

**FORMAT FOR THE SUBMISSION OF
STATE OF CONSERVATION REPORTS
BY THE STATES PARTIES**

(in compliance with Paragraph 169 of the *Operational Guidelines*)

Name of World Heritage property (State(s) Party(ies)) (Identification number):

Mountain Railways of India - Nomination 944ter (inscribed extension) comprising Darjeeling Himalayan Railway, Nilgiri Mountain Railway and Kalka Shimla Railway.

1. Executive Summary of the report

[Note: each of the sections described below should be summarized. The maximum length of the executive summary is 1 page.]

The three mountain railways have been in service continuously from its inception. They are in good state of general conservation, and are maintained on a regular and permanent basis. All the heritage structures like buildings, tunnels, bridges, & signalling systems and rolling stocks of Mountain Railways are maintained in a manner that upholds their authenticity and integrity. This ensures that their aesthetic and historical significance is preserved, and the Outstanding Universal Value of the World Heritage property remains intact. The heritage values of the site are protected, maintained, and safeguarded through the applicable Acts & Laws. All the activities of Mountain Railways of India are closely monitored at the Divisional and Headquarter levels through a well- defined and established channel of reporting. A multi-disciplinary Management Unit headed by Director(s) manages the operation and maintenance requirement to keep it running and conserved. The Comprehensive Conservation and Management Plan (CCMP) for DHR has been sent to WHC, UNESCO alongwith comments of Indian Railways for finalization.

2. Response to the Decision of the World Heritage Committee

[Note: The State(s) Party(ies) is/are requested to address the most recent Decision of the World Heritage Committee for this property, paragraph by paragraph.]

Point Wise Reply on UNESCO WHC Decision 45 Com 7B.161 is enclosed at ANNEXURE to this SOC Report.

If the property is inscribed on the List of World Heritage in Danger

Please also provide detailed information on the following:

NA

- a) Progress achieved in implementing the corrective measures adopted by the World Heritage Committee

[Note: please address each corrective measure individually, providing factual information, including exact dates, figures, etc.]

If needed, please describe the success factors or difficulties in implementing each of the corrective measures identified

- b) Is the timeframe for implementing the corrective measures suitable? If not, please propose an alternative timeframe and an explanation why this alternative timeframe is required.

- c) Progress achieved towards the Desired state of conservation for the removal of the property from the List of World Heritage in Danger (DSOCR)
1. Other current conservation issues identified by the State(s) Party(ies) which may have an impact on the property's Outstanding Universal Value

[Note: this includes conservation issues which are not mentioned in the Decision of the World Heritage Committee or in any information request from the World Heritage Centre]

No new current conservation issues have been identified. All the activities of Mountain Railways of India are closely monitored at the Divisional and Headquarter levels through a well- defined and established channel of reporting to address any issues which may have an impact on the OUV of the property. A multi-disciplinary Management Unit headed by Director(s) manages the operation and maintenance requirements of mountain railways to keep them running and conserved.

2. In conformity with Paragraph 172 of the **Operational Guidelines**, describe any potential major restorations, alterations and/or new construction(s) intended within the property, the buffer zone(s) and/or corridors or other areas, where such developments may affect the Outstanding Universal Value of the property, including authenticity and integrity.

All the heritage structures like buildings, tunnels, bridges, and signaling systems are maintained in a manner that upholds the authenticity and integrity of the heritage structures. This ensures that their aesthetic and historical significance is preserved, and the Outstanding Universal Value of the World Heritage property remains intact. The heritage values of the site are protected, maintained, and safeguarded through the UNESCO Guidelines and applicable Acts & Laws of the country.

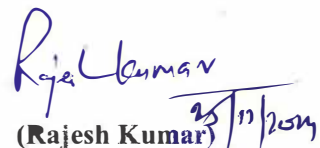
3. Public access to the state of conservation report: .

[Note: this report will be uploaded for public access on the World Heritage Centre's State of conservation Information System (<https://whc.unesco.org/en/soc>). Should your State Party request that the full report should not be uploaded, only the 1-page executive summary provided in point (1.) above will be uploaded for public access].

Full Report May be Uploaded

6. Signature of the Authority

Dated: 25th November, 2024


(Rajesh Kumar) 25/11/2024

**Deputy Director (Heritage)
Railway Board,
Ministry of Railways
Email: heritagecell@rb.railnet.gov.in**

Point-wise comments on UNESCO WHC Decision: 45 Com 7B.161 of SOC Reports of World Heritage Property

	WHC Remarks	DHR	KSR	NMR
1.	The World Heritage Committee, Having examined Document WHC/23/45.COM/7B,			
2.	Recalling Decisions 43 COM 7B.62 and 44 COM 7B.26 adopted at its 43 rd Session (Baku, 2019) and extended 44 th Session (Fuzhou/online, 2021).			
3.	Commends the State Party for its investment into the maintenance of steam engines and historic rolling stock, the construction of new engines at the Nilgiri Mountain Railway (NMR), and the conversion of oil-fired engines to diesel-fired engines, which is a potentially major step towards making the long-term conservation of steam railways environmentally sustainable.	Heritage rolling stock and steam locomotives are being looked after in DHR. Steam Trains run daily in DHR. Three number steam locomotives which had overaged boilers have been replaced. 16 number spares for steam locomotives have been especially sanctioned. On heritage rolling stock front 6 numbers heritage coaches which were wooden body and in extremely poor condition are being renovated on 'as it was basis', that is after renovation they will look exactly like they used to in yester years.	This is being implemented on KSR. All operational diesel locomotives are in good condition and are maintained according to the established maintenance procedures. Modifications have been done to the diesel locomotives, such as installing the Air Compressor 2507 in two ZDM3 locomotives to enhance cooling efficiency.	From 22.07.2024, all the regular services in NMR are provided with only Diesel fired steam locos. Out of seven oil fired steam locos, five locos are diesel fired locos. One loco which is undergoing Periodic Overhauling (POH) will be converted as Diesel fired loco on POH turn out. One loco is undergoing conversion at Steam Loco shed. The conversion of furnace oil to Diesel firing system for X class steam locos has enhanced the environmental sustainability of operating steam locos in NMR.
4.	Welcomes the documentation of important documents and objects relating to the railways and the development of accessible website presentations of each railway, and strongly encourages the State Party to continue its actions to both conserve the documentary and artefactual	The available records in DHR are currently under the process of Digitization. The physical records and artefacts have been preserved at Kurseong archives museum and Ghum Railway Museum. Most of the information related to DHR can be accessed on the website of DHR www.dhr.in.net	Important available records related to the heritage Kalka Shimla Railway line have been digitized. The physical documents are maintained at the Baba Bhalku Rail Museum in Shimla. Comprehensive information about this World Heritage site is available on the Kalka Shimla Railway website:	The Heritage artefacts of NMR are preserved in NMR Museum at Mettupalayam & Heritage Museum at Udagamandalam (Ooty). Further, digitization of the artefacts & documents relating to NMR will be carried out and made accessible for the public. This will be presented in the proposed website of

	components of the railways and make them accessible to the public.		www.kalkashimlarailway.in.	NMR and made accessible for the public.
5.	Welcomes the State Party's advice that the management structures at the three railways include heritage units, and requests the State Party to provide information on how in-house heritage conservation expertise is represented within those structures at the property component level and at zonal railways level.	<p>The conservation Management unit is active at all levels. The Engineering dept of DHR is looked after by Assistant Divisional Engineer/DHR reporting directly to Director/DHR and the commercial activities are looked after by Chief Commercial Inspector/DHR reporting to Director/DHR. The Director reports directly to Divisional Railway Manager/Katihar.</p> <p>For Heritage consultancy and heritage impact assessment a Heritage Expert is consulted to assess the impact of various developments in DHR.</p>	The conservation management unit for KSR is operational at all levels, with all activities on KSR being meticulously monitored by the Division and Headquarters, through a well-defined and established reporting channel. To ensure detailed oversight of KSR activities, Integrated Heritage Units specifically for KSR, led by the Director/KSR, have been established.	All the activities of NMR are closely monitored by the Division and Headquarters through a well-defined and established channel of reporting. A multi-disciplinary Management Unit headed by Director/NMR manages the operation and maintenance requirement to keep it running and conserved.
6.	Reiterates its request that the State Party submit the Comprehensive Conservation Management Plan (CCMP) for the Darjeeling Himalayan Railway (DHR) for review by the World Heritage Centre and the Advisory Bodies prior to its formal adoption.	The draft CCMP for DHR has been sent to UNESCO New Delhi office alongwith comments of Indian Railways for onward submission to the World Heritage Centre, Paris for finalization.	---	---
7.	Requests the State Party to complete the development of the Comprehensive Conservation Management Plan (CCMP) for the Kalka Shimla Railway (KSR) and the NMR and submit them to the World Heritage Centre for review by	---	Development of CCMP for the Kalka Shimla Railway, World Heritage Site has been awarded to M/s CRCI India Private Limited (Heritage Expert) on 31.07.2024. The firm is expected to submit the detailed CCMP within six	The process of preparing the CCMP for NMR has been started and will be submitted to WHC for review in due course.

	the Advisory Bodies before the relevant management bodies formally endorse any of the plans.		<p>months.</p> <p>The CCMP for the Kalka Shimla Railway will include the current state of conservation of the site's Outstanding Universal Value, identify the threats to the site's OUV, and develop strategies for conserving it. Upon submission of the CCMP by the heritage expert, action will be taken to submit it to the World Heritage Centre for review by the Advisory Bodies.</p>	
8.	Requests that the State Party inform the Committee, via the World Heritage Centre, of the specific conservation guidelines used to guide the conservation of the three railways in the absence of endorsed CCMPs.	<p>All the heritage structures like buildings, loops, Z-reserves, offices and Workshops are being conserved and repaired maintaining the heritage structure and the OUVs. The heritage value of the sites are being maintained by the following laws:</p> <ul style="list-style-type: none"> • The Railway Act, 1989. • Public Premises (Eviction of Unauthorized Occupants) Act, 1971. • Monuments & Archaeological Sites & Remains Act, 1958. • Antiquities & Art Treasures Act, 1972. • Environment (Protection) Act, 1986. • Water (Prevention & Control of Pollution) Act, 1974. • Air (Prevention & Control of Pollution) Act, 1981. 	<p>All service buildings, tunnels, bridges, and signaling systems are maintained in a manner that upholds the authenticity and integrity of the heritage structures. This ensures that their aesthetic and historical significance is preserved, and the Outstanding Universal Value of the World Heritage property remains intact. The heritage values of the site are protected, maintained, and safeguarded through the following relevant laws:</p> <ul style="list-style-type: none"> • The Railway Act, 1989. • Public Premises (Eviction of Unauthorized Occupants) Act, 1971. • Monuments & Archaeological Sites & Remains Act, 1958. • Antiquities & Art Treasures Act, 1972. 	<p>The property Management Plan of NMR submitted to UNESCO during the nomination for inclusion as a World Heritage Property is presently used to guide the conservation of NMR.</p> <p>Also the heritage values of the Site are being preserved, maintained & safeguarded by relevant laws as under:</p> <ul style="list-style-type: none"> • The Railway Act, 1989. • Public Premises Eviction of Unauthorized occupants) Act 1971. • Monuments & Archaeological Sites & Remains Act 1958, • Antiquities & Art Treasures Act, 1972. • Environment (Protection) Act.1986. • Water (Prevention & Control of Pollution) Act 1974. • Air (Prevention &

			<ul style="list-style-type: none"> • Environment (Protection) Act, 1986. • Water (Prevention & Control of Pollution) Act, 1974. • Air (Prevention & Control of Pollution) Act, 1981. 	Control of Pollution) Act, 1981.
9.	<p>Urges the State Party to determine what provisions would be required in the CCMP for the protection of the Outstanding Universal Value (OUV) of the component railways of property if private operation is considered, and recommends that specific clauses be included in any contract to ensure compliance with the CCMP policies along with commitments to implementing any measures included in the Committee's decisions, protecting identified heritage attributes, submitting proposed actions to the World Heritage Centre in a timely manner, in line with Paragraph 172 of the Operational Guidelines, and complying with the recommendations formulated by the World Heritage Centre and the Advisory Bodies.</p>	<p>There is no plan for private operations of DHR as of now. DHR is owned and maintained by Indian railways which ensures that the OUVs are maintained and the Railway continues to run smoothly with the changing times and DHR is still preserved as the first and most outstanding example of mountain railway. The draft CCMP with provisions to ensure that the heritage values and the OUVs of the DHR are not disturbed, has already been submitted to UNESCO New Delhi office for taking approval of WHC, Paris.</p>	<p>There is no plan for private operations of KSR as of now. Indian Railways is alive to the need to conserve the entire KSR system in its original glory and is committed to preserve the Outstanding Universal Values (OUVs) of Kalka-Shimla Heritage Mountain Railway.</p> <p>Development of CCMP for the Kalka Shimla Railway, World Heritage Site is in progress. This will include the current state of conservation of the site's OUV, identify the threats to the site's OUV, and develop strategies for conserving it.</p>	<p>There is no plan for private operations of NMR as of now.</p> <p>The ensuing CCMP for the NMR, World Heritage Site will include the current state of conservation of the site's OUV, identify the threats to the site's OUV, and develop strategies for conserving it.</p>
10.	<p>Requests the State Party to complete the mapping of property and buffer zone boundaries for all property components and, when they are endorsed by the relevant management</p>	<p>Cartographic and GIS mapping of DHR has already been done. It will be submitted to World Heritage Centre soon.</p>	<p>Cartographic and geographic representation of KSR for mapping the boundaries of the property as per instructions issued by UNESCO has been completed by Expert</p>	<p>Mapping the Property will be done by Engineering Department of NFR and will be submitted to WHC, UNESCO on completion.</p>

	agencies, to submit them to the World Heritage Centre, in conformity with Paragraph 164 of the Operational Guidelines.		agency and will be submitted to World Heritage Centre soon.	
11.	Takes note that the State Party does not regard the proposed conservation of the DHR stations at Ghum and Darjeeling as falling under the provisions of Paragraph 172 of the Operational Guidelines, but urges the State Party to ensure inputs from heritage specialists to ensure the protection of the property's OUV and to consider submitting information about these conservation actions to the World Heritage Centre, in line with the aforementioned Paragraph 172, for review by the Advisory Bodies.	The conservation activities of Darjeeling and Ghum Station will be done as per inputs from heritage experts and heritage impact assessment will be done by the consultant/ expert to be engaged by DHR and the information will be submitted.	---	---
12.	Acknowledges the progress made by the State Party with the implementation of some of the recommendations of the 2019 Reactive Monitoring mission, and reiterates its request that it fully implement these recommendations.	Taking into cognizance the remarks and suggestions in the UNESCO Reactive Monitoring Mission report, the recommendations are being implemented at all levels.	Taking into cognizance the remarks and suggestions in the UNESCO Reactive Monitoring Mission report Heritage Impact Assessment was conducted for a proposed work of Electrification involving Heritage Conservation experts. Continuous efforts are in place to institute a system of consultation from Heritage Conservation experts for major upgradation works related to structures/buildings that are part of the OUVs of the property.	Is being ensured.
13.	Finally requests the State Party to submit to the World Heritage			

	Centre, by 1 December 2024 , an updated report on the state of conservation of the property and the implementation of the above, for examination by the World Heritage Committee at its 47 th Session.	Hereby submitted
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Dated: 22nd November, 2024

(Rajesh Kumar
Deputy Director (Heritage), Railway Board