



EAST CENTRAL RAILWAY
(Accounts Department)

Office of the
PFA
Hajipur
dtd:-28.12.2020

L/No: - ECR/FIN/Audit/Audit Para-3.2/2016-17

Joint Director Finance (BC)
Railway Board
New Delhi-110001

Sub: - A.P No:- 3.2/Report No-05 of 2018 regarding "Blocking-up capital in execution of Sakri- Nirmali and Jhanjharpur-Laukaha Bazar section Gauge conversion."

Ref: - Your L/No: - 2018-BC-A.P-3.2/16-17 NDLS dtd-31.07.2018

Remarks with reference to the above cited Audit Para duly approved by GM/ECR/HJP is enclosed herewith for further necessary action please.

Encl: (Three pages)

Kumar
Dy.FA&CAO/G
ECR/HJP
28/12/2020

01c
Chandra
28.12.20

Neha
28/12/2020

EAST CENTRAL RAILWAY
(Construction Organization)

Office of the
CAO/Con
ECR/MHX/Patna
Date:11/12/2020


No.ECR/FA/CON/ACCTS/Ins. & Audit/Audit Para no.3.2/Report no.05 of 2018

PFA
ECR/HJP

Sub: Reply of Audit Para No.3.2/Report no. 05 of 2018 regarding Blocking – up capital in execution of Sakri - Nirmali and Jhanjharpur - Laukaha Bazar section Gauge conversion work.

Revised reply of Action Taken Note of Audit Para no.3.2/Report no. 5 of 2018 regarding Blocking up capital in execution of Sakri - Nirmali and Jhanjharpur - Laukaha Bazar section Gauge conversion work duly approved by CAO/Con/North is being forwarded in original through e-office web based application for onward necessary action please.

DA- As above.


11/12/2020
(Vijoy Prasad)
Dy.CE/Con/G/MHX

Sub: - Reply of Action Taken Note of Audit Para No- 3.2/Report No-5 of 2018 regarding "Blocking-upcapital in execution of Sakri-Nirmali and Jhanjharpur-LaukahaBazar section Gauge Conversion work".

Ref: - Director/Works-II/Railway Board/Letter No- 2018-BC-AP-3.2/16-17 dated- 03.01.2020.

S.N	Audit Observation	Reply of Railway																																																																	
1	It is well known fact that the area is flood prone and Railway Administration has to take this fact into account during the planning of the project.	Statement of fact.																																																																	
	The Railway Administration failed to complete the project of Gauge Conversion work for 94 Km even after a lapse of more than .11 years. As at the end of September 2019 only 58% of the work is completed.	<p>Assessment of 58% is a tentative figure and needs refinement.</p> <p>Year wise allotment of fund for the project SKI-NMA, JJP-LKQ and SHC-FBG is as under. Proportionate allotment for 94 Km length of SKI-NMA-JJP-LKQ out of 206 km is also shown.</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total Allot(in ₹Cr.)</th> <th>Proportionate for SKI-NMA-LKQ(₹Cr.)</th> </tr> </thead> <tbody> <tr><td>07-08</td><td>5.00</td><td>2.25</td></tr> <tr><td>08-09</td><td>50.00</td><td>22.50</td></tr> <tr><td>09-10</td><td>20.00</td><td>9.00</td></tr> <tr><td>10-11</td><td>5.00</td><td>2.25</td></tr> <tr><td>11-12</td><td>1.00</td><td>0.45</td></tr> <tr><td>12-13</td><td>10.00</td><td>4.50</td></tr> <tr><td>13-14</td><td>45.00</td><td>20.25</td></tr> <tr><td>14-15</td><td>0.001</td><td>0.00004</td></tr> <tr><td>15-16</td><td>42.00</td><td>18.90</td></tr> <tr><td>16-17</td><td>100.00</td><td>45.00</td></tr> <tr><td>17-18</td><td>125.00</td><td>56.25</td></tr> <tr><td>18-19</td><td>400.00</td><td>180.00</td></tr> <tr><td>19-20</td><td>150.00</td><td>67.50</td></tr> <tr><td>20-21</td><td>140.00</td><td>63.00</td></tr> </tbody> </table> <p>Thus, it is clear that this project has found higher priority from the year 2016-17 as is evident from the allotment of funds for the same since then. Resource allocation to various projects is on the basis of an All-India assessment of priorities.</p> <p>Progress of work on the project picked up pace as can be seen from the following:</p> <table border="1"> <thead> <tr> <th colspan="4">Inspected by CRS</th> </tr> <tr> <th>Sr.</th> <th>Section(s)</th> <th>Length in kms</th> <th>Date of inspection</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>SKI-MNMA</td> <td>10.84</td> <td>17-03-2019</td> </tr> <tr> <td>2.</td> <td>MNMA-JJP</td> <td>8.906</td> <td>19-11-2019</td> </tr> <tr> <td>3.</td> <td>JJP-TMA</td> <td>8.336</td> <td>06-03-2020</td> </tr> </tbody> </table> <p>From TMA to NMA work of 23.422kms is an advance stage of completion. JJP-LKQ work of 42.966kms is facing shortage of funds which is affecting progress thereof.</p>	Year	Total Allot(in ₹Cr.)	Proportionate for SKI-NMA-LKQ(₹Cr.)	07-08	5.00	2.25	08-09	50.00	22.50	09-10	20.00	9.00	10-11	5.00	2.25	11-12	1.00	0.45	12-13	10.00	4.50	13-14	45.00	20.25	14-15	0.001	0.00004	15-16	42.00	18.90	16-17	100.00	45.00	17-18	125.00	56.25	18-19	400.00	180.00	19-20	150.00	67.50	20-21	140.00	63.00	Inspected by CRS				Sr.	Section(s)	Length in kms	Date of inspection	1.	SKI-MNMA	10.84	17-03-2019	2.	MNMA-JJP	8.906	19-11-2019	3.	JJP-TMA	8.336	06-03-2020
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S.N	Audit Observation	Reply of Railway
2	As at the end of September 2019	
a.	The progress of ballasting between Mandan Mishra to Jhanjharpur Section (8.585 Km) is not satisfactory as only 0.136 Lakh Cum out of 0.30 Lakh Cum has been completed.	This section is opened for traffic operation.
b.	In the section, Jhanjharpur to Ghoghardiha (20.73Km) out of 8 Major Bridge only 05 have been completed and 21 out of 24 minor bridge have been completed, whereas 0.47 Lakh Cum work of ballasting is also due for commencement.	<p>Despite disruption due to Covid-19 pandemic, work has been taken up in right earnest.</p> <p>In Jhanjharpur-Tamuria section work, including 2 nos. Major bridges and 18 nos. minor bridges, is complete in all respect and CRS inspection has been done.</p> <p>In Tamuria-Ghoghardiha section work of 8 nos out of 10 nos major bridges are complete by end of Dec. 2020. All minor bridges in the entire section have been completed.</p> <p>As may be known, ballasting is last activity before opening of any section since ballast is supplied through Railways wagons, it can be done only after linking of track.</p> <p>Even so, out of 0.47 Lakh cum of ballasting required about 0.17 Lakh cum of ballast has been laid for JJP-Ghoghardiha section.</p>
c.	In the Ghoghardiha-Nirmal section (11Km) 0.29 Lakh Cum work of ballast is also due for commencement.	Ballasting is last activity for this section since ballasting is done with Railway Wagons. This can be done after track is linked it will start as soon as link is made with adjacent block section.
	The target fixed by the Railway Administration from Mandan Mishra to Nirmali (40 km) is March 2020 but still a lot of work is yet to be done for achieving the target as mentioned.	<p>Target of March 2020 could not be achieved due to lockdown on account of COVID and thereafter submergence of the section in flood waters.</p> <p>Work is in last stage of completion now and JJP-NMA section will be commissioned in current financial year.</p> <p>As stated above, JJP-LKQ section work is currently facing resource crunch.</p>
	Thus poor execution and inefficient contract management of capital and increase in cost of civil work	The conclusion is denied in view of the facts mentioned above.

In view of above, it is requested to close the subject Audit Para.

[Signature]
10/12/2020
Chief Engineer/Con/Pig.
ECR/MHX/Patna