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

No.2020/E&R/8(1)/5 **New Delhi Dated: 09th December'2020**

All General Managers,
Zonal Railways & PUs
GM/NFR (Cons.), GM/CORE,
DG/RDSO, DG/NAIR.

Sub:- Proceeding of Performance Review Meeting of CRB & Board Members and with all GMs and DRMs through Video Conference(VC) on 27.08.2020.

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CRB and Board Members took a Performance Review Meeting of all GMs and DRMs, DG/RDSO & DG/NAIR through Video Conference (VC) on 27.08.2020.

Proceedings of the Meeting are enclosed for kind perusal and necessary action please.

DA/- As above. (Proceedings of the Meeting)

09.12.2020
(Umesh Balonda)
Executive Director
Efficiency & Research
Railway Board

Copy to:

1. **All Divisional Railway Managers (DRMs)**
2. **CMD/RAILTEL, MD/CRIS, CMD/KRCL CMD/IRCTC,**
3. **PED/Safety, PED/Coaching, EDCC**
4. **OSD/ CRB – for kind information of CRB**

Proceedings of Video Conference of Chairman & CEO and Board Members with GMs on 27.08.2020

S.N.	Item	Action by
1.0	**Address by Chairman & CEO**	
1.1	Network and Capacity expansion projects need focused attention and timely completion. Emphasized on the following important issues: i. All GMs should regularly monitor the capacity expansion works on HDN/ HUN routes. Focus should be on timely completion of sanctioned works and expeditious sanction of required unsanctioned works for doubling of remaining HDN routes by March'24. ii. Eastern and Western DFCs, have to be commissioned by June'2022. Top priority should be given to DFC works and progress needs monitoring on day-to-day basis. iii. Target of upgrading to a speed of 130 kmph by next year on Golden Quadrilateral & Golden Diagonals (GQ/GD) routes need to be adhered. iv. Works of increase of speed to 160 Kmph on Delhi-Mumbai & Delhi-Howrah routes have to be expedited. a. On 160 kmph routes, 1x25 KV should be converted to a 2x25 KV system. b. Solar panels along the track with fencing should be planned and executed in the identified routes of New Delhi- Mumbai & New Delhi- Howrah. c. Civil Engineering works like Thick Web Switches and other track upgradation works have to be planned and executed. d. TCAS to be developed and made functional under "Atma Nirbhar Bharat'. v. Out of 14 Port connectivity projects, 10 projects are to be completed by March'2024. ED/Works to circulate the list of these 10 projects. vi. Out of 72 Coal connectivity projects, 51 projects to be completed by March'2024.	All Board Members, All GMs MD/DFCCIL
1.2	There will be no shortage of funds for the above targeted projects and therefore it needs to be ensured that these are completed as per the target.	
1.3	The details of all projects need to be regularly updated on IRPSM & needs to be monitored. The quality of contents on IRPSM also needs improvement.	MD/CRIS

S.N.	Item	Action by
1.4	Proliferation of IT initiatives such as e-DAS and HRMS must be undertaken by all Zonal railways and PUs. HRMS to be made 100% functional and implemented by the end of this financial year.	
1.5	The main objective of infrastructure development is to perpetuate a quantum jump in Freight business. ZRs to target 2024 MT by the year 2024.	
1.6	Business development units at Zonal level need to work diligently to bring more business to IR. BDUs to regularly interact with stakeholders.	
1.7	There is a need to modernise our system and a paradigm shift in maintenance practices by moving towards a predictive maintenance regime. AI and Data Analytics is another important area and its use on Indian Railways needs to be explored.	
1.8	Within states there are no issues for movement of trains. However, for inter-state trains, GMs should seek approval of State Governments concerned for the purpose.	All GMs PED/Chg
1.9	Safety is a top priority item. Safety record of some Railways is not upto mark. This needs to improve.	All GMs
2.0	**Address by MT (now Member O& BD)**	
2.1	To increase earnings, new streams of traffic need to be identified on priority basis. Business Heads who have dealings with Railway or can have dealings with Railways, should be approached proactively for capturing the new streams freight traffic.	All GMs
2.2	Recently a lot of tariff rationalization and non-tariff rationalization measures to attract more business have been taken. Zonal Railways to approach the stakeholders with these measures. There is a need for more proactive customer outreach.	All GMs
2.3	Accumulation of Wagons for POH/ROH to be avoided and efforts to be made to wipe-out overdue POH/ROH.	All GMs
2.4	To increase Automobile Traffic, stress must be given to early conversion to NMGs. All GMs to monitor this on priority.	All GMs
3.0	**Address by ME & MST (now Member Infra)**	
3.1	Targets of capacity expansion works are quite achievable. Zonal Railways have to work upon them.	All GMs
3.2	Double distant signalling in balance sections of GQ/GD routes to be done expeditiously.	GMs ECoR, SCR, SR
3.3	Proper details of progress of projects have to be updated on IRPSM for better appraisal. For this purpose, the character limit has also been increased from 500 to 2000. Also a lot of information is available on e-Drishti portal which can be made use of by all Railways.	All GMs

S.N.	Item	Action by
4.0	**Address by MTR (now Member TRS)**	
4.1	With more electrification, fuel expenditure on Diesel Locomotives has to be reduced.	All GMs
4.2	At present loco availability is more than 10% above the target. Passenger locos (WAP4) may be used for Container and Parcel Trains.	All GMs
4.3	For RE works, necessary processes should be expedited for obtaining CRS sanctions.	All GMs
4.5	All pending OHE works to be expedited now as there are no issues of block availability.	All GMs
5.0	**Address by FC (now Member Finance)**	
5.1	As mentioned by CRB, there will be no shortage of funds for all mega projects, for which source would be through EBR.	All GMs
5.2	All efforts need to be made for expenditure control and austerity measures need to be followed strictly.	All GMs
6.0	**Address by MMM & MRS (now Member TRS)**	
6.1	Procurement of Goods and Services through GeM to be ensured.	All GMs
6.2	Expenditure on OBHS, Mechanised cleaning of coaches & stations and Annual Average Consumption (AAC) to be reviewed and reduced. Contract of stores and pending demands to be reviewed to bring down financial expenditure.	All GMs
6.3	Progress and accumulation of POH/ROH to be monitored by GMs.	All GMs
6.4	There is an increase in CTRB failures in Rolling Stock. Need to be investigated and action to be taken.	All GMs
6.5	NMG conversion should be expedited by the concerned Zonal Railways.	GM NR GM SER
7.0	**Address by DG/ HR**	
7.1	All GMs to ensure speedy implementation of HRMS and 100% data to be fed.	All GMs
7.2	Suggestions for increasing productivity were invited for forthcoming 'Sangoshthi'. These may be expedited.	All GMs
7.3	All Zonal Railways/ PUs to review the pending indents.	All GMs

S.N.	Item	Action by
7.4	No of Training institutes have to be rationalized. Online training needs to be encouraged. CTIs and ZTRIs to prepare online modules.	All GMs DG NAIR
7.5	For activities which have been outsourced, surrender of posts needs to be considered.	All GMs
7.6	Manpower deployment for various activities needs to be reviewed critically.	All GMs
7.7	Railway Internship Programme portal is to be developed. A write-up will be circulated in this regard. Each Railway to nominate one nodal officer for this portal.	All GMs
8.0	A small presentation was made by IRCTC on IRCTC-SBI RuPay Credit Card launched by them. All GMs to promote SBI-IRCTC Credit Card on Indian Railways.	M/O&BD All GMs
9.0	**Assistance/ issues raised by GMs**	
9.1	**GM/SWR** i. Permission required from Railway Board for loading of NMG rakes from **two different originating stations to single destination station.** ii. Reduction of Permissible Carrying Capacity (PCC) of Met Coke to attract the customer from Road to Rail.	M/O&BD
9.2	**GM/WCR** i. Enhancement of loading tolerance: At present, Permissible Carrying Capacity (PCC) of BCN (61 ton), BCNA/BCNAHS (64 ton) is with a loading tolerance of 1 ton at CC+8 routes for wheat commodity. Similarly, PCC of BCNHL wagon is 58 tons with a loading tolerance of 0.5 ton for wheat commodity (Rates Master Circular/PCC/CC+8/2020/0 dated 01.052020. Food Grain loaders are paying a huge amount on account of punitive charge due to loading tolerance of 1 ton (BCN, BCNA, BCNAHS) and 0.5 ton in case of BCNHL wagons. It is therefore suggested that loading tolerance may be enhanced to 2 ton in case of BCN, BCNA, BCNAHS wagons and 1 ton in case of BCNHL wagons. Similarly loading tolerance should be enhanced from 1 ton to 2 ton in case of BOXN, BOXNHA, BOXNHL for attracting additional traffic of loose commodities.	M/O&BD

S.N.	Item	Action by
	ii. **Tree Cutting Permission for Doubling work in Kami-Singrauli Section:** PCCF, Govt. of MP vide letter No. F-5/898/2017/10-11/2424 dated 31.072020, have sought clarification from MoEF regarding authority competent to grant permission for cutting of trees in the land acquired by Railways before 1980 wherein FCA 1980 is not applicable. On the plea of seeking decision/policy directive from MoEF in the above matter, Forest department of MP is not permitting Civil works in 5 block sections (Approximate length 65 Kms) of Kami-Singrauli Doubling Project. Board is therefore requested to kindly take up the matter with MoEF to issue directive at an early to PCCF, Govt. of MP in the matter allowing District Collectors to grant permission for tree cutting in the concerned stretches. Details have already been sent to Additional Member (Works) separately.	M/Infra
	iii. **Jabalpur-Gondia Gauge Conversion Project**: This gauge conversion project may kindly be commissioned early by CAO(Con), Bilaspur, SECR, as Iron Ore loaders have promised an additional traffic of about 10 rakes per month through it.	GM/SECR
9.3	**GM/ECR & GM/NER** i. Dichotomous incentives for fly ash despatch by NTPC RIHAND • Recently two BOX N rakes of fly ash got loaded from Rihand TPS of NTPC . • The loading has, however, been suspended by ACC since 14/8/2020 due to a subsidy related dispute with NTPC. • NTPC had agreed to provide an incentive of Rs 98 per tonne for clearance by railway rakes. This was withdrawn when rail loading started. Even the first two rakes loaded from here have been denied this incentive. • The incentive was withdrawn only for dispatch by rail! • The incentive provided to fly ash transport by road has, dichotomously, been fixed at Rs 250 per tonne and is being persisted with. • By this arrangement, NTPC is meting out discriminatory treatment to fly ash despatch by rail. It is requested that the matter be taken up urgently with the higher management of NTPC.	M/O&BD
	ii. Connection of DFCC from Jeonathpur to DDU yard – while the EDFC is quite on target from DDU to Sone Nagar, work is yet to commence between the Jeonathpur-DDU stretch. It may be expedited.	MD/DFCCIL PED/Infra

S.N.	Item	Action by
	iii. Bypasses at Saraigarh and Lalitpur are required urgently to ensure Araria-Galgali (NFR) additional trunk route to North-East. This will also cater to the increased traffic demand for Bangladesh.	M/Infra
	iv. Earlier there was no constraint in allotment of fund under EBRIF. However recently when demand for additional funds was projected by CAO/C/South, it was advised that funds cannot be provided immediately. This issue needs to be examined as delayed allotment of funds will affect the progress of projects.	M/Finance
	v. 95 NMG Coaches will be ready by Sept'20 in GKP and IZN workshop to cater to the Automobile traffic of IZN Division.	M/TRS
	vi. ECR has issued delegation of powers to executive officers for procurement of services through GeM. However, contradictory instructions have been issued by the Board. These may be reviewed	AM/Transformation
9.4	**GM/NWR** i. Issue of NOC from Ministry of Defence in connection with doubling work at Railway track near JAJIWAL & BANAR is pending which is delaying in the commissioning of the project.	M/Infra
	ii. There are a lot of OEM spares and other spare parts, especially ones used in Workshops having imported components. The recent guidelines related to 'Make in India' advisory instructs that prior approval of nodal ministry is required before any purchase can be made. Exemption to be given for highly technical and specific items (viz. items of RDSO specs).	M/T&RS
	iii. 20 Cr. extra funds demanded in revenue for AMC, maintenance of S&T assets. Letter written to MST on 18/8/2020 for allocation of funds, may kindly be looked into.	M/Infra
	iv. Railway Board may issue guidelines regarding operation of BOOT laundry having long term contracts in the present context of COVID-19.	M/TRS
	v. Decision on freight concession to M/s RSMML under R3i policy is awaited from Railway Board.	M/O&BD

S.N.	Item	Action by
9.5	**GM/SR** i. There is a demand for movement of lorry mounted borewell drilling rigs from Salem Division to various destinations in Rajasthan and Madhya Pradesh States. The demand is for to and fro movement of 60 rakes per year with 15 rigs per rake. When the trials were undertaken on various types of wagons, it was found that BWTB wagon was most suitable for movement of these rakes. However, BWTB wagons are owned by the Army which are primarily used for movement of army tanks. Permission was not granted by the Army for use of BWTBs. As a result, trials were limited to use of DBKN wagons which was found successful after the front tyres of the Lorries were deflated. But, even with this, the total height was found to be around 4.7m. This movement can be made successful without any height problems, if sanction can be granted for manufacturing and owning of a few BWTB wagons on trial basis by Southern Railway. These wagons can be manufactured at Golden Rock workshop which has already manufactured BLC wagons for CONCOR and other container train operators. A DO letter No. GM/RB/ 2020/RoRo/Comml dt.18.8.2020 from GM/SR to MT has been sent and sanction for the same may kindly be communicated.	M/O&BD
	ii. When the BDUs of TVC and PGT Divisions approached various merchants, traders and transporters for getting traffic which could be moved by rail, the general demand from all the customers was for movement of RO-RO trains from TVC and various other locations to Mumbai so that Lorries with fruits and other goods can be moved between TVC & Mumbai area. The contention of the customers was that they need a door to door movement without any handling in between. Trials were conducted by extending RO-RO trains running in Konkan Railway from Thokkur towards Shoranur. The trials were successful up to Shoranur. Beyond Shoranur, movement was not possible due to ROBs with low height at Shoranur as well as different locations between Shoranur-TVC. At the same time, OHE power had to be switched off at few locations to allow these movements. RO-RO movement from TVC to Mumbai can be felicitated without any problem, if the same can be done on BWTBs. A better arrangement would be for the use of modified BLCs with platform widened to allow Lorries to stand. Railway Board may kindly consider giving sanction to SRly to manufacture and own at least two rakes of BWTBs or modified BLC rakes.	M/O&BD
	iii. Thiruvananthapuram- Kanniyakumari (TVC-CAPE) section of Southern Railway forms part of HUN network and also has sanction for doubling. However, for taking up the doubling on this section, land acquisition is required. The process of land acquisition has already commenced and both Tamil Nadu and Kerala States have asked the Railways to deposit the necessary cost for handing over the land to Railways for doubling purpose. The requirement under Capital allocation for purchase of the land works out to be Rs.250 Crores in the year 2020-21 and Rs.250 Crores in 2021-22. Railway Board is requested to allot necessary funds for this project.	M/Infra

S.N.	Item	Action by
9.6	**GM/WR** i. **BDU Proposals towards Freight Incentives** – 19 proposals are pending with Railway Board, out of which one, pertaining to increase in distance for mini rakes, was approved on 27th Aug. The expected traffic on these proposals is Rs. 500 Cr.	M/O&BD
	ii. UDNA GOODS SHED EOI -Assistance is required from Board in finalizing modalities of the RFP for Udhna Freight Terminal: Revenue Model License fee mode Revenue sharing mode- Preferred model as per Divisional evaluation Annuity model with suitable escalation A combination of two or more of above Any other innovative model for a win-win partnership Tenure of concession- Proposed for 20 years. **Whether existing facilities at Udhna to be handed over to the concessionaire-** Division is of the opinion to hand over the existing facility. **Whether additional land to be earmarked for expansion if volume of loading increases** – Pros and cons are being evaluated.	M/O&BD
	iii. **160 Kmph** – The portions of WR, NR and WCR are ready and are within the abstract estimate cost. The portion of NCR is awaited. *For successful completion of 160 kmph works, adequate funds should be allotted in other plan heads like 30, 32 etc. for the works not included in 160 kmph.*	GM/NCR M/Finance
	iv. Replacement of mechanical interlocking to electronic interlocking at 19 stations is to be done this year to eliminate the mechanical signaling by March'21. These works are sanctioned in PH-33. Additional funds to the tune of Rs. 50 crores are required to complete these works as the contracts are in place and drawings are ready. It is requested to allot additional 50 crores in 2020-21.Also, 8 out of 19 stations are in doubling projects the expenditure of which should be charged to doubling itself not PH-33. v. Under PH-15 for doubling work Rs 433 Crs have been allotted against Rs 690.65 Crs allotted last year. Railway Board has given a target of 84.68 Kms for which Rs.773 Cr is required. CAO/C/WR has requested AM(Works) to provide additional funds of Rs. 343 Cr. under EBR(IF) vide letter no. B/9/2/4/RE/2019-20 dated 17.03.2020, so that the targets of supercritical and critical projects can be achieved. Further CAO/C/WR vide letter no. B/9/2/4/RE/2019-20 dated 05.05.2020 has requested AM (Works) to provide additional funds to achieve the targets and clear pending SAIL liabilities.	M/Infra M/Finance

S.N.	Item	Action by
	vi. SUNR-RJT doubling is very important from WR point of view as it will improve mobility & throughput of this congested & important section. Railway Board has been requested for additional funds vide GM's letter no. WNC 200/4 Vol. VII, dt. 16.06.20. vii. **Electrification** – Few works were taken out from CORE although tenders were already called. These are now proposed to be given to PSUs which may delay the process.	
	viii. Works towards improvement of Goods Sheds to also be charged to EBR (PH-16 – Capital, PH-53 - RRSK).	M/Infra M/O&BD
	ix. DFCCIL – CRB had inspected the Western Route in February'20. DFCCIL has proposed to convert 3 ROBs into temporary LCs. After a thorough review, it was mentioned that these temporary LCs are having more than 50 Lac TVUs and the operations shall be adversely affected on this Delhi-Mumbai route which is now proposed to be targeted for 130/160 kmph. DFCCIL has been asked to review it denovo to come out with out of box solution. RB's intervention is required. DFC Feeder routes –Decision needs to be taken for sanction and execution of works for SPV portion which is awaited from RB.	PED/Infra MD/DFCCIL
	x. There was a consequential accident of fire in the power pack in the 20 feet container near Chirai station of Ahmedabad division on 30 July 2020. This power pack was for the purpose of supplying electric power to refrigerated containers carrying pharmaceutical goods. SAG level enquire has been done. The container train was operated by CONCOR. Matter has been referred to CMD/CONCOR video letter dated 31-07-20 by PCSO/WR. As per the findings, the congested layout of power pack having 2 DG sets of 250 KVA capacity coupled with manual putting leading to spillage off diesel on the hot exhaust of already running generator was the cause of sudden burst of fire. CONCOR has since stopped using power pack arrangement in 20 feet container, which was started recently only and was only in 5 container trains. They have also been requested to frame guidelines. There are no guidelines from RDSO/RB for such movement of man in container trains. In view of it being a safety issue, it is requested that guidelines are issued.	PED Safety
9.7	**GM/NFR** i. NFR Con, however, has only 03(three) SAG and 02(two) JAG level Accounts Officers as against sanctioned strength of 04(four) in SAG and 08 (eight) in JAG. Of the two JAG officers, one is in the agreed list, which leaves effectively one JAG officer to deal with all finance works. Officers to be posted.	M/Finance

S.N.	Item	Action by
9.8	**GM/SCR** i. Sanctioning of following doubling projects to cater the potential load of 13 to 15 coal rakes per day to the upcoming Yadadri Thermal Power plant at Vishnupuram. • Doubling between Manuguru - Dornakal • Doubling between Motumari - Vishnupuram ii. Sanctioning of survey for new line (42 Km) between Uppal and Bhupalapally to cater the coal movement from the upcoming Bhupalapally Thermal Power plant.	M/Infra
9.9	**GM/SER** i. Notification of additional routes for 25 Tonne Axle load over South Eastern Railway as decided during the meeting dated 22.07.2020 (Ref: Pr.EDTT/M, Railway Board's letter No.2013/TT-1/27/15 dated 28.07.2020), may be expedited. This will help in better throughput and increase in loading over SER. ii. Work for development of Six Goods Sheds in SER has been proposed for out of turn approval. The same may be expedited to enable better turn around of rolling stock and increase in loading till the time Railway Board's revised policy regarding development of Goods Sheds is released. (Ref: GM/SER's letter D.O.No.G17/2326/2020-21/PL dated 13/08/2020 addressed to Member Traffic, Rly. Board). iii. As regards, notification of CONCOR terminals as Goods Sheds and CRTs, the Board may liberalize the extant stacking permission to maximize utilization of such terminals, retain the existing container traffic and to further increase it. (Ref: PCCM/SER's letter No.RA/47/139(C2) dated 19/08/2020 addressed to Advisor/Commercial, Railway Board).	M/O&BD
	iv. The work of double distance signalling in Kharagpur-Bhadrak section, which is targeted in June 2021, may be affected due to delay in finalization of EPC tender for 80 Kms length of the project section between Belda and Balasore. It was planned along with 3rd line work to prevent infructuous expenditure at the time of yard remodeling. v. The Government of Jharkhand may be impressed upon to expedite Forest clearances for Hatia-Bondamunda Doubling work (158 Kms) in the following sections: - a. Lodhma & Karra section (800 m length, 7.959 Ha, 124 tress) : (Proposal No.FP/JH/RAIL/36817/2018) - Online application submitted on 31.10.2018. Stage-1 approval granted on 07.04.2020. Working permission application submitted to DFO/Khunti on 28.04.2020 after payment of all charges. However, working permission is not granted till now. b. Kurkura-Orga (55 km length, 76.011 Ha, 6677 trees):	M/Infra

S.N.	Item	Action by
	(Proposal No.FP/JH/RAIL/43712/2020) - Proposal for diversion 76.011 Ha. forest land was submitted on 14.01.2020. The proposal has been accepted by Nodal Officer, Jharkhand on 07.07.2020. The diversion process has to be expedited by Govt. of Jharkhand.	
9.10	**GM/SECR** i. Sanction of Railway Board for Following works under PH16 funded through EBR(IF): a. 3 IBHs in Boridand - Ambikapur Section (ROR: 22.25%). b. Twin Single Line in Khongsara - Khodri Section (ROR: 24.43%). c. Automatic Signaling in Champa - Gevra Road Section (ROR:21.54%). ii. IRCON to be directed for early completion of a. Kharsia - Dharmanjaigarh Project along with Feeder Lines and Spur Lines. b. Gevra Road - Pendra Road Coal Connectivity along with spur lines. iii. Sanctioning of Rail Flyover Works at: a. Anuppur b. Uslapur-Dadhapara bypassing Bilaspur iv. Impress upon Coal India for early deposit and execution of Rail Flyover Work at Lajkura Station in IB Valley Area. v. Sanctioning of Estimate for IB - Brindamal Rail Flyover Work. vi. New Rail Lines to be planned in Pelma - Sardega and Parsa - Katghora Section.	M/Infra
9.11	**GM/NR** **Board** has requested for providing priority & give additional funds to following project: • Jaunpur- Akabarpur(Tanda)-77 km • Barabanki- Akabarpur-161.km • Janghai-Pratapgarh-Amethi-87km	M/Infra
9.12	**GM/CR** i. Train load benefit should be given to multiple consignor for single origin- destination pair for single commodity. ii. For Automobiles, Additional traffic in the distance range of 1000-	M/O&BD

S.N.	Item	Action by
	1500 km being pursued. Road rate for NCR region is 35% less. iii. The proposal for 'Two-point combination loading' for NMG rakes to increase rail-share of Automobile traffic has been submitted to Board vide letter dated 27.7.2020. iv. Potential of 1.5 MT identified for **Dolomite mining** on NGP division possible destinations are to various steel plants-Bokaro Steel City, Bhillai, Rourkela etc. For Bokaro Steel City, concessional rate is required to achieve parity with Roads. Needs inclusion under Traditional Empty Flow Scheme (**TEFD**) in BOXN/BOST group wagons or special concessional rates of around 35% to capture this traffic.	
	v. OHE clearance of 5.150m on all GQ/GD routes for using maximum moving dimension for bulky/light commodity moving by road. Railway will have competitive advantage over Road as per unit cost/Tkm will reduce by permitting higher dimension wagons. vi. For raising of sectional speed to 130 kmph on GQ-GD routes, few OHE works worth Rs.479 Crore need sanction, out of turn proposal of which have already been sent to Railway Board vide letter No.L.801.TRD.WP.2020-21 dated 23.06.2020.	M/TRS
	vii. At trespassing locations, boundary walls will be required on Delhi - Chennai for 54 Km, Mumbai - Howrah for 114 Km, Mumbai - Chennai for 117 Km (Total 285 running km) (Excluding Mumbai Division), for raising sectional speed to 130 kmph. After allocating the existing Railway land for upcoming Doubling / 3rd line / 4th line, if adequate lands are available, Solar panels will be planned. At rest of the places Boundary walls will be required to be constructed. Relevant works of boundary walls submitted to Railway Board needs to be sanctioned.	M/Infra
9.13	**GM/CORE** i. Posting of supervisors and JS/SS officers in RE/Bengaluru and RE/Ahmedabad projects from SWR and WR. ii. Posting of AEEs (IRSEE) probations in CORE, so that officers in SS can be relieved from CORE for further posting.	M/TRS
9.14	**GM/CLW** i. A regular SAG IRAS may be posted in CLW.	M/Finance