

## Periodic Report - Second Cycle

### 1. World Heritage Property Data

#### 1.1 - Name of World Heritage Property

Mountain Railways of India

#### 1.2 - World Heritage Property Details

##### State(s) Party(ies)

• India

##### Type of Property

cultural

##### Identification Number

944ter

##### Year of inscription on the World Heritage List

1999, 2005, 2008

#### 1.3 - Geographic Information Table

Name	Coordinates	Property (ha)	Buffer zone (ha)	Total (ha)	Inscription year
Darjeeling Himalayan Railway, Darjeeling and Jalpaiguri District, West Bengal State	26.68 / 88.46	5.34	70	75.34	1999
Nilgiri Mountain Railway, Nilgiri District, Tamil Nadu State	11.51 / 76.932	4.59	500	504.59	2005
Kalka Shimla Railway, Shimla Solan & Panchkula Districts, Himachal Pradesh & Haryana	30.852 / 76.938	79.06	74.88	153.94	2008
<b>Total (ha)</b>		<b>88.99</b>	<b>644.88</b>	<b>733.87</b>	

#### 1.4 - Map(s)

Title	Date	Link to source
Mountain Railways of India, Sketch Map of Kalka Shimla Railway	04/02/2008	
Map showing the route of Nilgiri Mountain Railway	30/01/2004	
Darjeeling Himalayan Railway Index Plan	04/07/1998	

#### 1.5 - Governmental Institution Responsible for the Property

##### Comment

Ministry of Railways, Government of India

#### 1.6 - Property Manager / Coordinator, Local Institution / Agency

• P. P. Roy  
North East Frontier Railway  
Director (DHR)

##### Comment

Overall Administrator : Executive Director (Heritage), Railway Board, Ministry of Railways, Govt. of India. Address: Rm No: 546, Rail Bhavan, Rafi Marg, New Delhi-110001. (M) +91 9910487544, (TeleFax) +91 11 23385330 mognit@gmail.com  
Local Coordinator for DHR : Director (DHR), North Frontier Railway, Kurseong  
Local Coordinator for KSR : Sr DME (C & W), Northern Railway, Ambala Cantt.  
Local Coordinator for NMR : Dy CME(Project), Southern Railway, Chennai

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### 1.7 - Web Address of the Property (if existing)

1. [1001wonders.org](http://1001wonders.org) : visit this site in [panophotographies - 360 x 180 degree images](#)
2. [View photos from OUR PLACE the World Heritage collection](#)
3. [Darjeeling Himalayan Railway \(DHR\) \(National Rail Museum\)](#)

### 1.8 - Other designations / Conventions under which the property is protected (if applicable)

##### Comment

N/A

## 2. Statement of Outstanding Universal Value

### 2.1 - Statement of Outstanding Universal Value / Statement of Significance

##### Comment

The Mountain Railways of India are among the first and still the most outstanding example of hill Railway opened between 1881 & 1908. They applied bold and indigenous solution to the problem of establishing effective rail solution across mountainous terrains of great beauty. They are still fully operational as living examples of the engineering enterprise of late 19th and early 20th centuries. Darjeeling Himalayan Railway is famous for its "Z" reverse and loops for negotiating gradients Kalka Shimla Railway has the characteristic engineering solution like, world's highest multi-arch gallery bridge and world's longest tunnel (at the time of construction) Nilgiri Mountain Railway's Rack and pinion traction arrangement between the steam locomotive, coaches and the track gives the site its unique significance.

### 2.2 - The criteria (2005 revised version) under which the property was inscribed

(ii)(iv)

### 2.3 - Attributes expressing the Outstanding Universal Value per criterion

The entire length of all three railways including the stations is included within the property boundaries. The boundaries of the property are adequate. The structural integrity has been maintained and the general infrastructure of the line is today very close to the characteristics of the line as it originally was. The functional integrity has been preserved though the line has been systematically repaired and maintained, however in a spirit in keeping with that of its construction, maintaining continuous use and with no notable interruption of traffic. The integrity of use has been maintained and from the outset the line has been used for large-scale and permanent transport, with all the characteristics associated with railway disenclement of mountain areas. Traffic has been regular and continuous up to the present day, and it provides the whole range of initial services, particularly for passengers and tourists. The property is in a general condition with regard to infrastructure, technical operation and social use that enables it to adequately express its values. The main threats to the properties are the climatic and geological risks, which however have always formed part of the everyday operation of the three railways. All three areas might be considered areas for potential earthquakes. There is however also the risks of unauthorized encroachment close to the railway, particularly in the buffer zone, however the authorities are well equipped to prevent unwanted encroachments.

**2.4 - If needed, please provide details of why the Statement of Outstanding Universal Value should be revised**

The statement of outstanding universal value holds good.

**2.5 - Comments, conclusions and / or recommendations related to Statement of Outstanding Universal Value**

The statement of outstanding universal value holds good and may continue.

**3. Factors Affecting the Property**

**3.14. Other factor(s)**

**3.14.1 - Other factor(s)**

All factors related to Mountain Railways of India have been covered

### 3.15. Factors Summary Table

#### 3.15.1 - Factors summary table

Name	Impact				Origin
<b>3.1</b>	<b>Buildings and Development</b>				
3.1.5 Interpretative and visitation facilities					
<b>3.2</b>	<b>Transportation Infrastructure</b>				
3.2.1 Ground transport infrastructure					
<b>3.8</b>	<b>Social/cultural uses of heritage</b>				
3.8.2 Society's valuing of heritage					
3.8.6 Impacts of tourism / visitor / recreation					
<b>3.10</b>	<b>Climate change and severe weather events</b>				
3.10.1 Storms					
<b>3.11</b>	<b>Sudden ecological or geological events</b>				
3.11.2 Earthquake					
3.11.4 Avalanche/ landslide					
3.11.6 Fire (wildfires)					
<b>Legend</b>	Current	Potential	Negative	Positive	Inside  Outside

### 3.16. Assessment of current negative factors

#### 3.16.1 - Assessment of current negative factors

No factor is both current and negative.

also with the pressures of unauthorised occupation of Government land and premises.

All the laws of the Indian Union relating to railways apply to the Kalka-Shima line, in particular:  
- the *Railway Act* (1989), for technical protection measures.  
- the *Public Premises Act* (1971). This includes in particular the right to expel unauthorised occupants by officers entrusted with this task by the Indian Railway Ministry.

#### **4.2.2 - Is the legal framework (i.e. legislation and / or regulation) adequate for maintaining the Outstanding Universal Value including conditions of Integrity and / or Authenticity of the property?**

The legal framework for the maintenance of the Outstanding Universal Value including conditions of Authenticity and / or Integrity of the World Heritage property provides **an adequate or better basis** for effective management and protection

#### **4.2.3 - Is the legal framework (i.e. legislation and / or regulation) adequate in the buffer zone for maintaining the Outstanding Universal Value including conditions of Integrity and / or Authenticity of the property?**

The legal framework for the maintenance of the Outstanding Universal Value including conditions of Authenticity and / or Integrity of the World Heritage property provides **an adequate or better basis** for effective management and protection

#### **4.2.4 - Is the legal framework (i.e. legislation and / or regulation) adequate in the area surrounding the World Heritage property and buffer zone for maintaining the Outstanding Universal Value including conditions of Integrity and / or Authenticity of the property?**

The legal framework for the area surrounding the World Heritage property and the buffer zone provides **an adequate or better basis** for effective management and protection of the property, contributing to the maintenance of its Outstanding Universal Value including conditions of Authenticity and / or Integrity

#### **4.2.5 - Can the legislative framework (i.e. legislation and / or regulation) be enforced?**

There is **excellent** capacity / resources to enforce legislation and / or regulation in the World Heritage property

#### **4.2.6 - Comments, conclusions and / or recommendations related to protective measures**

The legal right to the property is vested with Ministry of Railway/Govt. of India. The Management Hierarchy is empowered to tackle and address the various issues. The legislative measures in force are the Railway Act 1989 and the Public Premises eviction (Eviction of unauthorized occupant) Act 1971

### **4.3. Management System / Management Plan**

#### **4.3.1 - Management System**

The Darjeeling Himalayan Railway is the property of the Government of India, vested in the Ministry of Railways. Administration of the Railway is the responsibility of the Northeast Frontier Railway.

The management of the Nilgiri Mountain Railway is guaranteed by the Ministry of Railways and the relevant branch offices.

### **3.17. Comments, conclusions and / or recommendations related to factors affecting the property**

#### **3.17.1 - Comments**

Property is being adequately conserved and maintained. This is supported by proper management plan. Hence effect of negative attributes is not affecting the property.

### **4. Protection, Management and Monitoring of the Property**

#### **4.1. Boundaries and Buffer Zones**

##### **4.1.1 - Buffer zone status**

There is a buffer zone

##### **4.1.2 - Are the boundaries of the World Heritage property adequate to maintain the property's Outstanding Universal Value?**

The boundaries of the World Heritage property are **adequate** to maintain the property's Outstanding Universal Value

##### **4.1.3 - Are the buffer zone(s) of the World Heritage property adequate to maintain the property's Outstanding Universal Value?**

The buffer zones of the World Heritage property are **adequate** to maintain the property's Outstanding Universal Value

##### **4.1.4 - Are the boundaries of the World Heritage property known?**

The boundaries of the World Heritage property are known by both the management authority and local residents / communities / landowners.

##### **4.1.5 - Are the buffer zones of the World Heritage property known?**

The buffer zones of the World Heritage property are **known** by both the management authority and local residents / communities / landowners.

##### **4.1.6 - Comments, conclusions and / or recommendations related to boundaries and buffer zones of the World Heritage property**

Our properties are adequately protected by well defined buffer zones.

#### **4.2. Protective Measures**

##### **4.2.1 - Protective designation (legal, regulatory, contractual, planning, institutional and / or traditional)**

The only protection to the Darjeeling Himalayan Railway applies to the permanent way, which is in principle controlled under the general measures relating to Central Government property and the specific provisions of the 1989 Railway Act.



The Nilgiri Mountain Railway has the legal protection available under the Indian constitution to Central Government property. The current protective measures are provided in the Railway act of 1989, dealing

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The management structures involved for the Kalka Shimla Railway are public, under the higher authority of the Indian Ministry of Railways in New Delhi. They are as follows in hierarchical order:

- Northern Railway Department, New Delhi, (General Manager).
- Indian Railways Regional Division Office, Ambala. (Divisional Rail Manager).
- Specialised departments, Ambala (Branch Officers):
  - 1) non-technical departments: commercial traffic, accounting, medical, shops, personnel, security,
  - 2) technical departments: civil engineering, mechanical engineering, electricity, signallingcommunications.
- The organisation of the line into local districts at Kalka, Barog, Salogra and Shimla (depots, stations, rest houses for personnel).
- Private specialist works companies.

### 4.3.2 - Management Documents

Title	Status	Available	Date	Link to source
Nilgiri Mountain Railway Property Management Plan	N/A	Available	29/01/2004	
Property Management Plan of Kalka Shimla Railway	N/A	Available	25/01/2007	

#### Comment

Darjeeling Himalayan Railway Status--N/A Available--  
Available Date--2008

### 4.3.3 - How well do the various levels of administration (i.e. national / federal; regional / provincial / state; local / municipal etc.) coordinate in the management of the World Heritage Property ?

There is **excellent coordination** between all bodies / levels involved in the management of the property

### 4.3.4 - Is the management system / plan adequate to maintain the property's Outstanding Universal Value ?

The management system / plan is **fully adequate** to maintain the property's Outstanding Universal Value

### 4.3.5 - Is the management system being implemented?

The management system is being **fully** implemented and monitored

### 4.3.6 - Is there an annual work / action plan and is it being implemented?

An annual work / action plan exists and **most or all activities** are being implemented and monitored

### 4.3.7 - Please rate the cooperation / relationship with World Heritage property managers / coordinators / staff of the following

Local communities / residents	Good
Local / Municipal authorities	Good
Indigenous peoples	Good
Landowners	Good
Visitors	Good
Researchers	Not applicable
Tourism industry	Good
Industry	Not applicable

### 4.3.8 - If present, do local communities resident in or near the World Heritage property and / or buffer

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### zone have input in management decisions that maintain the Outstanding Universal Value?

Local communities directly **participate** in all relevant decisions relating to management, i.e. co-management

### 4.3.9 - If present, do indigenous peoples resident in or regularly using the World Heritage property and / or buffer zone have input in management decisions that maintain the Outstanding Universal Value?

Indigenous peoples directly participate in **all relevant** decisions relating to management, i.e. co-management

### 4.3.10 - Is there cooperation with industry (i.e. forestry, mining, agriculture, etc.) regarding the management of the World Heritage property, buffer zone and / or area surrounding the World Heritage property and buffer zone?

There is **regular contact** with industry regarding the management of the World Heritage property, buffer zone and / or area surrounding the World Heritage property and buffer zone and **substantial co-operation** on management

### 4.3.11 - Comments, conclusions and / or recommendations related to human resources, expertise and training

Mountain Railways of India is being preserved in its original status and necessary steps to that effect are being taken to preserve as per guidelines and norms of UNESCO.

### 4.3.12 - Please report any significant changes in the legal status and / or contractual / traditional protective measures and management arrangements for the World Heritage property since inscription or the last Periodic report


There have not been any significant changes since last periodic report.

## 4.4. Financial and Human Resources

### 4.4.1 - Costs related to conservation, based on the average of last five years (relative percentage of the funding sources)

Multilateral funding (GEF, World Bank, etc)	0%
International donations (NGO's, foundations, etc)	0%
Governmental (National / Federal)	100%
Governmental (Regional / Provincial / State)	0%
Governmental (Local / Municipal)	0%
In country donations (NGO's, foundations, etc)	0%
Individual visitor charges (e.g. entry, parking, camping fees, etc.)	0%
Commercial operator payments (e.g. filming permit, concessions, etc.)	0%
Other grants	0%

### 4.4.2 - International Assistance received from the World Heritage Fund (USD)

Title	Year	Amount	Link to source
Darjeeling Himalayan Railway World Heritage Area Workshop	2001	28000.00	
<b>Total</b>		28000	

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**4.4.3 - Is the current budget sufficient to manage the World Heritage property effectively?**

The available budget is **sufficient** but further funding would enable more effective management to international best practice standard

**4.4.4 - Are the existing sources of funding secure and likely to remain so?**

The existing sources of funding **are secure** in the medium-term and planning is underway to secure funding in the long-term

**4.4.5 - Does the World Heritage property provide economic benefits to local communities (e.g. income, employment)?**

There is a **major flow** of economic benefits to local communities from activities in and around the World Heritage property

**4.4.6 - Are available resources such as equipment, facilities and infrastructure sufficient to meet management needs?**

There are **adequate** equipment and facilities

**4.4.7 - Are resources such as equipment, facilities and infrastructure adequately maintained?**

Equipment and facilities are **well maintained**

**4.4.8 - Comments, conclusion, and / or recommendations related to finance and infrastructure**

The money required for maintenance, operation, for day to day working, or for capital investment on the site is taken from consolidated fund of India after the parliament sanction of budget. The annual revenue expenses for operation and maintenance are sanctioned for the various departments is controlled by the State Party

**4.4.9 - Distribution of employees involved in managing the World Heritage property (% of total)**

Full-time	100%
Part-time	0%

**4.4.10 - Distribution of employees involved in managing the World Heritage property (% of total)**

Permanent	100%
Seasonal	0%

**4.4.11 - Distribution of employees involved in managing the World Heritage property (% of total)**

Paid	100%
Volunteer	0%

**4.4.12 - Are available human resources adequate to manage the World Heritage property?**

Human resources are **adequate** for management needs

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**4.4.13 - Considering the management needs of the World Heritage property, please rate the availability of professionals in the following disciplines**

Research and monitoring	Good
Promotion	Good
Community outreach	Good
Interpretation	Good
Education	Good
Visitor management	Good
Conservation	Good
Administration	Good
Risk preparedness	Good
Tourism	Good
Enforcement (custodians, police)	Good

**4.4.14 - Please rate the availability of training opportunities for the management of the World Heritage property in the following disciplines**

Research and monitoring	High
Promotion	High
Community outreach	High
Interpretation	High
Education	High
Visitor management	High
Conservation	High
Administration	High
Risk preparedness	High
Tourism	High
Enforcement (custodians, police)	High

**4.4.15 - Do the management and conservation programmes at the World Heritage property help develop local expertise?**

A capacity development plan or programme is **in place and fully implemented**; all technical skills are being transferred to those managing the property locally, who are assuming leadership in management

**4.4.16 - Comments, conclusions and / or recommendations related to human resources, expertise and training**

The funds for the management of the Mountain Railways of india are provided by the indian government. The Railways have the means to set aside funds for conservation work for the upkeep of the property. The technical management system of the Railway operates adequately and from this fundamental viewpoint guarantees for propertie's OUV.

**4.5. Scientific Studies and Research Projects**

**4.5.1 - Is there adequate knowledge (scientific or traditional) about the values of the World Heritage property to support planning, management and decision-making to ensure that Outstanding Universal Value is maintained?**

Knowledge about the values of the World Heritage property is **sufficient**

**4.5.2 - Is there a planned programme of research at the property which is directed towards management**

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### needs and / or improving understanding of Outstanding Universal Value?

There is a **comprehensive, integrated programme of research**, which is relevant to management needs and / or improving understanding of Outstanding Universal Value

### 4.5.3 - Are results from research programmes disseminated?

Research results are **shared widely** with the local, national and international audiences

### 4.5.4 - Please provide details (i.e. authors, title, and web link) of papers published about the World Heritage property since the last Periodic Report

None.

### 4.5.5 - Comments, conclusions and / or recommendations related to scientific studies and research projects

Indian Railways is in process of setting up of category-II research and training institute under aegis of UNESCO as a constituent of an overall initiative of Government of India for structured training and research. Regular workshops are being conducted related to approach towards scientific studies and methods.

## 4.6. Education, Information and Awareness Building

### 4.6.1 - At how many locations is the World Heritage emblem displayed at the property?

In **many locations and easily visible** to visitors

### 4.6.2 - Please rate the awareness and understanding of the existence and justification for inscription of the World Heritage property amongst the following groups

Local communities / residents	Excellent
Local / Municipal authorities within or adjacent to the property	Excellent
Local Indigenous peoples	Excellent
Local landowners	Excellent
Visitors	Excellent
Tourism industry	Excellent
Local businesses and industries	Excellent

### 4.6.3 - Is there a planned education and awareness programme linked to the values and management of the World Heritage property?

There is a **planned and effective** education and awareness programme that contributes to the protection of the World Heritage property

### 4.6.4 - What role, if any, has designation as a World Heritage property played with respect to education, information and awareness building activities?

World Heritage status has been an **important influence** on education, information and awareness building activities

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### 4.6.5 - How well is the information on Outstanding Universal Value of the property presented and interpreted?

There is **excellent presentation and interpretation** of the Outstanding Universal Value of the property

### 4.6.6 - Please rate the adequacy for education, information and awareness building of the following visitor facilities and services at the World Heritage property

Visitor centre	Excellent
Site museum	Excellent
Information booths	Excellent
Guided tours	Excellent
Trails / routes	Excellent
Information materials	Excellent
Transportation facilities	Excellent
Other	Excellent

### 4.6.7 - Comments, conclusions and / or recommendations related to education, information and awareness building

The properties are the iconic Railways recognised by not only entire country but by the entire world, also adequate education and information about its OUV is being continuously disseminated to all concerned stake holders.

## 4.7. Visitor Management

### 4.7.1 - Please provide the trend in annual visitation for the last five years

Last year	Minor Increase
Two years ago	Minor Increase
Three years ago	Minor Increase
Four years ago	Minor Increase
Five years ago	Minor Increase

### 4.7.2 - What information sources are used to collect trend data on visitor statistics?

Entry tickets and registries
Accommodation establishments
Tourism industry

### 4.7.3 - Visitor management documents

#### Comment

The existing records showing sale of entry tickets to museums/archives and journey tickets of passengers are the source of documents available to know the number of visitors.

### 4.7.4 - Is there an appropriate visitor use management plan (e.g. specific plan) for the World Heritage property which ensures that its Outstanding Universal Value is maintained?

Visitor use of the World Heritage property is **effectively managed** and does not impact its Outstanding Universal Value

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### 4.7.5 - Does the tourism industry contribute to improving visitor experiences and maintaining the values of the World Heritage property?

There is **excellent co-operation** between those responsible for the World Heritage property and the tourism industry to present the Outstanding Universal Value and increase appreciation

### 4.7.6 - If fees (i.e. entry charges, permits) are collected, do they contribute to the management of the World Heritage property?

The fee is collected and makes a **substantial contribution** to the management of the World Heritage property

### 4.7.7 - Comments, conclusions and / or recommendations related to visitor use of the World Heritage property

Mountain Railways of India and Ministry of Tourism are working together to promote Heritage value of the site among the visitors. Long and short term plans are being prepared to facilitate the visitors for ease of travel and better understanding of the property.. Tour packages, chartered services, in consultation with Mountain Railway of India are in place to promote the site as an ideal destination for tourists.

## 4.8. Monitoring

### 4.8.1 - Is there a monitoring programme at the property which is directed towards management needs and / or improving understanding of Outstanding Universal Value?

There is a **comprehensive, integrated programme** of monitoring, which is relevant to management needs and / or improving understanding of Outstanding Universal Value

### 4.8.2 - Are key indicators for measuring the state of conservation used to monitor how the Outstanding Universal Value of the property is maintained?

Information on the values of the World Heritage property is **sufficient** for defining and monitoring key indicators for measuring its state of conservation

### 4.8.3 - Please rate the level of involvement in monitoring of the following groups

World Heritage managers / coordinators and staff	Excellent
Local / Municipal authorities	Excellent
Local communities	Excellent
Researchers	Not applicable
NGOs	Excellent
Industry	Not applicable
Local indigenous peoples	Excellent

### 4.8.4 - Has the State Party implemented relevant recommendations arising from the World Heritage Committee?

Implementation is **complete**

### 4.8.5 - Please provide comments relevant to the implementation of recommendations from the World Heritage Committee

The management plan, inventory of stations in the form of photographs, slides images, audio visual is already available.

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The legislative measures which are in force are sufficient to address various issues concerning encroachments. The inscription of Mountain Railways of India as World Heritage Site has led to a positive commitment of the authorities as well as the people to conserve the Heritage.

### 4.8.6 - Comments, conclusions and / or recommendations related to monitoring

Mountain Railways of India is constantly monitoring all the key indicators to ensure UNESCO's guidelines for preservation and conservation of the site.

## 4.9. Identification of Priority Management Needs

### 4.9.1 - Please select the top 6 managements needs for the property (if more than 6 are listed below)

Please refer to question 5.2



## 5. Summary and Conclusions

### 5.1. Summary - Factors affecting the Property

#### 5.1.1 - Summary - Factors affecting the Property

No factor is both current and negative.

### 5.2. Summary - Management Needs

#### 5.2.2 - Summary - Management Needs

Please select your top management needs in question 4.9 before filling in the summary table.

**5.3. Conclusions on the State of Conservation of the Property**

**5.3.1 - Current state of Authenticity**

The authenticity of the World Heritage property has been **preserved**

**5.3.2 - Current state of Integrity**

The integrity of the World Heritage property is **intact**

**5.3.3 - Current state of the World Heritage property's Outstanding Universal Value**

The World Heritage property's Outstanding Universal Value has been **maintained**.

**5.3.4 - Current state of the property's other values**

Other important cultural and / or natural values and the state of conservation of the World Heritage property are **predominantly intact**

**5.4. Additional comments on the State of Conservation of the Property**

**5.4.1 - Comments**

No separate comment is needed for Conservation of the property

**6. World Heritage Status and Conclusions on Periodic Reporting Exercise**

**6.1 - Please rate the impacts of World Heritage status of the property in relation to the following areas**

Conservation	Very positive
Research and monitoring	Very positive
Management effectiveness	Very positive
Quality of life for local communities and indigenous peoples	Very positive
Recognition	Very positive
Education	Very positive
Infrastructure development	Very positive
Funding for the property	Very positive
International cooperation	Very positive
Political support for conservation	Very positive
Legal / Policy framework	Very positive
Lobbying	Very positive
Institutional coordination	Very positive
Security	Very positive
Other (please specify)	Very positive

**6.2 - Comments, conclusions and / or recommendations related to World Heritage status**

Mountain Railways of India has got significant worldwide attention/importance confirming to its World Heritage status. Mountain Railways of India is making every effort to maintain its original character following the UNESCO's operational guidelines and support

**6.3 - Entities involved in the preparation of this Section of the Periodic Report**

Governmental institution responsible for the property
Site Manager/Coordinator/World Heritage property staff
Staff from other World Heritage properties
Non Governmental Organization
Local community
External experts
Advisory bodies

**6.4 - Was the Periodic Reporting questionnaire easy to use and clearly understandable?**

yes

**6.5 - Please provide suggestions for improvement of the Periodic Reporting questionnaire**

More than adequate.

**6.6 - Please rate the level of support for completing the Periodic Report questionnaire from the following entities**

UNESCO	Very good
State Party Representative	Very good
Advisory Body	Very good

**6.7 - How accessible was the information required to complete the Periodic Report?**

All required information was accessible

**6.8 - The Periodic Reporting process has improved the understanding of the following**

The World Heritage Convention
The concept of Outstanding Universal Value
The property's Outstanding Universal Value
The concept of Integrity and / or Authenticity
The property's Integrity and / or Authenticity
Managing the property to maintain the Outstanding Universal Value
Monitoring and reporting
Management effectiveness

**6.9 - Please rate the follow-up to conclusions and recommendations from previous Periodic Reporting exercise by the following entities**

UNESCO	Excellent
State Party	Excellent
Site Managers	Excellent
Advisory Bodies	Excellent

**6.10 - Summary of actions that will require formal consideration by the World Heritage Committee**

**• Statement of Outstanding Universal Value / Statement of Significance**

Reason for update: The Mountain Railways of India are among the first and still the most outstanding example of hill Railway opened between 1881 & 1908. They applied bold and indigenous solution to the problem of establishing effective rail solution across mountainous terrains of great beauty. They are still fully operational as living examples of the engineering enterprise of late 19th and early 20th centuries. Darjeeling Himalayan Railway is famous for it's "Z\_ reverse and loops for

negotiating gradients Kalka Shimla Railway has the characteristic engineering solution like, world's highest multi-arch gallery bridge and world's longest tunnel (at the time of construction) Nilgiri Mountain Railway's Rack and pinion traction arrangement between the steam locomotive, coaches and the track gives the site its unique significance.

**6.11 - Comments, conclusions and / or recommendations related to the Assessment of the Periodic Reporting exercise**

Questions 4.9, 5.1 and 5.2 are not automatically generating in this form.