Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralya)
Rail Bhawan
****

No.2006/TG-IV/10/WC/103/SCoR New Delhi, Dated: 28/03/2006

The Chief Commercial Managers,
All Indian Railways .

(Commercial Circular No. 30 of 2006)
Sub.: Provision of wheel chairs at railway stations.

As per extant instructions issued from Board's Office, Wheel Chairs are required to be provided by the zonal railways at all junction stations, at all district headquarter stations and at all other important stations. The number of wheel chairs to be provided at a particular station is to be determined by the Zonal Railways taking into account the quantum of traffic handled. Instruction also exists that adequate care should be taken to ensure that wheel chairs available at the stations are in proper condition and made available to the needy passengers.

2. Complaints are being received that Wheel Chairs are not made available at some stations and where the same are available these are not in good condition.

3. Ministry of Railways has reviewed the matter and desire that adequate number of Wheel Chairs should be provided at all 'A' and 'C' category of stations within a period of two months. At other category of stations the same should be provided in the next four months. It will be the responsibility of the Station Manager/Station Master to ensure that Wheel Chairs are provided to needy passengers without fail. For any lapse he would be personally held responsible. Station Managers/Station Masters should also ensure that public at large do not have any difficulty in finding the wheel chairs. For this purpose, a notice at a conspicuous place in the railway station must be put in Hindi, English and regional language indicating:

i)The place where the wheel chair is available.

ii)The telephone number of the Station Manager/Station Master so that in case of difficulty in finding the wheel chair, the person affected may contact him.

Instructions should be issued to all concerned and a compliance report sent to Board's office at the earliest.

(R. K. Tandon)
Executive Director Passenger Marketing
Railway Board.

No. 36035/8/2003-Estt(Res)
Government of India
Ministry of Personnel, P.G & Pensions
Department of Personnel & Training
*****

New Delhi
Dated the 26th April, 2006

OFFICE MEMORANDUM

Sub: Reservation for the Persons with Disabilities.
****

The undersigned is directed to say that the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 which came into existence on 1.1.1996 provides for reservation for persons with disability in the posts identified for three categories of disabilities namely (i) blindness or low vision, (ii) hearing impairment and (iii) locomotor disability or cerebral palsy. Instructions have also been issued by this Department for providing reservation for such persons. In spite of the Act and the instructions of this Department, vacancies were not earmarked reserved or were not filled by reservation in some establishments.

2. The matter has been considered carefully and it has been decided that reservation for persons with disabilities should be implemented in right earnest and there should be no deviation from the scheme of reservation, particularly after the Act came into effect. In order to achieve this objective, all the establishments should prepare the reservation roster registers as provided in this Department's O.M. No. dated 36035/3/2004-Estt(Res) dated 29.12.2005 starting from the year 1996 and reservation for persons with disabilities be earmarked as per instructions contained in that OM. If some or all the vacancies so earmarked had not been filled by reservation and were filled by able bodied persons either for the reason that points of reservation had not been earmarked properly at the appropriate time or persons with disabilities did not become available, such unutilized reservation may be treated as having been carried forward to the first recruitment year occuring after issue of this O.M. and be filled as such. If it is not possible to fill up such reserved vacancies during the said recruitment year, reservation would be carried forward for further two years, whereafter it may be treated as lapsed.

3. It has been observed that some recruiting agencies declare in their advertisements that blind / partially blind candidates need not apply and that separate examinations would be conducted for visually handicapped candidates.

Attention is invited to para 7 of this Department's O.M. No. 36035/3/2004-Estt(Res) dated 29.12.2005 which provides that persons with disabilities selected on their own merit will not be adjusted against the reserved share of vacancies. It means that persons with disabilities who are selected on their own merit have to be adjusted against the unreserved vacancies and reservation has to be given in addition. If visually handicapped candidates or any other category of handicapped candidates are debarred from applying on the ground that a separate examination would be conducted for them, chances of handicapped candidates being selected on their own merit would be eliminated. Thus debarring of any category of handicapped candidates in the above manner is against the provisions contained in the aforesaid O.M. It is, therefore, requested that persons with disabilities should not be debarred from applying for the posts identified suitable for them and should be provided opportunity to compete for the unreserved vacancies as well by holding a common examination.

4. Contents of this O.M. may be brought to the notice of all concerned.

(K.G. Verma)
Deputy Secretary to the Govt. of India

To

1. Ministries / Departments of Government of India (As per list)
2. Department of Economic Affairs (Banking Division), New Delhi
3. Department of Economic Affairs (Insurances Division), New Delhi
4. Department of Public Enterprises, New Delhi,
5. Railway Board,
6. Union Public Service Commission / Supreme Court of India / Election Commission / Lok Sabha Secretariat / Rajya Sabha Secretariat / Cabinet Secretariat / Central Vigilance Commission / President's Secretariat / Prime Minister's Office / Planning Commission
7. Office of the Comptroller & Auditor General of India, 10, Bahadur Shah Zafar Marg, New Delhi.
8. Office of Chief Commissioner for Persons with Disabilities, Sarojini House, 6, Bhagwan Das Road, New Delhi – 110 001
9. Staff Selection Commission, CGO Complex, Lodi Road, New Delhi.

संख्या-36035/8/2003-स्था. (आरक्षण)
भारत सरकार
कार्मिक, लोक शिकायत तथा पेंशन मंत्रालय
(कार्मिक और प्रशिक्षण विभाग)

नॉर्थ ब्लॉक, नई दिल्ली
दिनांक: 26 अप्रैल, 2006

कार्यालय ज्ञापन

विषय: नि:शक्तता से ग्रस्त व्यक्तियों के लिए आरक्षण।

अधोहस्ताक्षरी को यह निवेदन करने का निदेश हुआ है कि 01.01.1996 को अस्तित्व में आए नि:शक्तता से ग्रस्त व्यक्ति, (समान अवसर, अधिकार संरक्षण और पूर्ण-प्रतिभागिता) अधिनियम, 1995 में नि:शक्तता से ग्रस्त व्यक्तियों के लिए, नि:शक्तता की तीन श्रेणियों अर्थात् (i) दृष्टि विहीनता अथवा कम दृष्टि की नि:शक्तता (ii) कम सुनाई देने की नि:शक्तता (iii) चलने फिरने की नि:शक्तता अथवा प्रमस्तिष्कीय पक्षाघात (फालिज़) के लिए निर्धारित किए गए पदों में आरक्षण का प्रावधान किया गया है। इस विभाग द्वारा ऐसे व्यक्तियों को आरक्षण दिए जाने के संबंध में अनुदेश भी जारी किए गए हैं। अधिनियम के विद्यमान होने और इस विभाग के अनुदेश होने के बावजूद, कुछ स्थापनाओं में रिक्तियाँ आरक्षित उद्दिष्ट नहीं की गई अथवा आरक्षण द्वारा भरी नहीं गईं।

2. इस मामले पर ध्यानपूर्वक विचार किया गया और यह तय किया गया कि नि:शक्तता से ग्रस्त व्यक्तियों के लिए आरक्षण गंभीरतापूर्वक कार्यान्वित किया जाना चाहिए और आरक्षण की योजना से कोई भी विचलन विशेषत: अधिनियम के लागू हो जाने के उपरांत नहीं होना चाहिए। इस उद्देश्य को हासिल करने की दृष्टि से, सभी स्थापनाओं के द्वारा इस विभाग के दिनांक 29.12.2005 के कार्यालय ज्ञापन संख्या-36035/3/2004-स्थापना (आरक्षण) के प्रावधानों के अनुसार वर्ष 1996 से प्रारम्भ करते हुए आरक्षण रोस्टर रजिस्टर तैयार किए जाएँ तथा उक्त कार्यालय ज्ञापन में निहित अनुदेशों के अनुसार नि:शक्तता से ग्रस्त व्यक्तियों के लिए आरक्षण उद्दिष्ट किया जाए। यदि इस तरह उद्दिष्ट कुछ अथवा सभी रिक्तियाँ आरक्षण द्वारा भरी नहीं गई हों और वे समुचित समय पर आरक्षण के प्वांयट उचित ढंग से उद्दिष्ट नहीं कर पाने के कारण अथवा नि:शक्तता से ग्रस्त व्यक्ति उपलब्ध नहीं हो पाने के कारण सशक्त व्यक्तियों द्वारा भर ली गई हों तो ऐसा अप्रयुक्त आरक्षण, इस कार्यालय ज्ञापन के जारी हो जाने के उपरांत घटित होने वाले प्रथम भर्ती वर्ष को अग्रेनीत कर लिया गया मान लिया जाए और उसे इस तरह से भरा जाए। यदि ऐसी आरक्षित रिक्तियों को उक्त भर्ती वर्ष के दौरान भर पाना संभव नहीं हो तो आरक्षण को आगे दो वर्षों के लिए अग्रेनीत कर लिया जाएगा, जिसके उपरांत इसे व्यपगत हुआ मान लिया जाए।

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3. यह देखा गया है कि कुछ भर्ती अभिकरण अपने विज्ञापनों में यह घोषित करते हैं कि दृष्टि-विहीन/आंशिक रूप से दृष्टी-विहीन उम्मीदवारों को आवेदन करने की आवश्यकता नहीं है और यह कि दृष्टि से विकलांग व्यक्तियों के लिए अलग परीक्षाएं आयोजित की जाएंगी। इस विभाग के दिनांक 29.12.2005 के कार्यालय ज्ञापन संख्या-36035/3/2004-स्थापना(आरक्षण) के पैरा 7 की ओर ध्यान दिलाया जाता है जिसमें यह प्रावधान किया गया है कि अपनी ही योग्यता से चयनित निःशक्तता से ग्रस्त व्यक्ति रिक्तियों के आरक्षित भाग में समायोजित नहीं किए जाएंगे। इससे यह अभिप्रेत है कि निःशक्तता से ग्रस्त वे व्यक्ति जिनका चयन अपनी ही योग्यता के आधार पर कर लिया जाता है उन्हें अनारक्षित रिक्तियों में समायोजित किया जाना होगा और आरक्षण इसके अतिरिक्त दिया जाना होगा। यदि दृष्टि से विकलांग उम्मीदवारों को अथवा किसी अन्य श्रेणी के विकलांग उम्मीदवारों को इस आधार पर आवेदन करने से वारित कर दिया जाए कि उनके लिए अलग परीक्षा आयोजित की जाएगी तो विकलांग उम्मीदवारों के अपनी ही योग्यता पर चुन लिए जाने के अवसर विलुप्त हो जाएंगे। इस तरह विकलांग उम्मीदवारों की किसी श्रेणी को उपर्युक्त ढंग से वारित कर दिया जाना उपर्युक्त कार्यालय ज्ञापन में निहित प्रावधानों के विरुद्ध है। अतः यह अनुरोध है कि निःशक्तता से ग्रस्त व्यक्तियों को, उनके लिए उपयुक्त निर्धारित पदों के लिए आवेदन करने से वारित नहीं किया जाना चाहिए और सामान्य परीक्षा आयोजित करके उन्हें भी अनारक्षित रिक्तियों के लिए प्रतिस्पर्धा करने का अवसर प्रदान किया जाना चाहिए।

4. इस कार्यालय ज्ञापन की विषय-वस्तु सभी संबंधितों के ध्यान में ला दी जाए।

(कृष्ण गोपाल वर्मा)
भारत सरकार के उप-सचिव

सेवा में,

1. भारत सरकार के सभी मंत्रालय/विभाग।
2. आर्थिक कार्य विभाग (बैंकिंग प्रभाग), नई दिल्ली।
3. आर्थिक कार्य विभाग (बीमा प्रभाग), नई दिल्ली।
4. लोक उद्यम विभाग, नई दिल्ली।
5. रेलवे बोर्ड।
6. संघ लोक सेवा आयोग/भारत का उच्चतम न्यायालय/निर्वाचन आयोग/लोक सभा सचिवालय/राज्य सभा सचिवालय/मंत्रिमंडल सचिवालय/केन्द्रीय सतर्कता आयोग/राष्ट्रपति सचिवालय/प्रधानमंत्री कार्यालय/योजना आयोग।
7. भारत के नियंत्रक और महालेखा परीक्षक का कार्यालय, 10, बहादुरशाह जफर मार्ग, नई दिल्ली।
8. निःशक्त व्यक्तियों के मुख्य आयुक्त का कार्यालय, सरोजिनी भवन, 6, भगवान दास मार्ग, नई दिल्ली-110001
9. कर्मचारी चयन आयोग, सी.जी.ओ. काम्प्लेक्स, लोदी रोड, नई दिल्ली।

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GOVERNMENT OF INDIA भारत सरकार
MINISTRY OF RAILWAYS रेल मंत्रालय
RAILWAY BOARD रेलवे बोर्ड

RBE No. 70/2006

NO. E(NG)II/2006/RC-2/6 Policy New Delhi, dt. 2.6.2006

The General Manager (P)/OSD.
*All Zonal Railways/PUs, RE/Allahabad,
MTP/Calcutta, Mumbai, Chennai,
CAO(R), DCW/Patiala, COFMOW/ New Delhi,
DG,RDSO/Lucknow, RSC/Vadodara,
Director, IRISET/Secunderabad, IRICEN/Pune,
IRIEEN/Nasik, IRIM&EE/Jamalpur,
Chairmen/Railway Recruitment Boards.

Sub: Reservation for the Persons with Disabilities.

A copy of Office Memorandum No. 36035/8/2003-Estt(Res) dated 26.4.2006 issued by Department of Personnel & Training on the above noted subject is sent herewith for guidance and compliance.

Please acknowledge receipt.

(Ashok Kumar)
Director Estt. (N)II
Railway Board

No. E (NG)-II/2006/RC-2/6 Policy New Delhi, Dt. 02.06.2006.

Copy to:

1. The General Secretary, AIRF, 4, State Entry Road, New Delhi, with 35 spares.

2. The General Secretary, NFIR, 3, Chelmsford Road, New Delhi, with 35 spares.

3. All Members of Departmental Council/National Council and Staff Secretary, National Council, 14-C, Ferozeshah Road, New Delhi with 90 spares.

4. The Secretary General, FROA & IRPOA, Room 256A & 268, Railway Board (5 spares).

5. The Secretary General, AIRPF Association, Room No. 549, Rail Bhawan, New Delhi-1, with 5 spares.

for Secretary/Railway Board.

Copy to:

PS to MR, MSR (V) & MSR (N).

PPS to CRB, FC, MS, ML, ME, MT & MM, PPS to CCRS/Lucknow, Adv. (Staff), Adv.(Safety) Adv.(IR),Adv(Vig.)

PS/Sr. PAs to EDE(N), EDE(Res), EDE, EDE(RRB), EDPC, EDF (E), JS, DE(G), DE (N), D (MPP), DV (A), DE(LL), JDE (Rep) I & III, JDE (P&A), JDE(N)-II, JDE (L), JDE (LR), DDF (E)-I, DD (Trg.), DDE (LR) I & III, DD(Sec), DDE (Rep)II, DDPR, E (Rep)I, II, III, E(G), E (SCT)I, II, Sec. (E), E (NG)I, PC-III, IV, V, E(RRB), E(Coop) Branches of Railway Board.

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GOVERNMENT OF INDIA भारत सरकार
MINISTRY OF RAILWAYS रेल मंत्रालय
RAILWAY BOARD रेलवे बोर्ड

आर बी ई संख्या - 70/2006

संख्या ई एन.जी. ।।/2006/आर.बी.2/6 पॉलिसी नई दिल्ली, दिनांक 2: 6.2006

महाप्रबन्धक (कार्मिक),
सभी भारतीय रेलें एवं उत्पादन इकाइयां।

विषय: नि:शक्तता से ग्रस्त व्यक्तियों के लिए आरक्षण ।

उपरोक्त विषय पर कार्मिक एवं प्रशिक्षण विभाग द्वारा दिनांक 26.04.2006 को जारी कार्यालय ज्ञापन संख्या 36035/8/2003-2003-Estt.(Res) की प्रति मार्गदर्शन एवं अनुपालन हेतु भेजी जा रही है।

कृपया पत्र की पावती भेजें ।

अशोक कुमार
(अशोक कुमार)
निदेशक स्था. अराज.।।
रेलवे बोर्ड

Transport

9.1 INTEGRATED TRANSPORT SYSTEM

9.1.1 Transport system in India comprises a number of distinct modes and services, notably railways, roads, road transport, ports, inland water transport, coastal shipping, airports and airlines. Railways and roads are the dominant means of transport carrying more than 95% of total traffic generated in the country. Although other modes like coastal shipping and inland water transport would play a greater role, the railways and roads would continue to dominate the transport landscape in the foreseeable future.

9.1.2 It is necessary to foster the development of the various transport modes in an integrated manner that will lead to realization of an efficient, sustainable, safe and regionally balanced transportation system, where each mode of transport operates in its field of economy and usefulness, with competitive and non-discriminatory prices that are adequate to support progressive development of transport infrastructure and services. This would also enable the comparative advantages and economic efficiencies to be properly reflected in the user costs.

9.1.3 The liberalization of our economy has brought home the urgency of recognizing that an efficient transportation system is necessary for increasing productivity and enabling the country to compete effectively in the world market. Adequacy and reliability of transport infrastructure and services are important factors, which contribute towards the ability of the country to compete in the field of international trade and attract foreign direct investment. The Government has a major role to play in this sphere. Even in a market economy, the framework that national governments provide for the transport sector largely determines the level of cost and transport operations. It is, therefore, necessary to create a policy environment that encourages competitive pricing and coordination between alternative modes in order to provide an integrated transport system that assures the mobility of goods and people at maximum efficiency and minimum cost.

9.1.4 With the vision of formulating an integrated policy and long term investment planning, Planning Commission has undertaken a project of conducting a Total Transport System Study with the help of M/s Rail India Technical and Economic Services (RITES). This study will generate traffic flows covering the four major mechanized modes of transport – railways, highways, airways and shipping and also forecast mode-wise traffic demand for specified horizon years upto 2025-2026. The Study will also help to analyze inter-modal transport resource costs and determine optimal inter modal mix.

9.2 RAILWAYS

9.2.1 Indian Railways is often referred to as the lifeline of the Indian economy because of its predominance in transportation of bulk freight and long distance passenger traffic. The network criss-crosses the nation, binding it together by ferrying freight and passengers across the length and breadth of the country. As the Indian economy moves into a higher growth trajectory Indian Railways has also stepped up developmental efforts and is preparing itself for an even bigger role in the future.

REVIEW OF THE TENTH PLAN

9.2.2 The Tenth Plan has seen a remarkable turnaround in the financial performance of Indian Railways making it possible for it to place increased reliance on internal resources and market borrowings for development. The actual mobilisation of internal resources went up from a meagre Rs. 3,113 Crore or 27 per cent of the total resource mobilisation in its first year to a sizeable contribution of more than Rs. 12,000 Crore or nearly 50 per cent of the total resource mobilisation in its final year. The Table at **Annexure 9.2.1** also shows the marked step up in internal resource generation in the last two years of the Tenth Plan, with commensurate decrease in the contribution of gross budgetary resources (GBS) during this period. Notably, the bulk of the contribution to the GBS has been

on account of the Special Railway Safety Fund (SRSF), as brought out in the Table at **Annexure 9.2.2**. Additional GBS provided through SRSF has helped Railways in wiping out arrears in renewal of critical assets which enabled improvement in availability as well as utilization of assets that has eventually contributed to the turn around in Railway performance.

Physical Targets and Achievements

9.2.3 The Tenth Plan targets and achievements are summarized in the following Table. Indian Railways have far exceeded the Tenth Plan projections both in passenger and freight traffic. Originating freight has shown an average annual growth of 8.1 per cent over the Tenth Plan period as against 3.8 per cent in the Ninth Plan period. Similarly, in Billion Tonne Km, the corresponding growth in freight was 7.4 per cent and 3.7 per cent. Average annual passenger growth in the Tenth Plan was no less impressive at 4.2 per cent in terms of number of originating passengers and 7.4 per cent in terms of passenger Km as compared to respective figures of 4.2 per cent and 6.7 per cent in the Ninth Plan.

A Remarkable Performance

9.2.4 The impressive achievement in freight loading and movement – exceeding the target by 16.7% / 20%, was the result of a market-focused strategy aimed at capturing large volumes of traffic along with efficient utilization of assets and resources with associated reductions in unit costs despite rising input costs. Major initiatives that contributed to enhancing the competitive advantage included the decision to use the carrying capacity of the wagons optimally by increasing the loadability of the wagons on selected routes up to 15 per cent, realignment of tariffs to the competitive conditions in the market, and incentivisation of loading in the lean season and in the empty flow direction. Incremental loading has come across-the-board from all commodity groups barring the expected decline in petroleum products. Major increases were seen in coal, iron ore for export and steel plants; cement and other commodities (which include containers). The Railways' share in respect of commodities such as cement and steel has increased despite stiff competition from road. This praise- worthy performance needs to be sustained, consolidated and carried forward with outcome-based enhancements in the Eleventh Plan.

Productivity

9.2.5 The spurt in traffic has been supported by a concomitant increase in productivity of the assets. This quantum jump in the productivity of assets, including wagon and track utilisation, has come about as a result of various initiatives. The increase in axle load on mineral routes, improved maintenance practices, and reduced detentions at terminals have all contributed significantly to higher wagon productivity. With the growth in volumes and the improved productivity, the unit cost of operations has been brought down. Improved productivity of assets over the Plan period is summarised below.

9.2.6 There is a sustained improvement in wagon utilization from 2,468 net tonne kilometre (NTKM) per wagon per day in the first year of the Tenth Plan to 2,963 in its final year. The

	Ninth Plan	Tenth Plan					
	(2001-02)	Target for Terminal Year (2006-07)	2002-03	2003-04	2004-05	2005-06	2006-07
Originating Freight (MT)	492.5	624	518.7	557.4	602.1	666.5	728.4
Freight Net Tonne Kms Billion	333.2	396	353.2	381.2	407.4	439.6	475
Originating Passengers Million	5169.3	5686	5048.2	5202.9	5475.5	5832.4	6352.1
Passenger Kms Billion	494.2	593	515.4	542.1	576.6	616.6	691.8

wagon turn-round has come down to 6 days from 7 days in the beginning of the Tenth Plan and 8.5 days in 1996-97. Track utilisation improved markedly from 7.74 Million NTKM to 9.05 Million NTKM per route km.

9.2.7 Significant improvements in managerial practices have underpinned the improvements in the productivity of human resources during the Tenth Plan, which increased from 0.26 Million NTKMs per employee to 0.33 Million NTKMs per employee by the fourth year of the Tenth Plan while passenger KM per employee increased from 0.37 Million to 0.47 Million during the same period.

POLICY ISSUES AND STRATEGIES FOR THE ELEVENTH PLAN

9.2.8 Indian Railways is at the threshold of a major change at the beginning of the Eleventh Plan. The key challenge before it is not attracting additional traffic, but rather meeting the accelerating demand for high quality services imposed by a vibrant economy for which it has to take immediate and appropriate steps to augment capacity and deploy it optimally through new investment and tariff policies. The Railways also has to execute projects speedily and procure assets at a rapid pace by incorporating best practices in project implementation, production and procurement of new assets.

9.2.9 The mid-term appraisal of Tenth Plan document had noted that Chinese Railways is carrying 4.5 times more freight than Indian Railways, mainly due to the larger investments made in Chinese Railways in expanding and strengthening the infrastructure which also contributed towards improvements of productivity of Chinese Railways. Indian Railways carries more passengers than Chinese Railways, but the longer term development of the Railways in India depends crucially upon its ability to move freight, in keeping with the needs of the growing economy, and at speeds and reliability determined by the need to be competitive. This is especially important given the greater energy efficiency of the Railways in the long distance freight (**Box 9.2.1**).

Box 9.2.1
Expansion of Chinese & Indian Railways 1992 – 2002 : A Comparison

	China	India
New Track (RKM)	13,797	682
Track doubling	9,400	1,519
Electrification	8,975	5,192
Investment (Billion $)	85	17.3
Freight (2003-04) (Billion NTKM)	1,724	381
Passenger (2003-04) (Billion PKM)	478	541

Investments

9.2.10 In light of the huge arrears in replacement of over aged assets in the early part of the Tenth Plan, a decision was taken to create a Rs. 17,000 Crore SRSF of which Rs. 12,000

Productivity Indicator	Ninth Plan	Tenth Plan			
	(2001-02)	2002-03	2003-04	2004-05	2005-06
Wagon Utilisation					
NTKM/ Wagon/ Day (BG)	2,223	2,468	2,574	2,617	2,872
Wagon Km./ wagon / Day (BG)	191.6	204.6	187.8	204.5	211
Wagon Turn-round (in days)(BG)	7.2	7.0	6.7	6.4	6.1
Track Utilisation					
NTKM/ Route km (million)	7.38	7.74	8.14	8.57	9.05
Pass. Km./ Route Km (million)	10.1	10.5	10.8	11.5	12.2
NTKM / Engine Day Online (Goods-BG)					
Diesel	1,67,163	1,64,713	1,99,958	2,18,045	2,79,066
Electric	3,11,061	3,26,798	3,52,669	4,15,244	4,65,375
Human resources Productivity					
NTKM/ Employee (million)	0.24	0.26	0.28	0.31	0.33
PKM/ Employee (million)	0.35	0.37	0.40	0.43	0.47

Crore was to come from General Revenues. As a result, the proportion of GBS had increased to 45 per cent during the Tenth Plan as compared to 34 per cent in the Ninth Plan and 23 per cent in Eighth Plan. With SRSF coming to a closure, the GBS would normally be expected to decline from this level in the Eleventh Plan. However, the projected levels of economic growth and the sharp rise in manufacturing output would necessitate that capacity augmentation of the Railways is supported by GBS to the maximum extent possible. Even so, the trend of increased reliance on internal resources (IR) and extra budgetary resources (EBR) witnessed in the last two years of the Tenth Plan would need to continue in the Eleventh Plan. For this to happen, innovative, non-traditional strategies and methods have to be adopted for garnering the resources to fund the higher levels of investment required for capacity augmentation of the system to meet the heightened demand for railways' services. The situation calls for concerted efforts to generate IR and EBR in light of the possibility that a significant proportion of the surpluses generated may have to be set aside for implementation of the Sixth Pay Commission recommendations, to meet the increased requirement of replacements and renewals, as well as the payment of increased dividend liability.

9.2.11 The scope for resource mobilization also needs to be enlarged by rationalising the tariff structure of freight and passengers with a view to reducing the present cross subsidisation both within the passenger segment and also from the freight to passenger segment. At present, there is excessive cross subsidization from freight to passenger services. Specific areas have to be thrown open for private sector participation, including through Public Private Partnerships (PPPs). PPPs are projected to contribute over 9 per cent of the total required investments in railways in the Eleventh Plan of around Rs. 2,15,000 Crore, a sharp increase from the 0.4 per cent private sector share in the Tenth Plan.

Renewals, Rehabilitation and Replacements

9.2.12 A clear priority is achieving higher maintenance standards of the existing assets to sustain the 2006-07 levels of traffic of about 730 million tonnes. Renewals, rehabilitation and replacements have to be accomplished with an overall objective of reduced asset failures and, even more importantly, improved safety. Investment of over Rs. 60,000 Crore (at constant 2006-07 prices) will be required during the Eleventh Plan to maintain existing assets by timely rehabilitation and replacements, as well as for modernization to improve their utilisation levels. Such a strategy would enable Railways to increase throughput from the existing level of assets.

Capacity Enhancement

9.2.13 Another key priority is to achieve a significant enhancement of the capacity given the expected growth in traffic. Until now the emphasis has been on incremental capacity augmentation. Recognising the need for a major shift in the strategy for capacity augmentation, mid-term Appraisal of Tenth Plan document had envisaged construction of Dedicated Freight Corridors (DFCs) on selected trunk routes. This has since been given effect to with the announcement of construction of Dedicated Freight Corridors (DFCs) separating freight traffic from passenger traffic on trunk routes. The proposal for capacity augmentation through construction of DFCs along the highly saturated freight routes is a major prong of the new long-term strategy to provide premium services in freight and passenger. Passenger services on the existing trunk routes along these DFCs will also benefit from the release of capacity by freight movement but would require investments to improve speeds and capacity so that both quantum availability and quality of passenger services offered can be significantly enhanced **(Box 9.2.2).**

9.2.14 Additional capacity on other routes based on a route-wise planning and low-cost capacity improvements will be another prong of the Eleventh Plan strategy. Route-wise planning will enhance line and terminal capacity simultaneously since inadequate terminals often are the binding constraints affecting the seamlessness of train movement.

9.2.15 With the quantum increase in both passenger and freight traffic during the last three years of the Tenth Plan and the projected increase in the Eleventh Plan, rolling stock availability will be a key factor. In addition to augmenting the existing production capacities, new production facilities for coaches, locomotives and wagons would be required. These new production facilities would have to be capable of producing superior locomotives, coaches and wagons, and other rolling stock.

Box 9.2.2

Dedicated Freight Corridors

In order to create capacity and improve quality of services, Dedicated Railway Freight Corridor Projects on Western and Eastern Routes were included in the Rail Budget of 2006-07. The Western corridor of 1,469 km will connect Jawaharlal Nehru Port to Dadri and Tughlakabad in the north. The Eastern corridor of 1,232 km will connect Ludhiana to Sonnagar via Dadri and Khurja, thus facilitating transfer from one corridor to another. The Eastern corridor will further get extended to Kolkata to connect the proposed deep-sea port in the region. The estimated cost of construction of both these corridors is expected to be around Rs.28000 Crore and it is likely to take about five years for completion of these corridors and have a spill over beyond Eleventh Plan.

In order to obtain increased throughput and reduce the cost of operations, DFCs are designed to run double stack container trains with 25 tonnes axle load running at a maximum speed of 100 kmph.

A Special Purpose Vehicle (Dedicated Freight Corridor Corporation of India Ltd.) has been formed to implement the DFCs Project. The SPV will plan, construct and maintain infrastructure. It will also be responsible for operation of trains. The relationship between the Ministry of Railways and the SPV will be codified in a Concession Agreement which draws upon best practices worldwide. Feasibility studies and detailed planning for DFCs on the North-South, East-West, East-South and South-South routes would also be taken up.

Construction of DFCs would reduce unit cost of transportation with substantial savings in operations and by increasing throughput for infrastructure. Coupled with improved reliability and quality of service, including more efficient inventory management, competitive advantage of Indian goods in the international market is expected to improve significantly.

The Western DFC is expected to also service an Industrial Corridor, for which necessary initiatives are being planned.

9.2.16 For successful implementation of all the capacity enhancement projects, including DFCs, a crucial input is availability of sufficient capacity in terms of construction agencies and qualified human resources. Adequate awareness has to be created in the country so that appropriate agencies namely, the technical institutions and the construction industry prepare for the task of making available necessary technical Human resources and acquire necessary capabilities through joint ventures, etc. Identification of financially viable 'bankable' projects with acceptable risk profiles would need to be coupled with a cogent and comprehensive approach to regulation that establishes the role and scope of regulatory institutions, and their relationship with the legislative and executive branches of Government and the consumers at large.

Strategy for Capacity Enhancement in the Short-term

9.2.17 The strategy in the short run should be focused on maximum utilization of the existing capacity by addressing the directional and seasonal variations in demand. Initiatives taken in the recent years for generating traffic in the traditional empty flow direction and managing seasonal fluctuations in demand using a system of differential pricing should be further strengthened and the response mechanism institutionalized, so that policy and operations' responses are dynamic and flexible.

9.2.18 The second important strategy would be investments in identified mineral routes and feeder routes to DFCs. It is envisaged that the entire 6,973 km of iron ore route will be upgraded for running 25 tonne axle load trains during Eleventh Plan period. This has already started in the terminal year of the Tenth Plan. Track and Bridge structures will be strengthened concomitantly. It is also envisaged that 4,220 km of existing feeder routes joining the DFC will be upgraded to 25 tonne axle load. With investments directed into identified mineral routes, it should be possible to switch over to 25 tonne axle load, concurrently with availability of requisite rolling stock.

9.2.19 Finally, the investments in signalling improvements such as automatic signalling, introduction of intermediate block sections,

block-proving axle counters, Track circuiting etc, coupled with induction of high power locomotives should also create additional capacity in the short run at low cost. Further, the improved wagons with the higher pay load to tare ratio of around 4, as against the extant 2.6, should be inducted expeditiously to obtain the much needed additional capacity. Switching over to mechanized maintenance of track by investing in track machines, would also free some of the capacity locked up in manual maintenance of the track. Reduction in asset failures would also be a part of the strategy to improve line capacity in the interim period.

Technology Upgradation

9.2.20 To keep pace with the technological developments in various aspects of the Railways' sector, it is necessary to continuously upgrade the technology. In addition to pursuing the measures indicated above, measures such as introducing longer trains and optimization of coach capacities have to be fully explored.

9.2.21 Speed differential between the freight and passenger trains has to be narrowed down by inducting high speed freight stock and upgrading freight terminals and their approaches, to obtain additional capacity in the medium term as well as to increase the reliability of service in freight business.

9.2.22 Information technology applications hold the key to the Railways' sustained improvement in services and efficiency. Internet ticketing was introduced in August 2002 with the objective of providing tickets at the door step of the customer. Initially it was started in Delhi which is now extended to over 200 cities. Further, in September 2005, e-ticketing was started as a pilot project in two trains which is now extended to all trains. Booking of Tatkal tickets was also started through internet in December 2005.The concept of "ticket at doorstep" will have to be further developed for reserved, unreserved and suburban tickets. An integrated Railway information system on real time basis would be developed and implemented to provide information of train movement, ticketing, facilities on display systems on stations and trains, as well as through diversified media.

9.2.23 Freight Operation Information System (FOIS) which was sanctioned initially in 1984 was taken up in right earnest after detailed scrutiny in 1998-2003 and the first module of identified two modules i.e., Rake Management System is fully implemented and commissioned. Implementation of the FOIS has reached the next stage with the implementation of the second module i.e., Terminal Management System in 489 locations and benefits will now begin to accrue to customers. FOIS will have to be extended to all loading points and be interfaced with customers' information systems, weigh bridges, etc. This is expected to be over during this Plan period.

9.2.24 Coach toilets are the main source of poor sanitation in railway premises. In order to prevent discharge from the toilets while the train is in railway station premises, speed actuated controlled discharge toilets and biodegradable toilets will be introduced in passenger coaches. In collaboration with the Indian Institute of Technology (IIT), Kanpur, efforts are already on to develop indigenous technology to produce fully environment-friendly toilets to suit Indian conditions, so that the discharge from coach toilets does not create unhygienic conditions all along the railway track.

Throw Forward

9.2.25 The Railways has a large number of ongoing projects, which require very large funds for completion **(Box 9.2.3)**. The requirement of fund for completing these projects under various categories is as shown in the following table. At current prices, the total throw forward would be around Rs. 65,000 Crore. In comparison with the position at the beginning of Tenth Plan, the maximum increase has been in the areas of New Lines and Doubling.

Type of Projects	Estimated Throw Forward	
	(Km)	(Rs. Crore)
New Lines	8132	31,519
Gauge Conversion	7148	10,417
Doubling	3213	7,314
Electrification	1,952	1,080
Traffic facility works	325 Nos.	2044
Metropolitan Transport Projects	-	3,820
Total		**56194**

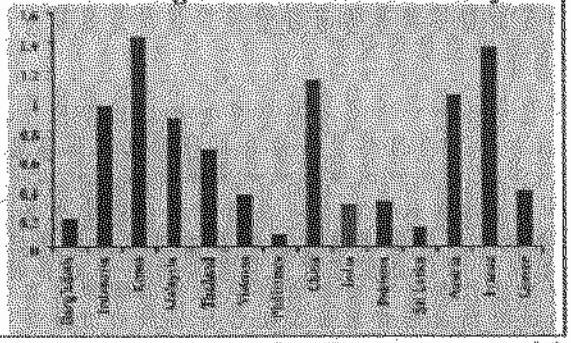
Box 9.2.3
Throw forward – a way forward

Arising from operational necessity, works on doubling, electrification and gauge conversion are to be completed in a time bound manner. Due to scarcity of the available resources it is not possible to fix time frames for the completion of other throw forward works. However, works on new lines, accounting for almost 60 per cent of throw forwards value, have been accorded priority gradings as a part of the mid-term review of the Tenth Plan in order to focus the available resources on such works which give immediate benefits and also meet national priorities. All pending works were, thus, categorized in order of their importance into four categories, and higher outlays are being provided to 'last mile' projects, 'operationally required' projects, projects of strategic importance and projects taken up on cost-sharing basis. This has already started showing results with physical achievements matching the financial outlays, especially in respect of gauge conversion works.

Tariff Regulating Mechanism

9.2.26 Indian Railways have embarked upon a review of its accounting policies and practices and to introduce a fully computerized accounting and management information system so as to generate costing data on commercial lines. The objective is to enable assessment of profitability of different operations and routes, provide specific cost information to be used for marketing purposes, and facilitate indexing of tariffs to input costs.

Box 9.2.4
Fare – Freight Ratio of World Railways



9.2.27 The fare-freight ratio, i.e. the ratio of passenger fare per km and freight rate per tonne-km, in India is among the lowest in the world, indicating the extent of cross subsidization from freight to passenger. In addition, premium passenger services are priced very high vis-à-vis second class. This is not a viable strategy since the Railways are competing with air traffic for premier segment and the airline sector is strongly competitive. Reducing cross subsidization within passenger fares and between the fares of passenger and freight is now an urgent necessity. In any case, Railways have to move towards aligning the fares with the costs in all modes and classes of traffic.

9.2.28 With the availability of more reliable and scientific data on costs, there will be a rational basis for arriving at costs for individual services with in the passenger services as also for freight services. Therefore, the next logical step is to have a Tariff Regulating Authority to determine rail fares on a rational basis, after factoring into relevant issues of unavoidable losses on account of uneconomic lines and sub-urban services.

Logistic Solutions

9.2.29 Railways have to play an increasing role in the integrated multi model transport system to capture the new traffic thrown up by the growing Indian economy. To realize this, Railways need to seriously consider provision of complete logistic solutions to its freight customers, in addition to decreasing unit costs and providing superior services. It is proposed to develop logistic parks integrating bonded warehousing, logistic processing, commodity exposition and logistic distribution. The key development is targeted at import / export logistic distribution facilitating international purchasers, third party and fourth party logistic companies and logistic agencies.

9.2.30 Further, logistic hubs can be developed along or near important railheads through joint ventures between state governments and Railways, through PPPs, and direct private sector participation. These hubs will be strategically located to capture agro-industrial produce in the hinterland and to provide competitive transport to expand access to markets for industries in the covered areas. These hubs could be developed as mini-freight villages or as logistics parks depending on the turnover. In the event of a large turnover, there is scope for accommodating a gamut of value added facilities such as warehousing, refrigerated store houses, cranes

and other handling facilities, packing/ repacking, assemble, repairs, maintenance, financial services, agro marts, and electronic centres. These hubs can be developed through PPPs on Build-Own-Operate (BOO) basis as 24x7 service centres. For the promotion and development of logistical hubs, Railways should assume a central role and establish consultative machinery involving the major user industries and logistical service providers. Such a forum would also help the Railways to plan for capacity augmentation on a long term basis.

High Speed Passenger Services

9.2.31 The Eleventh Plan strategy is to consolidate the rail share in passenger business, particularly, in long distance and medium distance segment by increasing the commercial speed of passenger trains, and introduction of fast services between metropolitan cities with peak speeds up to 150 kmph from the present kmph of 110 / 130 kmph. Development of High Speed Corridors, which is an environmentally friendly solution for high speed passenger transport, will be explored on selected routes. This will be done through PPP route. Speeding up delivery of passenger services by utilizing MEMU and DEMU rakes would also be pursued with greater vigour. Trains would be augmented to 24 coaches on all important sectors.

Terminal Facilities

9.2.32 Terminal capacity is an important determinant of carrying capacity affecting the flow of passenger and freight trains. Full benefits of the line capacity works cannot be derived until terminal constraints are removed. In order to make Indian Railways a world-class railway system, substantial improvements to terminal facilities are required.

World Class Stations

9.2.33 Most of the railway stations and passenger terminals on Indian Railway network

Box 9.2.5

Public Private Partnership

As on date, Indian Railways have a large shelf of uncompleted projects whose completion would require about 65,000 Crore. To meet the requirement of future growth of Indian Railways further new investment projects are required for which very large funds are needed. The magnitude of the task is huge and any neglect of the same is bound to lead to severe capacity limitations adversely affecting the competitiveness and growth of the economy.

It is estimated that Indian Railways would not be able to generate sufficient funds internally, through borrowings and from budgetary support for meeting the investment requirements of the Eleventh Five Year Plan. The shortfall would be met through private investments in PPP projects. Additional investment from private sector is also expected through their investments in manufacturing facilities created as a consequence of partnerships with IR. Together it is expected that about Rs. 20,000 Crore worth of investments would be done by private sector during Eleventh Five Year Plan.

Private sector participation in container movement is already unfolding on a large scale after it was decided to introduce competition in this segment. Necessary MCA has been finalized, agreements signed with 15 parties in January 2007, and the scheme has since been operationalised with seven new Operators, excluding CONCOR, commencing operations by utilizing about 30 new rakes.

This policy is required to be taken forward by building in suitable guarantees and commitments from railways in order to enable the private operator to provide value added container services and make investments in container handling facilities like ICDs and Container Freight Stations (CFSs). Long term commitments on transit time and access charges on the part of Railways would be necessary for stimulating private investments in the container logistics sector.

A range of PPP models have been identified which need further fine tuning. These include multi-modal logistics parks, upgradation of major freight and passenger terminal, construction of road over bridges, Railway OFC network, consolidation of piece meal parcels into wagons and train loads etc. A programme for redevelopment of 22 railway stations into world class stations through PPPs has already been initiated.

were built several years back and are suffering from severe infrastructural inadequacies in handling the passengers. As the stations occupy the prime land in the heart of cities, they offer promising possibilities for their re-development by leveraging a part of the real estate development potential. 22 Stations have been identified which are located at metropolitan cities and major tourist centres for development through PPP route. The preparatory work for New Delhi and Patna stations through appointment of consultants has already been taken in hand.

Projection of Passenger Traffic in the Eleventh Five Year Plan vis-à-vis achievements in Ninth and Tenth Plans

	2001-02	2006-07	2011-12
Originating Passengers (Million)	5169.3	6352.1 (22.9)*	8,400 (32.2)*
Passenger Km (Billion)	494.2	691.8 (40.0)*	942 (36.2)*

* % increase over the previous plan

Safety and Security

9.2.34 Improved safety is best achieved by upgrading technological aids together with improving reliability of assets, while minimising human dependence. Elimination of collision through use of Anti-Collision devices, adoption of fire-proof coaches to reduce fire accidents, crash worthy coaches to reduce fatalities in case of accidents and reducing level crossing accidents are all part of this Plan. Enhanced training to impart better skills in operation and maintenance of assets will also be the focus during the Plan. In order to improve the security of the passengers in general, and women and children in particular, efforts will be made to empower the Railway Protection Force by providing them modern equipment and weaponry as also through better training facilities and upgrading the information system.

PHYSICAL TARGETS FOR THE ELEVENTH PLAN

Freight Traffic

9.2.35 The freight traffic projections for the terminal year of the Eleventh Plan have been pegged at 1,100 million tonnes of originating freight and 702 BTKMs of transportation output.

Passenger Traffic

9.2.36 Passenger traffic is expected to grow at a rate of about 5.5 per cent. The projections for passenger traffic are given in the following Table. The Eleventh Plan will focus on reducing the cost of operations, developing attractive service packages and adopting competitive pricing to safeguard the market share of upper class rail travel against airlines.

9.2.37 To cater to the projected annual growth of non-suburban traffic at 8-9 per cent, it would be necessary to expand supply by increase in train services and augmentation of seating capacity of trains. Augmentation of train composition to 24 coaches, started in the Tenth Plan would be continued and extended to other sectors.

Bridges

9.2.38 There are 1,27,768 bridges of Indian Railway. Of these, 44 per cent of the bridges are more than a 100 years old. Railways will undertake repair, rehabilitation / rebuilding of bridges on the basis of their physical condition as ascertained during annual inspections.

Signalling and Telecommunication

9.2.39 More than 10,000 RKM still has obsolete overhead alignment-based communication system on certain routes. It is planned to speedily replace it with an Optical Fibre Cable (OFC) and quad cable-based communication system.

Electrification

9.2.40 During the Eleventh Plan about 3,500 kms of track will be electrified which is nearly double the Tenth Plan achievement of about 1,800 kms.

Projection of Freight Traffic in the Eleventh Five Year Plan vis-à-vis achievements in Ninth and Tenth Plans

	2001-02	2006-07	2011-12
Originating Freight (Million	492.5	728.4 (47.9)*	1,100 (51.0)*
Freight Tonne Kms	332.2	475 (43.0)*	702 (47.8)*

* % increase over the previous plan

Energy Management

9.2.41 For the first time in the history of Indian Railways, direct power supply from the National Thermal Power Corporation (NTPC) has been

obtained for the Ghaziabad-Kanpur section yielding substantial savings of about Rs. 50 Crore per annum with relatively small investment of Rs.68 Crore Further, Railways is also exploring the possibility of buying power from NTPC or from other power utilities, through tariff based competitive bidding, under Open Access System. Setting up of a 1000MW captive generation power plant at Nabinagar in Bihar, a joint venture with NTPC, is also approved which is expected to be commissioned during this Plan period. To further the cause of clean and green energy, a 10MW Wind Energy plant is being set up at Chennai to provide captive power to a Railway production unit.

Rolling Assets

9.2.42 Technological upgradation and modernization of rolling stock is a key element of the plan for rolling assets. Universal switch-over to 22.9 Tonne axle load wagons from the present axle load of 21.3 Tonne will lead to improved loadability of the wagons. Efforts will be directed to bring lighter and corrosion resistant material to improve the payload to tare ratio of wagons. Railways are also planning to introduce special types of wagons for movement of automobiles, bulk cement, fly ash and hazardous chemicals. During the Eleventh Plan the proportion of high horsepower locomotives will be increased. The requirements are as shown below:

Metropolitan Transport Projects

9.2.43 The suburban services would require separation from main line systems in places like Mumbai. The emphasis in suburban services would be to increase peak time services, and augment trains to 12 car rakes.

9.2.44 The Mumbai suburban services are severely strained and will be augmented with the capacity additions as part of the MUTP works. The introduction of air-conditioned suburban coaches/trains will also be considered, if possible, through PPPs.

9.2.45 Mumbai Rail Vikas Corporation Ltd (MRVC) type model which is implemented for rail component of Phase II of the Mumbai Urban Transport Project (MUTP), wherein the State Government of Maharashtra has agreed for financing on the basis of Peak Cash Deficit Funding (a kind of viability gap funding wherein the gap in debt service liability and the surcharge collection levied for servicing the debt, is met by the concerned State Government), should be tried out for other suburban systems in Chennai, Kolkata and Delhi. The first step would be to form a separate SPV for each of these suburban systems with the necessary mandate for modernisation and upgradation of the existing system.

Physically Challenged and Senior Citizens

9.2.46 All mail/express trains would be provided with specially designed coaches which have separate compartments, and suitably designed toilets, for the physically challenged and senior citizens. In addition, trains having air-conditioned accommodation would also be provided with air-conditioned compartments for physically challenged persons.

North East

9.2.47 Providing rail connectivity to all states in the North East is a national priority. It has been decided to create a Dedicated Fund for the National Projects of North East with 25% contribution from the General Budgetary Support (GBS) of Railways an the remaining 75% to be provided as additionality from the General Revenues. With this scaled up funds,

Eleventh Five Year Plan: Requirement for Rolling Stock

	Tenth Plan		Eleventh Plan Target
	Target	Actual	
Wagons (Nos. in FWUs)	65,000	90,554	155,000
Electric Locos (Nos.)	343	524	1800
Diesel Locos (Nos.)	444	622	1800
BG Conventional	9,160	10789	17,500
EMUs/DEMUs/MEMUs	2,715	1413	5000

Railways have been directed to ensure completion of all the sanctioned works within the Eleventh Plan period.

RESOURCE MOBILIZATION

9.2.48 For the economy to grow at 9 per cent per annum over the Eleventh Plan period, it is targeted to increase Gross Capital Formation (GCF) in the infrastructure from 5% of GDP at the start of Tenth Plan to around 9% at the end of eleventh plan. For this to be achieved, private sector participation in a big way is imperative. The areas identified for private sector participation include new manufacturing units, multi-modal logistics parks, construction of High Speed Passenger Corridors, induction of privately owned rolling stock of container operators, commercial development of land and

air spaces, port connectivity works of the private ports, ore lines for steel plants, upgradation of major freight and passenger terminals, construction of road over bridges, and Railway OFC network.

9.2.49 To garner additional internal resources for bridging the gap between the projected requirement and availability of resources Railways may consider levying a 'developmental surcharge' on passenger as well as freight traffic to fund the DFCs as also the upgradation of existing network to run high speed passenger trains.

9.2.50 The total projected outlay for the Eleventh Plan for Ministry of Railways is Rs. 194,263 Crore at 2006-07 prices (Rs.219,717.36 Crore at current price) which includes Rs. 44,263 Crore of GBS at 2006-07 prices (Rs. 50,063.36 Crore at current prices) including Rs. 3750 Crore at 2006-07 prices (Rs. 4241.36 Crore at current prices) of cess accruals. The scheme-wise break up GBS at current prices is given in **Appendix (Volume -III).** In addition, the sector is expected to generate private sector investment of Rs. 20,000 Crore during this period. Further, the additional GBS needed for the National Projects of J&K and North East during the Eleventh Plan period would be of the order of Rs.12,000 Crore and this would be made available during the course of the year, as in the past. This should meet the requirement of Railways. However, if there is a need to further enlarge the Plan size, this would be accomplished by mobilising necessary additional IEBR and private investments during the course of implementation of the Plan.

9.3 ROADS

9.3.1 A good road network is a critical infrastructure requirement for rapid growth. It provides connectivity to remote areas, provides accessibility to markets, schools, hospitals, opens up backward regions to trade and investment. Roads also play an important role in inter-modal transport development, establishing links with airports, railway stations and ports.

9.3.2 India has one of the largest road networks in the world of 33.14 Lakh km, consisting of (a) National Highways (NHs), (b) State Highways (SHs) (c) Major District Roads (MDRs), and (d) Rural Roads (RRs) i.e. Other District Roads (ODRs) and Village Roads. NHs with a length of 66,590 km, comprise only 2.0 per cent of the road network but carry 40 per cent of the road-based traffic. State Highways with a length of about 1,37,000 km and MDRs with 3,00,000 km together constitute the secondary system of road transportation which contributes significantly to the development of the rural economy and industrial growth of the country. The secondary system also carries about 40 per cent of the total road traffic, although it constitutes about 13 per cent of the total road length. Rural Roads, once adequately developed and maintained, hold the potential to provide rural connectivity vital to generating higher agricultural incomes and productive employment opportunities besides promoting access to economic and social services.

9.3.3 Despite its importance to the national economy, the road network is grossly inadequate in various respects. It is unable to handle high traffic density and high speeds at many places and has poor riding quality. Besides speedy implementation of the Golden Quadrilateral (GQ) and the North-South and East-West (NS-EW) corridors, addressing the deterioration of large stretches of NHs and other improvements in the road network are, therefore, to be accorded high priority in the planning process.

REVIEW OF THE TENTH PLAN

9.3.4 Against an outlay of Rs. 59,490 Crore in the Tenth Plan for the Road Sector, the expenditure was Rs. 42577.43 Crore (Rs. 48,593.95 Crore at current prices). The overall financial and physical performance is at **Annexure 9.3.1.** The scheme-wise and year-wise outlay and expenditure is at **Annexure 9.3.2.**

NATIONAL HIGHWAYS

9.3.5 In absolute terms, there has been considerable growth in the National Highways network since Independence. **Table 9.3.1** details the various achievements over select periods, and **Annexure 9.3.3** provides Plan-wise details of increase in the NHs network.

9.3.6. The progress of four-laning, two-laning, strengthening of roads and, construction of bridges during the Tenth Plan period has been satisfactory, keeping in view the availability of

Table- 9.3.1
Achievements on National Highways

Period	Total Length* (km)	Widening to 2 lanes (km)	Widening to 4 lanes (km)	Strengthening of Pavement (km)	Major Bridges (Nos)
1947-1969	24,000	14,000**	Nil	Nil	169
1969-1990	33,612	16,000	267	9,000	302
1990-2002	58,112	3,457	1,276	7,000	87
Tenth Plan (2002-2007)	66,590	4,177	6769@	8,377	611#
Total	-	**37,634**	**8,312**	**24,377**	**1,169**

@ Includes 216.62 km which have been 6/8-laned upto Tenth Plan.
* Length at the end of the period.
** Includes 6,000 km which were already 2-lane at the time of designation as NHs
# This does not include the bridges constructed/rehabilitated by NHAI under the stretches of NHDP.

funds. There has, however, been some shortfall in construction of bypasses, primarily due to the time-consuming process of land acquisition and shifting of utilities in the case of bypasses. A large number of deficiencies, however, remain in the network, in terms of inadequate capacity, insufficient pavement thickness, weak, narrow and distressed bridges/culverts, rail overbridges (ROBs), etc. **Annexure 9.3.1** provides an overview of the physical targets and achievements of normal NH works, Border Roads Development Board (BRDB) works, and works by the National Highway Authority of India (NHAI) during the Tenth Plan period.

9.3.7. Despite the progress reported above, the National Highways are not what they should be. Only 12.5 per cent of its total length is wider than two lanes (as on 31 March 2007), leading to heavy congestion. Shortfall in construction of bypasses, inadequate capacity, insufficient pavement thickness, and weak, narrow and distressed bridges/culverts as well as rail over bridges (ROBs) are some of the other deficiencies. Upgradation of large segments of SHs to NHs under the National Highway Development Programme (NHDP) during the Ninth and Tenth Plans, although impressive, has not kept pace with the demand for road transportation, besides spreading available resources too thinly across competing projects. The result is poor maintenance and riding quality of NHs network, particularly of the non-NHDP section. Also many of the National Highways declared during the last two Plan periods were substandard, resulting in further aggravation of the problem.

NATIONAL HIGHWAYS DEVELOPMENT PROJECT (NHDP)

9.3.8. The Committee on Infrastructure (CoI) has approved a massive phased programme for improvement and development of NHs during the period 2005-2012. This programme envisages an investment of Rs. 2, 36,247 Crore. Although, the NHDP envisages award of concessions/contracts by 2012, the completion of part of Phase III and Phases IV, V, VI and VII is expected to be accomplished only by the middle of the 12th Plan.

9.3.9. NHDP Phase I consists of the GQ, port connectivity and 962 km of NHs covered under NS-EW Corridor of NHDP Phase II. All works on GQ have been awarded but there have been some slippages in its completion. Against the total length of 5,846 km of GQ, 5,602 km, i.e. 95.82 per cent have been four-laned, thereby leaving a balance of 244 km for completion. Progress of various segments of the GQ is given in **Table 9.3.2.**

9.3.10. The port connectivity project envisages improvement of 380 km of NHs connecting 10 major ports. Till date, the works on Kandla, Mormugoa, Phase I, JNPT, Phase I and Vizag ports have been completed. By end-August 2007, four-laning of about 159 km roads of port connectivity and 322 km of other NH had been completed. Improvement of about 215 km roads of port connectivity and 620 km of other NH is under implementation and the balance length of 6 km of port connectivity and 20 km of other NHs is yet to be awarded.

K.C.JENA

D.O. No.E(NG)II/2006/LG-5/4 New Delhi, dated 22.8.2006

My dear _____,

Sub: Recruitment against Physically Handicapped Quota.

As you are aware, the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 provides for 3% reservation for Persons with Disability in the post identified suitable for three categories of disabilities namely blindness or low vision, hearing impairment and locomotors disability or cerebral palsy.

Although identified list of categories/jobs/posts have been circulated vide Board's letter No. E(NG)II/99/RC-2/18 dated 15.9.2000, to give effect to 3% reservation to the Persons with Disabilities, it may however, be noted that:

(a) The nomenclature used for any job/post shall mean and include nomenclature used for other comparable jobs/posts having identical functions.

(b) The list of jobs/posts notified by the Ministry of Social Justice & Empowerment is not exhaustive. The concerned Ministries/ Departments shall have the discretion to identify jobs/posts in addition to the jobs/posts already identified by the Ministry of Social Justice & Empowerment. However, no Ministry/ Department/Establishment shall exclude any identified job/post from the purview of reservation at its own discretion.

(c) If a person of specific category of disability cannot be employed, the vacancies may be interchanged among the three categories and reservation may be determined and vacancies filled accordingly.

Broadly to identify the categories reserved for physically handicapped persons, it may cover those posts which are not covered by the listed safety categories, staff crossing railway lines or boarding trains during the course of their duties and staff coming across moving machines, overhead cranes etc. Anyone of other categories if not having reservation for handicapped quota, same should be deemed so only with the permission of Railway Board.

(Contd..2/-)

I am also attaching detailed circular from Ministry of Personnel, Public Grievance and Pensions, Department of Personnel & Training dated 29.12.2005 which covers detailed instructions on quantum of reservation identification of jobs, classification of reservation, definition of disabilities and procedure etc. for filling up of posts reserved against physically handicapped quota. These instructions should be taken as applicable to Railways/PUs only to the extent the same relates to posts filled by direct recruitment from open market. To begin with this exercise of ensuring 100% compliance, I would like you to give following information:-

I. Total number of year-wise posts which were to be filled by physically handicapped persons (separately each for VH, HH and OH) in Group 'C' and 'D' posts as per the prescribed percentage from 1.4.2004 to 31.3.2005, 1.4.2005 to 31.3.2006 and to be filled from 1.4.2006 to 31.3.2007.

II. The year-wise, class-wise (Group 'C' & 'D') posts filled up by physically handicapped persons (separately for VH, HH & OH) in the above 3 years.

III. Shortfall as on 31.3.2006, Class-wise and category-wise.

IV. Action plan to fill up Group 'C' and Group 'D' posts.

V. Whether have you ensured that during all advertisements of filling up of the posts through RRB or the Railways, quota for the physically handicapped posts are clearly and separately indicated in the advertisement.

I would once again request you to precisely follow the detailed instructions given in letter of 29.12.2005 of DOP&T and ensure that no shortfall exists in filling up the vacancies in handicapped quota at the end of current financial year.

I would request for the action plan before 15.9.06.

With best wishes,

Yours sincerely,

Encls: As above

(K.C. Jena)

Shri _____,
General Manager,
All Indian Railways/
Production Units.

Letter of Mumbai Central Rly have been given by Shri Shiv Ram. Sr/E(N+W) II by personally handed over to GMs as he was going on tour to Mumbai on 23.8.06.

रेलवे बोर्ड
Railway Board
हस्ताक्षर
Signature.....
जारी की तिथि.
Date of issue.....

No. 36035/3/2004-Estt(Res)
GOVERNMENT OF INDIA
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES & PENSIONS
DEPARTMENT OF PERSONNEL & TRAINING
*****

New Delhi, Dated the 29th December, 2005

OFFICE MEMORANDUM

Subject- Reservation for the Persons with Disabilities.

With a view to consolidating the existing instructions, bringing them in line with the Persons with Disabilities (Equal Opportunities, Protection of Rights & Full Participation) Act, 1995 and clarifying certain issues including procedural matters, the following instructions are issued with regard to reservation for persons with disabilities (physically handicapped persons) in posts and services under the Government of India. These instructions shall supercede all previous instructions issued on the subject so far.

2. **QUANTUM OF RESERVATION**

(i) Three percent of the vacancies in case of direct recruitment to Group A, B, C and D posts shall be reserved for persons with disabilities of which one per cent each shall be reserved for persons suffering from (i) blindness or low vision, (ii) hearing impairment and (iii) locomotor disability or cerebral palsy in the posts identified for each disability;

(ii) Three percent of the vacancies in case of promotion to Group D, and Group C posts in which the element of direct recruitment, if any, does not exceed 75%, shall be reserved for persons with disabilities of which one per cent each shall be reserved for persons suffering from (i) blindness or low vision, (ii) hearing impairment and (iii) locomotor disability or cerebral palsy in the posts identified for each disability.

3. **EXEMPTION FROM RESERVATION :** If any Department / Ministry considers it necessary to exempt any establishment partly or fully from the provision of reservation for persons with disabilities, it may make a reference to the Ministry of Social Justice and Empowerment giving full justification for the proposal. The grant of exemption shall be considered by an Inter-Departmental Committee set up by the Ministry of Social Justice and Empowerment.

4. **IDENTIFICATION OF JOBS / POSTS:** The Ministry of Social Justice and Empowerment have identified the jobs / posts suitable to be held by persons with disabilities and the physical requirement for all such jobs / posts vide their notification no. 16-25/99.NI.I dated 31.5.2001. The jobs / posts given in Annexure II of the said notification as amended from time to time shall be used to give effect to 3 per cent reservation to the persons with disabilities. It may, however, be noted that:

(a) The nomenclature used for any job / post shall mean and include nomenclature used for other comparable jobs / posts having identical functions.

(b) The list of jobs / posts notified by the Ministry of Social Justice & Empowerment is not exhaustive. The concerned Ministries / Departments shall have the discretion to identify jobs / posts in addition to the jobs / posts already identified by the Ministry of Social Justice & Empowerment. However, no Ministry / Department / Establishment shall exclude any identified job / post from the purview of reservation at its own discretion.

(c) If a job/ post identified for persons with disabilities is shifted from one group or grade to another group or grade due to change in the pay-scale or otherwise, the job/ post shall remain identified.

5. **RESERVATION IN POSTS IDENTIFIED FOR ONE OR TWO CATEGORIES:** If a post is identified suitable only for one category of disability, reservation in that post shall be given to persons with that disability only. Reservation of 3% shall not be reduced in such cases and total reservation in the post will be given to persons suffering from the disability for which it has been identified. Likewise in case the post is identified suitable for two categories of disabilities, reservation shall be distributed between persons with those categories of disabilities equally, as far as possible. It shall, however, be ensured that reservation in different posts in the establishment is distributed in such a way that the persons of three categories of disabilities, as far as possible, get equal representation.

6. **APPOINTMENT AGAINST UNRESERVED VACANCIES:** In the posts which are identified suitable for persons with disabilities, a person with disability cannot be denied the right to compete for appointment against an unreserved vacancy. Thus a person with disability can be appointed against an unreserved vacancy, provided the post is identified suitable for persons with disability of the relevant category.

7. **ADJUSTMENT OF CANDIDATES SELECTED ON THEIR OWN MERIT :** Persons with disabilities selected on their own merit without relaxed

standards alongwith other candidates, will not be adjusted against the reserved share of vacancies. The reserved vacancies will be filled up separately from amongst the eligible candidates with disabilities which will thus comprise physically handicapped candidates who are lower in merit than the last candidate in merit list but otherwise found suitable for appointment, if necessary, by relaxed standards. It will apply in case of direct recruitment as well as promotion, wherever reservation for persons with disabilities is admissible.

8. **DEFINITIONS OF DISABILITIES :** Definitions of categories of disabilities for the purpose of this Office Memorandum are given below:

(i)(a) Blindness: "Blindness" refers to a condition where a person suffers from any of the following conditions, namely:-

(i) total absence of sight; or

(ii) visual acuity not exceeding 6/60 or 20/200(snellen) in the better eye with correcting lenses; or

(iii) limitation of the field of vision subtending an angle of 20 degree or worse;

(b) Low vision: "Person with low vision" means a person with impairment of visual functioning even after treatment or standard refractive correction but who uses or is potentially capable of using vision for the planning or execution of a task with appropriate assistive device.

(ii) Hearing Impairment:- "Hearing Impairment" means loss of sixty decibels or more in the better ear in the conversational range of frequencies.

(iii)(a) Locomotor disability : "Locomotor disability" means disability of the bones, joints or muscles leading to substantial restriction of the movement of the limbs or any form of cerebral palsy.

(b) Cerebral Palsy :- "Cerebral Palsy" means a group of non-progressive conditions of a person characterised by abnormal motor control posture resulting from brain insult or injuries occurring in the pre-natal, peri-natal or infant period of development.

(c) All the cases of orthopaedically handicapped persons would be covered under the category of "locomotor disability or cerebral palsy."

9. **DEGREE OF DISABILITY FOR RESERVATION :** Only such

persons would be eligible for reservation in services / posts who suffer from not less than 40 per cent of relevant disability. [A person who wants to avail of benefit of reservation would have to submit a Disability Certificate issued by a competent authority in the format given in **Annexure I.**]

10. **COMPETENT AUTHORITY TO ISSUE DISABILITY CERTIFICATE** :- The competent authority to issue Disability Certificate shall be a Medical Board duly constituted by the Central or a State Government. The Central / State Government may constitute Medical Board(s) consisting of at least three members out of which at least one shall be a specialist in the particular field for assessing locomotor / cerebral / visual / hearing disability, as the case may be.

11. The Medical Board shall, after due examination, give a permanent disability certificate in cases of such permanent disabilities where there are no chances of variation in the degree of disability. The Medical Board shall indicate the period of validity of the certificate, in cases where there are chances of variation in the degree of disability. No refusal of disability certificate shall be made unless an opportunity is given to the applicant of being heard. On representation by the applicant, the Medical Board may review its decision having regard to all the facts and circumstances of the case and pass such orders in the matter as it thinks fit.

12. At the time of initial appointment and promotion against a vacancy reserved for persons with disability, the appointing authority shall ensure that the candidate is eligible to get the benefit of reservation.

13. **COMPUTATION OF RESERVATION:** Reservation for persons with disabilities in case of Group C and Group D posts shall be computed on the basis of total number of vacancies occurring in all Group C or Group D posts, as the case may be, in the establishment, although the recruitment of the persons with disabilities would only be in the posts identified suitable for them. The number of vacancies to be reserved for the persons with disabilities in case of direct recruitment to Group 'C' posts in an establishment shall be computed by taking into account the total number of vacancies arising in Group 'C' posts for being filled by direct recruitment in a recruitment year both in the identified and non-identified posts under the establishment. The same procedure shall apply for Group 'D' posts. Similarly, all vacancies in promotion quota shall be taken into account while computing reservation in promotion in Group 'C' and Group 'D' posts. Since reservation is limited to identified posts only and number of vacancies reserved is computed on the basis of total vacancies (in identified posts as well as unidentified posts), it is possible that number of persons appointed by reservation in an identified post may exceed 3 per cent.

14. Reservation for persons with disabilities in Group 'A' posts shall be computed on the basis of vacancies occurring in direct recruitment quota in all the identified Group 'A' posts in the establishment. The same method of computation applies for Group 'B' posts.

15. **EFFECTING RESERVATION – MAINTENANCE OF ROSTERS:**

(a) All establishments shall maintain separate 100 point reservation roster registers in the format given in **Annexure II** for determining / effecting reservation for the disabled – one each for Group 'A' posts filled by direct recruitment, Group 'B' posts filled by direct recruitment, Group 'C' posts filled by direct recruitment, Group 'C' posts filled by promotion, Group 'D' posts filled by direct recruitment and Group 'D' posts filled by promotion.

(b) Each register shall have cycles of 100 points and each cycle of 100 points shall be divided into three blocks, comprising the following points:

1st Block – point No.1 to point No.33
2nd Block – point No. 34 to point No.66
3rd Block – point No.67 to point No.100

(c) Points 1, 34 and 67 of the roster shall be earmarked reserved for persons with disabilities – one point for each of the three categories of disabilities. The head of the establishment shall decide the categories of disabilities for which the points 1, 34 and 67 will be reserved keeping in view all relevant facts.

(d) All the vacancies in Group C posts falling in direct recruitment quota arising in the establishment shall be entered in the relevant roster register. If the post falling at point no. 1 is not identified for the disabled or the head of the establishment considers it desirable not to fill it up by a disabled person or it is not possible to fill up that post by the disabled for any other reason, one of the vacancies falling at any of the points from 2 to 33 shall be treated as reserved for the disabled and filled as such. Likewise a vacancy falling at any of the points from 34 to 66 or from 67 to 100 shall be filled by the disabled. The purpose of keeping points 1, 34 and 67 as reserved is to fill up the first available suitable vacancy from 1 to 33, first available suitable vacancy from 34 to 66 and first available suitable vacancy from 67 to 100 by persons with disabilities.

(e) There is a possibility that none of the vacancies from 1 to 33 is suitable for any category of the disabled. In that case two vacancies from 34 to 66 shall be filled as reserved for persons with disabilities. If the vacancies from 34 to 66 are also not suitable for any category, three vacancies shall be filled as reserved from the third block containing points from 67 to 100. This means that if no vacancy can be reserved in a particular block, it shall be carried into the next block.

(f) After all the 100 points of the roster are covered, a fresh cycle of 100 points shall start.

(g) If the number of vacancies in a year is such as to cover only one block or two, discretion as to which category of the disabled should be accommodated first shall vest in the head of the establishment, who shall decide on the basis of the nature of the post, the level of representation of the specific disabled category in the concerned grade/post etc.

(h) A separate roster shall be maintained for group C posts filled by promotion and procedure as explained above shall be followed for giving reservation to persons with disabilities. Likewise two separate rosters shall be maintained for Group D posts, one for the posts filled by direct recruitment and another for posts filled by promotion.

(i) Reservation in group A and group B posts is determined on the basis of vacancies in the identified posts only. Separate rosters for Group A posts and Group B posts in the establishment shall be maintained. In the rosters maintained for Group A and Group B posts, all vacancies of direct recruitment arising in identified posts shall be entered and reservation shall be effected the same way as explained above.

16. **INTER SE EXCHANGE AND CARRY FORWARD OF RESERVATION IN CASE OF DIRECT RECRUITMENT:**

(a) Reservation for each of the three categories of persons with disabilities shall be made separately. But if the nature of vacancies in an establishment is such that a person of a specific category of disability cannot be employed, the vacancies may be interchanged among the three categories with the approval of the Ministry of Social Justice & Empowerment and reservation may be determined and vacancies filled accordingly.

(b) If any vacancy reserved for any category of disability cannot be filled due to non-availability of a suitable person with that disability or, for any other sufficient reason, such vacancy shall not be filled and shall be carried forward as a 'backlog reserved vacancy' to the subsequent recruitment year.

(c) In the subsequent recruitment year the 'backlog reserved vacancy' shall be treated as reserved for the category of disability for which it was kept reserved in the initial year of recruitment. However, if a suitable person with that disability is not available, it may be filled by interchange among the three categories of disabilities. In case no suitable person with disability is available for filling up the post in the subsequent year also, the employer may fill up the vacancy by appointment of a person other than a person with disability. If the

vacancy is filled by a person with disability of the category for which it was reserved or by a person of other category of disability by inter se exchange in the subsequent recruitment year, it will be treated to have been filled by reservation. But if the vacancy is filled by a person other than a person with disability in the subsequent recruitment year, reservation shall be carried forward for a further period upto two recruitment years whereafter the reservation shall lapse. In these two subsequent years, if situation so arises, the procedure for filling up the reserved vacancy shall be the same as followed in the first subsequent recruitment year.

17. In order to ensure that cases of lapse of reservation are kept to the minimum, any recruitment of the disabled candidates shall first be counted against the additional quota brought forward from previous years, if any, in their chronological order. If candidates are not available for all the vacancies, the older carried forward reservation would be filled first and the relatively later carried forward reservation would be further carried forward.

18. **CONSIDERATION ZONE, INTERSE EXCHANGE AND CARRY FORWARD OF RESERVATION IN CASE OF PROMOTION**

(a) While filling up the reserved vacancies by promotion by selection, the disabled candidates who are within the normal zone of consideration shall be considered for promotion. Where adequate number of disabled candidates of the appropriate category of handicap are not available within the normal zone, the zone of consideration may be extended to five times the number of vacancies and the persons with disabilities falling within the extended zone may be considered. In the event of non availability of candidates even in the extended zone, the reservation can be exchanged so that post can be filled by a person with other category of disability, if possible. If it is not possible to fill up the post by reservation, the post may be filled by a person other than a person with disability and the reservation shall be carried forward for upto three subsequent recruitment years, whereafter it shall lapse.

(b) In posts filled by promotion by non-selection, the eligible candidates with disabilities shall be considered for promotion against the reserved vacancies and in case no eligible candidate of the appropriate category of disability is available, the vacancy can be exchanged with other categories of disabilities identified for it. If it is not possible to fill up the post by reservation even by exchange, the reservation shall be carried forward for upto three subsequent recruitment years whereafter it shall lapse.

19. **HORIZONTALITY OF RESERVATION FOR PERSONS WITH DISABILITIES:** Reservation for backward classes of citizens (SCs, STs and OBCs) is called vertical reservation and the reservation for categories such

as persons with disabilities and ex-servicemen is called horizontal reservation. Horizontal reservation cuts across vertical reservation (in what is called inter-locking reservation) and persons selected against the quota for persons with disabilities have to be placed in the appropriate category viz. SC/ST/OBC/General candidates depending upon the category to which they belong in the roster meant for reservation of SCs/STs/OBCs. To illustrate, if in a given year there are two vacancies reserved for the persons with disabilities and out of two persons with disabilities appointed, one belongs to a Scheduled Caste and the other to general category then the disabled SC candidate shall be adjusted against the SC point in the reservation roster and the general candidate against unreserved point in the relevant reservation roster. In case none of the vacancies falls on point reserved for the SCs, the disabled candidate belonging to SC shall be adjusted in future against the next available vacancy reserved for SCs.

20. Since the persons with disabilities have to be placed in the appropriate category viz. SC/ST/OBC/ General in the roster meant for reservation of SCs/STs/OBCs, the application form for the post should require the candidates applying under the quota reserved for persons with disabilities to indicate whether they belong to SC/ST/OBC or General category.

21. **RELAXATION IN AGE LIMIT** :

(i) Upper age limit for persons with disabilities shall be relaxable (a) by ten years (15 years for SCs/STs and 13 years for OBCs) in case of direct recruitment to Group 'C' and Group 'D' posts; (b) by 5 years (10 years for SCs/STs and 8 years for OBCs) in case of direct recruitment to Group 'A' and Group 'B' posts where recruitment is made otherwise than through open competitive examination; and (c) by 10 years (15 years for SCs/STs and 13 years for OBCs) in case of direct recruitment to Group A and Group B posts through open competitive examination.

(ii) Relaxation in age limit shall be applicable irrespective of the fact whether the post is reserved or not, provided the post is identified suitable for persons with disabilities.

22. **RELAXATION OF STANDARD OF SUITABILITY:** If sufficient number of persons with disabilities are not available on the basis of the general standard to fill all the vacancies reserved for them, candidates belonging to this category may be selected on relaxed standard to fill up the remaining vacancies reserved for them provided they are not found unfit for such post or posts. Thus, to the extent the number of vacancies reserved for persons with disabilities cannot be filled on the basis of general standards, candidates belonging to this category may be taken by relaxing the standards to make up

the deficiency in the reserved quota subject to the fitness of these candidates for appointment to the post / posts in question.

23. **MEDICAL EXAMINATION:** As per Rule 10 of the Fundamental Rules, every new entrant to Government Service on initial appointment is required to produce a medical certificate of fitness issued by a competent authority. In case of medical examination of a person with disability for appointment to a post identified as suitable to be held by a person suffering from a particular kind of disability, the concerned Medical Officer or Board shall be informed beforehand that the post is identified suitable to be held by persons with disability of the relevant category and the candidate shall then be examined medically keeping this fact in view.

24. **EXEMPTION FROM PAYMENT OF EXAMINATION FEE AND APPLICATION FEE:** Persons with disabilities shall be exempt from payment of application fee and examination fee, prescribed in respect of competitive examinations held by the Staff Selection Commission, the Union Public Service Commission etc. for recruitment to various posts. This exemption shall be available only to such persons who would otherwise be eligible for appointment to the post on the basis of standards of medical fitness prescribed for that post (including any concession specifically extended to the disabled persons) and who enclose with the application form, necessary certificate from a competent authority in support of their claim of disability.

25. **NOTICE OF VACANCIES :** In order to ensure that persons with disabilities get a fair opportunity in consideration for appointment to an identified post, the following points shall be kept in view while sending the requisition notice to the Employment Exchange, the SSC, the UPSC etc. and while advertising the vacancies:-

(i) Number of vacancies reserved for SCs/STs/OBCs/Ex-Servicemen/ Persons suffering from Blindness or Low Vision/Persons suffering from Hearing Impairment/Persons suffering from Locomotor Disability or Cerebral Palsy should be indicated clearly.

(ii) In case of vacancies in posts identified suitable to be held by persons with disability, it shall be indicated that the post is identified for persons with disabilities suffering from blindness or low vision; hearing impairment; and/or locomotor disability or cerebral palsy, as the case may be, and that the persons with disabilities belonging to the category/categories for which the post is identified shall be allowed to apply even if no vacancies are reserved for them. Such candidates will be considered for selection for appointment to the post by general standards of merit.

(iii) In case of vacancies in posts identified suitable for persons with disabilities, irrespective of whether any vacancies are reserved or

(iv) not, the categories of disabilities viz blindness or low vision, hearing impairment and locomotor disability or cerebral palsy, for which the post is identified suitable alongwith functional classification and physical requirements for performing the duties attached to the post shall be indicated clearly.

(v) It shall also be indicated that persons suffering from not less than 40% of the relevant disability shall alone be eligible for the benefit of reservation.

26. **CERTIFICATE BY REQUISITIONING AUTHORITY :** In order to ensure proper implementation of the provisions of reservation for persons with disabilities, the requisitioning authority while sending the requisition to the UPSC, SSC etc. for filling up of posts shall furnish the following certificate to the recruiting agency:-

> "It is certified that the requirements of the Persons with Disabilities (Equal Opportunities, Protection of Rights & Full Participation) Act, 1995 and the policy relating to reservation for persons with disabilities has been taken care of while sending this requisition. The vacancies reported in this requisition fall at points no. ..... of cycle no. ..... of 100 point reservation roster out of which ..... number of vacancies are reserved for persons with disabilities."

27. **ANNUAL REPORTS REGARDING REPRESENTATION OF PERSONS WITH DISABILITIES :**

(i) Soon after the first of January of every year, each appointing authority shall send to its administrative Ministry/Department:-

(a) PWD Report-I in the prescribed proforma (Annexure III) showing the total number of employees, total number of employees in the posts which have been identified suitable for persons with disabilities and number of employees suffering from blindness or low vision, hearing impairment, and locomotor disability or cerebral palsy as on the 1st January of the year, and

(b) PWD Report-II in the prescribed proforma (Annexure IV) showing the number of vacancies reserved for persons suffering from blindness or low vision, hearing impairment, and locomotor disability or cerebral palsy and number of such persons actually appointed during the preceding calendar year.

(ii) The administrative Ministry/Department shall scrutinize the information received from all appointing authorities under it and send consolidated PWD Report-I and PWD Report- II in prescribed proformae in respect of the Ministry/Department including information in respect of all attached and

subordinate offices under its control to the Department of Personnel and Training by the 31st March of each year.

(iii) The following points may be kept in view while sending the reports to the Department of Personnel & Training:-

(a) The reports sent to the DOPT should not include information in respect of public sector undertakings, statutory, semi-Government and autonomous bodies. Statutory, semi-Government and autonomous bodies shall furnish consolidated information in the prescribed proforma to the administrative Ministry/Department concerned who may scrutinize, monitor and maintain it at their own level. The Department of Public Enterprises may collect similar information in respect of all public sector undertakings.

(b) The attached/subordinate offices shall send information to their administrative Ministry/Department only and shall not send it direct to this Department.

(c) The figures in respect of persons with disabilities shall include persons appointed by reservation as well as appointed otherwise.

(d) The PWD Report I relates to persons and not to posts. Therefore, while furnishing this report the posts vacant etc. should not be taken into account. In this report persons on deputation should be included in the establishment of the borrowing Ministry/Department/Office and not in the parent establishment. Persons permanent in one grade but officiating or holding temporary appointment in the higher grade shall be included in the figures relating to the Class of service to which the higher grade belongs.

28. **LIAISON OFFICER FOR PERSONS WITH DISABILITIES :** Liaison Officers appointed to look after reservation matters for SCs/STs shall also work as Liaison Officers for reservation matters relating to persons with disabilities and shall ensure compliance of these instructions.

29. All the Ministries/Departments are requested to bring the above instructions to the notice of all appointing authorities under their control.

(K.G. Verma)
Deputy Secretary to the Govt. of India

To

(i) All Ministries/Departments of the Govt. of India.
(ii) Department of Economic Affairs (Banking Division), New Delhi
(iii) Department of Economic Affairs (Insurance Division), New Delhi
(iv) Department of Public Enterprises, New Delhi
(v) Railway Board.
(vi) Public Service Commission/Supreme Court of India/ Election Commission/Lok Sabha Secretariat/ Rajya Sabha Secretariat/ Cabinet Secretariat/Central Vigilance Commission/President's Secretariat/ Prime Minister's Office/Planning Commission.
(vii) Staff Selection Commission, CGO Complex, Lodi Road, New Delhi
(viii) Office of the Chief Commissioner for Disabilities, Sarojini House, 6, Bhagwan Das Road,New Delhi – 110 001
(ix) Office of the Comptroller & Auditor General of India, 10, Bahadur Shah Zafar Marg, New Delhi.
(x) All Officers and Sections in the Ministry of Personnel, Public Grievances and Pensions and all attached/subordinate offices of this Ministry.
(xi) Information and Facilitation Centre, DOPT, North Block, New Delhi.
(xii) 200 spare copies for Estt(Res)Desk.

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