Total (All trains)		Grand Total (All trains.)
	Terminating	Passing	Terminating	Passing	Terminating	Passing (UP+DN)	Terminating	Passing	Terminating + Passing
Delhi	102	76	75	0	23	150	200	226	426
Mumbai (CR)	132	0	1207	0	20	4.3	1359	4.3	1363.3
Mumbai (WR)	35	0	1007	0	0.6	0.1	1042.6	0	1042.6
Total Mumbai	167	0	2214	0	20.6	4.4	2401.6	4.3	2405.9
Kolkata (ER) Howrah+ Sealdah)	152	10	1004	0	17	28.6	1173	38.6	1211.6
Kolkata (SER) Howrah+ Sealdah)	73	0	135	0	4	0	212	0	212
Total Kolkata	225	10	1139	0	21	28.6	1385	38.6	1423.6
Chennai	138	32	540	0	24	19	702	70	772

5. The Metro city and year-wise funds allocated during the last 4 years for renovation/modernization/expansion of terminals are as under:

(Fig. In crore of Rs.)

Metro City	Railway	Terminal	Allocation of Fund			
			05-06	04-05	03-04	02-03
Kolkata Metro	ER/SER	Howrah, Chitpur, Sealdah & Shalimar	37.75	11.32	0.255	0.007
Chennai	SR	Chennai Egmore, Chennai Central, Chennai Beach, Tambaram	6.39	3.83	2.63	1.50
Mumbai Metro	CR	CSTM, Lokmanya Tilak Terminus, Dadar	19.27	11.22	11.74	82.5
	WR	Mumbai Central, Bandra Terminus & Churchgate.	3.69	3.28	4.85	2.32
Delhi	NR	Delhi, New Delhi, Hazrat Nizamuddin, Delhi Sarai.	22.90	25.02	16.48	12.82

6. Apart from above, some small works are being taken up by Zonal Railways at local level under GM's power.

## **Delhi**

7. Delhi the capital city has one of the busiest terminals of the Indian Railways. It is served by 3 major passenger terminals viz. New Delhi, Delhi Main and Hazarat Nizamuddin. The 4<sup>th</sup> terminal Delhi Sarai is primarily meant for handling MG trains of Delhi area. The 5<sup>th</sup> terminal at Anand Vihar with facility of 5 washing lines, 3 stabling lines and 7 platforms was sanctioned in 2003-04 at a cost of Rs.83 crore. The work such as earth work, washing line sick line etc., forest clearance plan of station building and circulating area are in progress and the target date of completion of the first phase has been fixed for December, 2007.

8 As regards the covered and super area of various terminals in Delhi area, the Ministry of Railways has submitted the following details:-

<b>Name</b>	<b>Super Area (sqm)</b>	<b>Covered Area (sqm)</b>
New Delhi Rly. Station	6 lakhs sqm	50,000 sqm
Delhi Junction	4 lakhs sqm	50,000 sqm
Haz. Nizamuddin	4.16 lakhs sqm	11,956 sqm
Delhi Cantt.	1.06 lakhs sqm	10,800 sqm

9. The number of platforms at each of the above terminals in Delhi/New Delhi and their coaching capacity are as under:

<b>Delhi</b>	<b>New Delhi</b>	<b>Nizamuddin</b>	<b>Delhi Rohilla Sarai</b>
Total – 18	Total – 12	Total – 7	Total – 2
1-6 Coaches	1-16 Coaches	3-24 Coaches	1-23 Coaches
2-12 Coaches	1-18 Coaches	4-26 Coaches	1-25 Coaches
9-14 Coaches	1-20 Coaches		
2-19 Coaches	6-23 Coaches		
1-21 Coaches	3-26 Coaches		
1-22 Coaches			
1-24 Coaches			
1-26 Coaches			



10. At New Delhi, construction of 4 platforms is in progress and is likely to be completed by November, 2006. At Nizamuddin, parcel platform is proposed to be extended and converted into passenger platform. At Delhi Sarai Rohilla, MG platform will be converted into BG after Gauge Conversion.

11. In response to a query whether the terminal facilities in the Delhi Area are commensurate with the traffic being handled, the Ministry of Railways in a written reply stated that the available facilities are sufficient to accommodate the existing traffic level. However, to meet the future requirement following works are being executed to enhance the line capacity and terminal facilities.

1. 4 passenger platforms at New Delhi
2. 1 washing line at Delhi Main
3. 1 passenger platform at Delhi Sarai Rohilla
4. 5<sup>th</sup> and 6<sup>th</sup> line between New Delhi and Tilak Bridge
5. 6-line entry and exit in New Delhi
6. Delhi Sarai-Rewari Gauge Conversion
7. Sahibabad-Anand Vihar – 3<sup>rd</sup> and 4<sup>th</sup> line
8. Grade Separator at Rampura Cabin

12. Further the Ministry of Railways stated that as the area available at the terminals at New Delhi/Delhi is not sufficient to cater to future requirement, besides a new terminal at Anand Vihar, terminal facilities at Holambikalan and Bijwasan are also proposed. Augmentation of terminal facilities at Sarai Rohilla and Hazrat Nizamuddin is being taken up..

13. When the Committee enquired regarding the plans for acquisition of land and taking up development work in future in Delhi area, the Member Engineering, Railway Board stated during evidence as under:

“On New Delhi the pressure would be tremendous. We have thought of an integrated transport planning for Delhi area. We thought of creating a directional terminal. That means one direction is from East, another is from the West, another is from the North side etc. We want to construct terminals. First terminal is East Bound Terminal. Anand Vihar has been sanctioned which is under construction. To connect Anand Vihar with line nos.3 and 4 from Anand Vihar to Sahibabad is being done so that the traffic to

Anand Vihar terminal will come and they will have a quick dispersal through the road system which is by the side of the ring road. People can disperse from there.

Likewise, in other terminals are at Holambi Kalan and Bijwasan. Bijwasan will be one terminal which will be a West-directional terminal between Gurgaon and Dwarka,. Holambi Kalan is for the traffic coming from Kurukshetra side. That means this will be the third terminal. Earlier Sarai Rohilla was a meter gauge terminal which is now being developed as a full-fledged broad gauge terminal after the conversion of Rewari-Delhi gauge conversion is completed. This we want to develop. Hazrat Nizamuddin station is being expanded. What we trying to say is that Delhi's requirements are quite large. For the next 10 to 15 years we have to do work in this area."

## **KOLKATA**

14. Kolkata being the hub of eastern India caters to a very large number of inbound and outbound Railway traffic.

The city of Kolkata is served by two major passenger terminals i.e. Howrah and Sealdah stations. Howrah station which started functioning in 1884, had only two pairs of trains originating from it. It runs 297 pairs of trains now including express, passenger and suburban local trains. With 21 existing platforms and 2 more coming up in the next few months, Howrah has reached its capacity. The situation is the same with Sealdah station which was built in 1869, the station now runs 311 pairs of trains from 17 platforms. Howrah and Sealdah stations have reached saturation point. An additional station at Chitpur in Central Kolkata at an approximate cost of Rs.40 crore was sanctioned in 2003-04. This terminal will not only take considerable load off Howrah and Sealdah stations but also be convenient for a large section of people in a city that is expanding rapidly. The construction of this new passenger terminal was to complete in two phases. Phase-I of this new terminal has been commissioned

on 31.01.2006 at an approximate cost of Rs.40 crore. Under the Phase-I, the following facilities are provided at this terminal :-

1. 3DD lines with platform.
2. Part station building and circulating area.
3. Platform No.1, 2 & 3.
4. Deep pit.
5. Subway connecting PF 1, 2, 3 to circulating area.
6. FOB connecting PF No.1, 2, 3.
7. Water supply and C & W office.

15. Phase-II of the terminal at a cost of Rs.50 crore with a target date of completion by 31.03.2008 has also been sanctioned. Under this Phase the following activities are to be undertaken by the Railways:-

1. Balance station building and circulating area.
2. Parcel complex, RRI building.
3. Coaching and ROH depot.
4. Over head tank, water and effluent treatment plant.
5. 2<sup>nd</sup> & 3<sup>rd</sup> Deep Pit.
6. Platform No.4 & 5.

16. In the next few years 25 pairs of mail and express trains will run from 5 platforms at this new terminal. Further to provide better suburban and urban communication, there are plans to run 20 pairs of EMU (Electric Multiple Unit) trains and 10 pairs of local circular railway trains from the Chitpur terminal.

17. The Ministry of Railways have also stated in a written reply that a detailed Engineering cum traffic survey for examining the feasibility of providing a fourth terminal at Shalimar/Padmapukur/Majerhat has been done and the report is under examination.

18. The number of platforms at each of the existing terminals in Kolkata and their coaching capacity are as under:-

<b>HOWRAH</b>		<b>SEALDAH</b>	<b>CHITPUR</b>	<b>SHALIMAR</b>
Old Complex	New Complex			
Total – 15	Total – 4	Total – 17	Total – 5	Total – 2
1-10 Coaches	4-22 Coaches	6-9 Coaches	3-24 Coaches (Completed)	1-18 Coaches
5-12 Coaches		5-10 Coaches	2-24 Coaches (In 2 <sup>nd</sup> phase)	1-24 Coaches
2-16 Coaches		2-14 Coaches		
2-18 Coaches		1-16 Coaches		
3-21 Coaches		1-18 Coaches		
2-24 Coaches		2-24 Coaches		

19. On being asked whether the terminal facilities available at present in Kolkata is commensurate with the traffic handled, the Ministry of Railways in a written reply stated that the available facilities were not commensurate with the traffic handled in the city. The following steps have been taken to enhance the terminal facilities:- 1) Decongesting of the existing terminals at Sealdah and Howrah by constructing a new Terminal at Chitpur 2) Extension of Circular Railway from Princep Ghat to Majerhat has taken place. 3) Two additional 24-coach length platforms have been commissioned at Sealdah. 4) Works related to extension of platform on Howrah-Bandel, Sheoraphulli-Tarakeshwar and Sealdah-Diamond Harbour are in progress. 5) Extension of platforms on Bandel-Bardhaman section and Sealdah-Bongaon-Ranaghat section is under active consideration.

20. The Ministry further stated that a Sankrail Goods Terminal Yard, steel stock yard hub has been planned. At Shalimar, one completely independent full-length line to deal with parcel traffic is under construction.

21. The works for provision of two additional platforms at Howrah station have since been sanctioned and these platforms are proposed to be commissioned for reception of long distance mail/express trains.

22. Howrah station is choked now. To tackle this problem some years back on the basis of the Report prepared on Howrah station, double discharge platform was sanctioned for Howrah station which could not be materialized later on. On being asked the reasons for the same, the Chairman, Railway Board stated as under:-

“As for double discharge, even if we want to implement it, it will take not less than 10-15 years. VT is a very fine example where we tried one platform to be converted into double discharge. It took a very long time. It means that for that length of time everybody will going through discomfort. The main issue here is to handle more traffic and increase the frequency of train.”

23. When the Committee enquired about the status of Shalimar Terminal and the reasons for its low popularity, the Chairman, Railway Board stated during evidence as under:

“Shalimar terminal will be very popular, if dispersal problem can be solved. It has plenty of space and can expand there and provide all the facilities. Our only limitation at Shalimar is dispersal. It can develop into a beautiful terminal. Land is not a problem. For that terminal to develop it require the involvement of both the Railways and the local State Govt. Some adjustment in respect of traffic pattern and road movement needs to take place which is not difficult to provide.”

**MUMBAI**

24. The port city of Mumbai is served by 5 passenger terminals namely Chhatrapati Shivaji Terminal (CST), Mumbai Central, Dadar, Bandra and Lokmanya Tilak Terminal. The number of platforms at each of these terminals and their coaching capacity is as below:

<b>Mumbai Central</b>	<b>Bandra Terminus</b>	<b>Churchgate</b>	<b>Mumbai CST</b>	<b>Lokmanya Tilak Terminus</b>	<b>Dadar</b>
Total – 5	Total – 3	Total – 4	Total – 15	Total – 4	Total – 8
	3-24 Coaches	1-9 Coaches	2-9 Coaches	4-26 Coaches	6-12 Coaches
1-12 Coaches		3-12 Coaches	5-12 Coaches		1-17 Coaches
2-16 Coaches			2-12 Coaches		1-18 Coaches
2-18 Coaches			2-17 Coaches		
			2-18 Coaches		
			2-21 Coaches		

25 Work of additional 2 platforms at Bandra Terminal has been sanctioned. Work of extension of platforms at Mumbai Churchgate is in progress. Work of 3 platforms faces of 26 coach length each at Carnac Bunder is in progress.

26 The details of Area of each of the terminals at Mumbai are as under:

<b>S.No</b>	<b>Terminal</b>	<b>Circulating area (Sq.m)</b>	<b>Built up area (Sq.m)</b>
1.	Mumbai Central	4040	22998
2.	Bandra Terminus	5245	20042
3.	Dadar	280	44563*
4.	Chhatrapati Shivaji Terminus	50000	140000
5.	Lokmanya Tilak Terminus	60000	150750

\* The existing building of suburban section controlling the movement of local as well as main line trains.

27 According to the Ministry of Railways the available facilities at Mumbai passenger terminals are not commensurate with the traffic handled in city. The present level of passenger services is handled with certain constraints. For increasing terminal capacities and decongestion of the existing terminals the

following works are being undertaken by the Railways:-

1. Mumbai CST – Remodelling of main line complex.  
(Target Dec., 07)
2. Dadar, Malkapur, Murtijapur & Wardha – Extn. Of P/F to accommodate 24 coach trains – work has already been completed.
3. Kurla passenger terminus – Traffic facilities.  
(Target June, 07)
4. Mumbai-Kurla-Thane-Kalyan – Train describer system.  
(Target March, 06)
5. CST Mumbai-Development of D'Mello road side entry.
6. Churchgate-Borivali-Extension of PF and covering of 12 coach EMU rake.  
(Target 28.02.06)
7. Bandra Terminus – Augmentation of terminal facilities.  
(Target 30.06.2006)
8. Bandra Terminus – Augmentation of Coaching facilities and provision of one pit.  
(Target 30.06.2006)

28. Completion of above mentioned works will facilitate handling of more long distance trains to and from Mumbai Area and running of 12 Car EMU rakes for Suburban Passengers.

29 Giving the details of terminal facilities in Mumbai the representative of Ministry of Railways (Railway Board) stated during evidence as under:-:

“As far as Mumbai City is concerned, there are two terminals – Chatrapati Shivaji Terminus, which was known as Bombay CST earlier and Mumbai Central. Apart from that, we have Dadar, Bandra and Lokmanya Tilak Terminal, which have already come up. We have a lot of things coming up in Bandra and it should be a full-fledged terminal very shortly. The idea is that all the traffic need not go to Mumbai Central as well as Mumbai VT side and they should be terminated outside so that people can get down and go to various places on that side.”

30. Regarding steps taken for augmenting terminal facilities in Mumbai, Chairman, Railway Board submitted that :

“We are working on Augmenting Terminal Facilities that is, platform length etc. at Bandra, Mumbai Central and Dadar Terminal. Work of provision of platforms washing cum pit lines, transfer lines and stabling siding have been sanctioned at Mumbai CST. Work is going slow because of problem in acquiring land for which we have had two meetings with the Chief Minister of Maharashtra. The GM, has also met the Chief Minister, who had shown considerable interest in solving these problems particularly lengthening of platform at Mumbai VT.”

### **CHENNAI**

31. Chennai city is served mainly by two major passenger terminals i.e. Chennai Central and Chennai Egmore, Apart from these there are terminals at Tambaram and Chennai beach also. On an average 772 trains including passenger, suburban and freight pass and terminate at Chennai daily.

32. The number of platforms at each of the terminals in Chennai and their coaching capacity is as under:

<b>Chennai Central</b>	<b>Chennai Egmore</b>	<b>Tambaram</b>	<b>Chennai Beach</b>
Total – 12	Total – 9	Total – 9	Total –7
1-16 Coaches	1-11 Coaches	2-12 Coaches	3-9 Coaches
1-18 Coaches	1-14 Coaches	4-24 Coaches	4-12 Coaches
1-21 Coaches	2-15 Coaches	3-18 Coaches (MG)	
3-22 Coaches	3-17 Coaches		
5-24 Coaches	1-22 Coaches		
1-26 Coaches	1-26 Coaches		



33. When the Committee desired to know the progress regarding connecting Chennai Egmore and Chennai Central with each other the representative of the Ministry of Railways (Railway Board) informed the Committee during evidence as under:-

“Chennai Egmore, was earlier a meter gauge terminal. With the commissioning of broad gauge, Chennai Egmore has become a full fledged terminal. At some point of time we had thought of connecting Chennai Egmore with Chennai Central. The work was contemplated but subsequently on detailed examination we found that Chennai Central and Chennai Egmore can remain as it is. Chennai Egmore earlier used to deal with all South-bound traffic like Madurai and Trivandrum, Chennai Central is connecting all the traffic coming from the North side. But with rationalisation of traffic it should be possible now to deal with Chennai Egmore and Chennai Central separately and they may not be connected. That means the trains to Chennai either stops at Chennai Egmore or Chennai Central.”

34. When the Committee enquired about the link between these two stations, the Member Engineering, Railway Board stated:-

“There is a link bypass. The trains which are going to South need not terminate at Central. They have to be routed in a manner which by passes Central and goes to Egmore and vice-versa. Moreover both the station are not far away; they are just 3 km. away. Earlier it was thought that they should be connected but it is not necessary.”

35. The Ministry of Railways informed further in their written replies that the work of new BG line connecting Chennai Central and Chennai Egmore was sanctioned as material modification to Chennai Beach-Tambaram-Chengalpatty Gauge conversion project vide Railway Board letter No.99/Proj./MAS/2/3 dated 08.04.2003 at a cost of Rs.90.44 crore.

36. Railways had examined the proposal subsequently and found a number of technical difficulties in executing this project. There are important safety considerations in laying this connection. In order to determine the technical feasibility of the proposal, the Ministry of Railways have decided to get the feasibility study done through RITES and accordingly the work has been entrusted to M/s RITES on 23.12.2005.

After the RITES Report on feasibility of the connection is received, a decision will be taken by Ministry of Railways.

37. A detailed survey for additional terminal facilities and development as world class Mega Terminal for Chennai Central has been sanctioned and is being awarded. Capacity augmentation of platforms at Chennai Egmore is in progress.

### FREIGHT TERMINALS

38. The number of freight terminals available at present in each of metro cities is as under:-

<b>Metro</b>	<b>No. of Railway Terminals</b>	<b>No. of non-Railway Terminals</b>	<b>Total no. of Freight Terminals</b>
Delhi	10	05	15
Mumbai (CR)	08	21	29
Mumbai (WR)	01	01	02
Total	09	22	31
Kolkata (ER)	15	14	29
Kolkata (SER)	02	---	02
Total	17	14	31
Chennai	04	13	17

The Plan formulated to develop the Terminals are as under:-

<b>Sl.No.</b>	<b>Metropolitan Cities</b>	<b>Plans formulated to develop Terminals</b>
1.	New Delhi	Improvement in goods handling facilities at Badli, Shakurbasti and Ghaziabad is in progress. Apart from this, Warehousing facilities are being developed by Central Warehousing Corporation at 2 major terminals, i.e. Shakurbasti and Ghaziabad.
2.	Chennai	Chennai Harbour has expansion plans for additional container terminal Ennore Port Limited Siding at Attipattu has plans for handling coal, iron ore and containers. These facilities are planned on BOT basis. The capacity of goods shed at Royapuram is being increased from 45 BOXN to 58 BOXN for full rake handling in single placement.
3.	Kolkata	For proper and smooth working of all terminals, works regarding top wiring of the goods shed, capacity augmentation and development of allied infrastructure are in progress and expected to be completed shortly.
4.	Mumbai	Development of 4 <sup>th</sup> terminal is being planned by JNPT. Work of conversion of Down Ballast Siding into full-length loop line is in progress.

39. When asked to state the procedure being followed in monitoring the terminal detention and at what level the monitoring is being done, the Ministry of Railways informed the Committee in a written reply as under:-

## **Delhi**

### **Northern Railways**

40. Each terminal is monitored by the divisional operating officers, who monitor not only the unloading/loading performance but also the pipeline for that terminal so as to avoid congestion at the terminal. If required the loading is regulated for a certain period. Based on the performance, infrastructure improvement works have been planned for augmenting the capacity of the terminal. Headquarter also monitors the detentions and takes action to avoid congestion and wastage of precious rolling stock.

## **Mumbai**

### **Central Railway**

41. Divisional Control Office keeps a continuous watch on the inward rakes & sorts out various problems when faced in unloading of a rake. After unloading, the rake is dispatched at the earlier possible by advance planning of locomotive and staff. Freight Operations Information System (FOIS) is also used to keep a watch on inward rakes.

Monitoring is done:-

- By Station Master and Goods Supervisor at the Terminals.
- By Chief Controller Stock, Divisional Operations Manager (DOM)/Divisional Commercial Manager (DCM and Senior Divisional Manger (Sr. DOM)/Senior Divisional Commercial Manager (Sr. DCM) at Divisional level.
- By Dy. Chief Operations Manager (Dy. COM)/Dy. Chief Commercial Manager (Dy. CCM) & other higher officers at Zonal Level.

## **Western Railway**

42. Terminal detention is monitored on day to day basis by the Divisional Officers and in morning conference by Headquarter Officers.

Besides this, periodic analysis on monthly basis is done to identify the terminals requiring system change and infrastructural inputs both at divisional and Headquarter.

The terminal monitoring is done at the divisional level by Senior Divisional Operations Managers (Sr. DOMs) and Divisional Railway Managers (DRMs) and at the Headquarter's level by Dy. Chief Operation Manager (G) (Dy. COMs) and Chief Freight Traffic Manager (CFTM)

## **Kolkata**

### **Eastern Railway**

43. There are well laid down practices for monitoring the terminal detentions. Each terminal is under the direct supervision of field level supervisors. There is target fixed for terminal detention for each major terminal which functions as the yard-stick for monitoring. Terminal detentions are also monitored at divisional level by Divisional Operating Officers and at Head Quarter level by Operating Officers on daily basis. With the introduction of Computerised Freight Operation Information System (FOIS), all details regarding terminal detentions are readily available for scrutiny.

### **South Eastern Railway**

44. Terminal detentions are generally monitored by DOM/Sr. DOM of the divisions. Presently this detention is being monitored by GM and COM through FOIS (arrival to placement, placement to release and release to departure).

## **Chennai**

### **Southern Railway**

45. The detentions to Freight trains at terminals have been fully computerized in the Freight Operations Information System (FOIS) format. The complete detentions rake-wise are monitored:-

- a) from the time of arrival to actual placement
- b) from the time of placement to release and
- c) from the time of rake release to the actual time of rake dispatch

The complete data as per the above matrix is documented and monitored by officers concerned right upto the Apex level.

46. The detention from the arrival to final dispatch, which exceeds 24 hours are monitored even at the Railway Board's level.

47. The terminal detention in FOIS are discussed during the Daily Operating Conference between Headquarters and Divisional Officers and inputs for corrective action constantly provided to ensure that these detentions are controlled progressively and brought down.

48. The Committee observed that there was growing demand for freight and passenger terminals side by side in all the metro cities. When the Committee desired to know as to what steps Railways proposed to take to avoid problem of congestion and pollution in these freight terminals, the Member (Traffic) informed the Committee during evidence as under:-

"We are taking action on that front also. According to our assessment, Pune goods terminal in the heart of the city which needs to be taken away outside the city. We proposed to do that. However, the local Hon.ble MP, MLAs and the labourers of the terminal resisted it. We tried to take them on our side but we have not succeeded. The same situation we found at Hoobly which has become a big city over a period of time. Zonal Railways wanted to take the goods terminal a little away from the passenger terminal in view pollution and congestion. We asked them to kindly get confirmation from the State Government, The merchants and the local MPs etc., so that later on after we develop the facility, the merchants do not create a problem saying that they would not shift. We are aware of this problem. We are taking action in consultation with everybody."

49. The Committee desired to know whether the Terminal Incentive Scheme announced recently had been notified, the Ministry of Railways in a written reply stated that to examine the feasibility of Terminal Incentive Scheme a study has been conducted by M/s Centre for Transportation Research and Management (CTRAM). Formulation of Terminal Incentive Scheme is presently under progress.

50. When the Committee desired to know the details in this regard, the Member Traffic stated during evidence as under:-

“The terminal incentive scheme is being finalised now. The overall Turn Round (TR) means what is the time taken between two successive loadings. We are gradually reducing the TR over the years. It was 15.2 days in 1980-81. Last year it was 6.7 days. This year it is coming down to below six days at 5.9 to 5.4 days. A major part of this total Turn Round time, say 20 to 25 per cent, is taken at the terminals. Excepting the railway goods sheds the terminals are Railway sidings. What we are trying to do is, whatever required development of railway goods shed is being undertaken through our works programme, we are placing it to the Parliament for approval. For the private siding, to give the incentive to the sidings owner for doing some work in their portion of the siding and release wagons faster, so that wagon Turn Round improves, this will be introduced. For that the study was given to the Consultant and they have submitted their recommendations. We are examining them. We expect very soon we will be able to issue our instructions to all the zonal railways about this Terminal Incentive Scheme.”

51. When asked whether the scheme would result in reduction of congestion during boarding and off loading of wagons the Member (Traffic) stated as under:-

“Activities are going on in these sidings mainly to reduce detention to wagons. If they can do that and give us an undertaking we can consider it.”



## **RECOMMENDATIONS/OBSERVATIONS**

**1. Terminal capacities, both passenger and freight, are one of the most important determinants of a transport's system carrying capacities. Full benefits of the Line Capacity Works like New Line, Gauge Conversion, Doubling and Traffic Facilities Works cannot be derived until terminal constraints are removed. Such constraints or bottlenecks at terminal result in sluggish movement of trains as well as undue detention to rolling stock resulting in their poor turn around. They do not permit optimal utilization of the assets so created and result in majority of public complaints. Therefore, it is imperative that the terminals be developed to handle the existing as well as projected level of traffic efficiently and adequate amenities be provided at terminals for satisfaction of customers.**

**2. The Committee note that the capital city of Delhi is served by 3 major passenger terminals namely New Delhi, Delhi Main and Hazrat Nizamuddin. Delhi Sarai (Sarai Rohilla) is the 4<sup>th</sup> Terminal primarily meant for handling MG trains of Delhi Area. They also take note of upcoming fifth terminal at Anand Vihar for the east bound trains, the work for which is in progress. Further, they have also noted the proposal of the Railways to have directional terminal in Delhi area thereby providing two separate terminals at Holambikalan for north bound trains and at Bijwasan for west bound trains. They appreciate the concern shown by the Railways to improve and augment terminal facilities in Delhi area. However, at the same time taking note of rapid increase in population and increasing inbound and outbound traffic, they recommend that an integrated transport planning should be undertaken in consultation with the Government of the National Capital Territory of Delhi, Ministry of Urban Development and other civic agencies. Proper connectivity of Road, Rail and Mass Rapid Transit System (MRTS) with all the existing and future terminals**

should be planned so that the passengers are not put to any inconvenience due to the ongoing continuous expansion of Delhi area.

The Committee further observe that there is heavy rush of railway traffic at Narela Railway Station which often results in delay of trains. They desire that Narela Railway Station should be expanded and all the terminal facilities should be provided there.

3. The Committee find that city of Kolkata is at present being served by Howrah and Sealdah stations. Recently, Chitpur (Kolkata) terminal has also been commissioned. They further note the problem of congestion at Howrah and under utilisation of Shalimar terminal. Taking all these factors into consideration, they desire that an integrated and comprehensive action plan to augment terminal facilities in Kolkata metropolitan area should be prepared. The said plan should look at short term and long term needs and provide solution for the various problems being faced by the users at terminals. They suggest that Howrah yard should be remodelled by increasing the number of platforms and providing double discharge platforms. The Committee also recommend to take necessary steps to operationalise the existing Shalimar Terminal to its fullest capacity.

The Committee further desire that in order to solve the problem of dispersal of passengers at Shalimar Terminal, Railway should discuss the matter with the State Government in order to improve the traffic pattern and road movement. They observe that a Report on setting up of a new terminal at Majerhat has been submitted to the Railway Board. They desire that the Fifth Terminal to be set up at Majerhat should be sanctioned at the earliest and it should be planned in such a way so that the passengers can avail the benefit of Circular Railway and there is no problem of dispersal of passengers at Majerhat Terminal. Long distance trains of South Eastern Railway can directly come to Kolkata via Majerhat Terminal so that the passengers can directly reach Kolkata.

**The Committee find that the terminal facilities in upcoming Mega cities like Bhuwaneshwar, Guwahati etc. is also insufficient to meet the future requirements. They desire that while formulating plans for expansion of Railway Stations, Railway should give due consideration to these cities also. They further desire that the work for Kamakhya terminal which is being developed as Second Terminal at Guwahati should be expedited.**

**4. The metropolitan city of Mumbai is being served by Chatrapati Shivaji Terminal, Mumbai Central, Dadar, Bandra and Lokmanya Tilak Terminal. The Committee also take note of the work of remodelling of Chatrapati Shivaji Terminal at a cost of Rs.92.56 crore, the extension of platforms to accommodate 24 coach terminal at Dadar, Phase-II work of Lokmanya Tilak Terminus and the work for augmentation of terminal facilities at Bandra. The Committee in this regard desire that length of existing platforms at each of these terminals should be extended so that these can accommodate 24 coach trains and 12 car EMU rake. The Committee have been informed that there are problems in acquiring land for augmentation of terminal facilities in Mumbai area. They desire that concrete steps should be taken earnestly to resolve the issue in consultation with the State Government.**

**5. The Committee note that Chennai is being served by two major passenger terminals of Chennai Central and Chennai Egmore. The work for new BG line connecting Chennai Central and Chennai Egmore was sanctioned at a cost of Rs.90.44 crore. They have been informed that a feasibility study has been entrusted to M/s RITES for connecting Chennai Egmore and Chennai Central. The Committee are unable to understand the basis on which the project was sanctioned without studying the technical feasibility. They deprecate such casual attitude of the Railways towards such an important project and desire that the study should be completed within a fixed time frame. They also**

**desire to be apprised of the action taken in this regard within three months.**

**6. The Committee are of the view that with increase in passenger traffic and number of trains, stations and platforms get choked particularly at peak hours. They take note of recent incidents of stampede at New Delhi and Lucknow Railway Stations. With a view to prevent further occurrence of such incidents in future and to provide smooth, easy, convenient and hassle free entry and exit at stations particularly in Metropolitan cities, where at peak hours traffic becomes unmanageable, they recommend that suitable measures be taken in a time bound manner to rectify the same. They desire that while formulating policy in this regard, changes in design and configuration of platforms, provision of double discharge platforms, widening of platforms, reduction in the number of stalls and trolleys so as to increase the circulating area for free movement of passengers and increase in number of platforms should be taken into consideration.**

**They also recommend that the Ministry should consider changes in the width and design of the FOBs. The width should be suitably increased and it should have divider in the middle. This will help in the smooth and free movement of passengers. The Committee also desire to install more escalators and lifts to facilitate easy movement of physically challenged and old age persons at the important railway stations.**

**7. The Committee find that station premises particularly in metropolitan cities are always crowded which causes a lot of inconvenience to the genuine passengers in entry and exit and it also leads to chaos and confusion. The Committee suggest that some concrete action should be taken for crowd management at the station premises. They desire that only genuine passengers with the restricted number of accompanying persons should be allowed at the platforms as is being done in the case of airports.**

**8. The Committee are of the view that in recent years volume of rail traffic in metropolitan cities has increased manifold. They also note the rapid growth in population and expansion of these cities. The Committee, in view of these factors, feel that unless remedial measures are taken urgently, existing terminal facilities in metropolitan cities would come under heavy pressure. As a long term solution to the problem of overcrowding they recommend that every metropolitan and mega city should be provided with directional terminals just as in the case of Delhi area, whereby trains arriving from and departing for each of the directions would terminate and start from their respective directional terminals. The Committee desire that these terminals should be suitably connected with each other and with the prominent locations to facilitate easy movement of passengers.**

**9. The Committee note that with a view to reduce the unit cost and increase the revenues per train kilometer, the Railways are planning to switch over to use of 24-26 coach length trains in a big way. While lauding the initiative taken by the railways in this regard they recommend that in future all platforms should be made so as to handle a minimum of 24-26 coach trains. With regard to the existing platforms the Committee suggest that wherever feasible, the length of the platforms be suitably increased.**

**10. The Committee have been informed that there are 15 freight terminals in Delhi, 31 in Mumbai, 31 in Kolkata and 17 in Chennai. The Committee have observed that Railways have taken a number of steps to develop the terminals. They have been further informed that these terminals are regularly monitored at different level so that the detention of wagons at these terminals does not remain for long. The Committee feel that a little action has been taken by the Railways to prevent congestion and pollution in these terminals. They, therefore,**

**desire that while considering the proposals for providing of more freight terminals, railways should ensure that nuisance to the general public is not caused due to pollution and congestion.**

**11. The Committee note that the Ministry of Railways are actively considering to give certain incentives to private sidings owners to further bring down the turn around time of wagons, which is presently assessed at 5.9 to 5.4 days. To this effect, the Ministry of Railways appointed a Consultant to make recommendations in this regard. The Ministry further informed the Committee that the Consultant had submitted its recommendations and are under the examination of the Railways. The Ministry assured the Committee that very soon instructions to all the Zonal Railways would be issued about the proposed Terminal Incentive Scheme. The Committee are appreciative of the vision of the Railways and desire that the decision on the Terminal Incentive Scheme be taken expeditiously and they may be apprised of the same.**

NEW DELHI;  
July, 2006  
Sravana 1928 Saka

**BASUDEB ACHARIA**  
Chairman,  
Standing Committee on Railways

**MINUTES OF THE FOURTEENTH SITTING OF STANDING  
COMMITTEE ON RAILWAYS (2005-06)**

The Committee sat on Friday, the 27<sup>th</sup> January, 2006 from 1100 hours to 1230 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Dharendra Agarwal
3. Shri Ajaya Kumar
4. Shri Bapu Hari Chaure
5. Shri Kishan Lal Diler
6. Smt. Paramjeet Kaur Gulshan
7. Shri Anwar Hussain
8. Shri Mahesh Kanodia
9. Shri Rajendrasinh Rana
10. Shri Kishan Singh Sangwan
11. Dr. Arun Kumar Sarma
12. Mohd. Tahir

**RAJYA SABHA**

13. Smt. Kamla Manhar
14. Shri Karnendu Bhattarcharjee
15. Maulana Obaidullah Khan Azmi
16. Shri Lalit Kishore Chaturvedi
17. Shri Su. Thirunavukkarasar
18. Shri Harendra Singh Malik

**SECRETARIAT**

1. Shri V.S. Negi - Director
2. Shri Arun K. Kaushik - Assistant Director

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                          |  |
|----|--------------------------|--|
| 1  | Shri J. P. Batra         | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Shri R. Sivdasan         | Financial Commissioner, Railways &<br>Ex-officio Secretary to the Govt. of India.  |
| 3. | Shri R.R. Jaruhar        | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India. |
| 4. | Shri S.B. Ghose Dastidar | Member Traffic, Railway Board &<br>Ex-officio Secretary to the Govt. of India.     |

2. At the outset, the Chairman welcomed the Members and the representatives of the Ministry of Railways to the sitting of the Committee. Thereafter, the representatives of Ministry of Railways (Railway Board) briefed the Committee about the various facilities available in Railway Terminals in Metropolitan Cities and the Ministry's plan about the development of these Terminals. The representatives of the Ministry of Railways then replied to the various queries raised by the Members.

3. A verbatim record of the proceedings has been kept.

**The Committee then adjourned.**



**MINUTES OF THE FIFTEENTH SITTING OF STANDING COMMITTEE**  
**ON RAILWAYS (2005-06)**

The Committee sat on Monday, the 13<sup>th</sup> February, 2006 from 1500 hours to 1645 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

- 2 Shri Dharendra Agarwal
- 6. Shri Ajaya Kumar
- 7. Shri Kishan Lal Diler
- 8. Shri Giridhar Gamang
- 6. Shri Kishan Singh Sangwan
- 7. Mohd. Tahir

**RAJYA SABHA**

- 8. Smt. Kamla Manhar
- 9. Shri Karnendu Bhattarcharjee
- 10. Shri Tarini Kanta Roy
- 11. Shri Harendra Singh Malik
- 12. Shri Abani Roy

**SECRETARIAT**

- 1. Shri A.K. Singh - Joint Secretary
- 2. Shri V.S. Negi - Director
- 3. Shri Arun K. Kaushik - Assistant Director

**Representatives of the Ministry of Railways (Railway Board)**

- 1 Shri J. P. Batra Chairman, Railway Board & Ex-officio  
Principal Secretary to the Govt. of India.
- 2. Shri R.R. Jaruhar Member Engineering, Railway Board &  
Ex-officio Secretary to the Govt. of India.
- 3. Shri S.B. Ghose Dastidar Member Traffic, Railway Board &  
Ex-officio Secretary to the Govt. of India.

2. At the outset, the Chairman welcomed the Members and the representatives of the Ministry of Railways to the sitting of the Committee. Thereafter, The Committee took evidence of the representatives of the Ministry of Railways on the subject – ‘Terminal Facilities in Metropolitan Cities’. The evidence was concluded.
3. A verbatim record of the proceedings has been kept.

**The Committee then adjourned.**

**MINUTES OF THE TWENTY FIFTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2005-06)**

The Committee sat on Monday, the 5<sup>th</sup> June, 2006 from 1500 hours to 1600 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Ajaya Kumar
3. Shri Subrata Bose
4. Shri Bapu Hari Chaure
5. Shri Kishan Lal Diler
6. Shri Giridhar Gamang
7. Smt. Paramjit Kaur Gushan
8. Shri Anwar Hussain
9. Shri Mahesh Kanodia
10. Shri C. Kuppusami
11. Shri Kishan Singh Sangwan

**RAJYA SABHA**

12. Shri Karnendu Bhattacharjee
13. Shri Lalit Kishore Chaturvedi
14. Shri Tarini Kanta Roy
15. Shri Harendra Singh Malik
16. Shri Abani Roy

**SECRETARIAT**

1. Shri A.K. Singh - Joint Secretary
2. Shri Arun K. Kaushik - Assistant Director

2. At the outset, the Chairman welcomed the Members to the sitting of the Committee. Thereafter, the Committee considered the draft Report on 'Terminal Facilities in the Metropolitan Cities' and adopted the same with minor additions as given in the Annexure.
3. The Committee also authorized the Chairman to finalise the aforesaid Report after making consequential changes, if any, arising out of factual verification by the Ministry of Railways or otherwise and present the same to the House during Monsoon Session.
4. Thereafter the Committee discussed and finalized the tour programme to Srinagar, Jammu, Kapurthala, Patiala, Chandigarh and Ambala and decided to undertake the same w.e.f. 3<sup>rd</sup> July to 7<sup>th</sup> July, 2006.
5. The Committee selected two subjects (i) Land Management and (ii) Performance of Railway Zones for detailed examination for the remaining tenure of the Committee.

The Committee then adjourned.

**ANNEXURE****ADDITIONS/CHANGES MADE BY THE STANDING COMMITTEE ON  
RAILWAYS IN DRAFT REPORT ON 'TERMINAL FACILITIES IN  
METROPOLITAN CITIES'**

<b>Sl.No.</b>	<b>Page No.</b>	<b>Para No.</b>	<b>Line</b>	<b>Addition/Deletion</b>
1.	21	2	3	<p>Add sub para –</p> <p>The Committee further observe that there is heavy rush of railway traffic at Narela Railway Station which often results in delay of trains. They desire that Narela Railway Station should be expanded and all the terminal facilities should be provided there.</p>
2.	21	3	20	<p>Add the sub paras –</p> <p>The Committee further desire that in order to solve the problem of dispersal of passengers at Shalimar Terminal, Railway should discuss the matter with the State Government in order to improve the traffic pattern and road movement. They observe that a Report on setting up of a new terminal at Majerhat has been submitted to the Railway Board. They desire that the Fifth Terminal to be set up at Majerhat should be sanctioned at the earliest and it should be planned in such a way so that the passengers can avail the benefit of Circular Railway and there is no problem of dispersal of passengers at Majerhat Terminal. Long distance trains of South Eastern Railway can directly come to Kolkata via Majerhat Terminal so that the passengers can directly reach Kolkata.</p>

The Committee find that the terminal facilities in upcoming Mega cities like Bhubaneswar, Guwahati etc. is also insufficient to meet the future requirements. They desire that while formulating plans for expansion of Railway Stations, Railway should give due consideration to these cities also. They further desire that the work for Kamakhya Terminal which is being developed as Second Terminal at Guwahati should be expedited.