

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2023-2024)**

(SEVENTEENTH LOK SABHA)

NINETY-FIFTH REPORT

**REVIEW OF PENDING ASSURANCES PERTAINING TO THE
MINISTRY OF RAILWAYS**

Presented to Lok Sabha on 19/12/2023



**LOK SABHA SECRETARIAT
NEW DELHI**

December , 2023/ Agrahayana 1945 (Saka)

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* Implementation Report laid on the Table of the House on 13.12.2023

**COMPOSITION OF THE COMMITTEE
ON GOVERNMENT ASSURANCES*
(2023 - 2024)**

SHRI RAJENDRA AGRAWAL

- Chairperson

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Gaurav Gogoi
4. Shri Kishan Kapoor
5. Shri Ramesh Chander Kaushik
6. Shri Kaushlendra Kumar
7. Shri Khagen Murmu
8. Shri Ashok Mahadeorao Nete
9. Shri Santosh Pandey
10. Shri M.K. Raghavan
11. Prof. Sougata Ray
12. Shri Chandra Sekhar Sahu
13. Shri Indra Hang Subba
14. Smt. Supriya Sadanand Sule
15. Vacant

SECRETARIAT

- | | | |
|--------------------------|---|------------------|
| 1. Shri J.M. Baisakh | - | Joint Secretary |
| 2. Dr. Sagarika Dash | - | Director |
| 3. Shri M.C. Gupta | - | Deputy Secretary |
| 4. Smt. Vineeta Sachdeva | - | Under Secretary |

* The Committee has been constituted w.e.f. 09 October, 2023 *vide* Para No. 7533 of Lok Sabha Bulletin Part-II dated 11 October, 2023.

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INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2023-2024), having been authorized by the Committee to submit the Report on their behalf, present this Ninety-Fifth Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2023-2024) at their sitting held on 26th October, 2023 took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances.
3. At their sitting held on 14th December, 2023, the Committee on Government Assurances (2023-2024) considered and adopted this Report.
4. The Minutes of the aforesaid sittings of the Committee form part of the Report.
5. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;
14 December, 2023
23 Agrahayana, 1945 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

REPORT

I. Introductory

The Committee on Government Assurances scrutinize the Assurances, promises, undertakings, etc., given by the Ministers from time to time on the floor of the House and report the extent to which such Assurances, promises and undertakings have been implemented. Once an Assurance has been given on the floor of the House, the same is required to be implemented within a period of three months. The Ministries/Departments of the Government of India are under obligation to seek extension of time required beyond the prescribed period for fulfilment of the Assurance. Where a Ministry/Department is unable to implement an Assurance, that Ministry/Department is bound to request the Committee for dropping it. The Committee consider such requests and approve dropping, in case, they are convinced that grounds cited are justified. The Committee also examine whether the implementation of Assurances has taken place within the minimum time necessary for the purpose and the extent to which the Assurances have been implemented.

2. The Extracts from the Manual of Parliamentary Procedures in the Government of India, Ministry of Parliamentary Affairs laying guidelines on the definition of an Assurance, the time limit for its fulfilment, dropping/deletion and extension, the procedure for fulfilment, etc., besides maintenance of Register of Assurances and periodical reviews to minimize delays in implementation of the Assurances are reproduced at Appendix-I.

3. The Committee on Government Assurances (2009-2010) took a policy decision to call the representatives of various Ministries/Departments of the Government of India, in a phased manner, to review the pending Assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with Assurances. The Committee also decided to consider the quality of Assurances implemented by the Government.

4. The Committee on Government Assurances (2014-2015) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of the Government of India, in a phased manner and review the pending Assurances. The Committee took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through it.

5. In pursuance of the *ibid* decision, the Committee on Government Assurances (2023-2024) called the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs to render clarifications with regard to delay in implementation of the pending

Assurances pertaining to the Ministry of Railways at their sitting held on 26th October, October, 2023. The Committee examined in detail the following 23 Assurances (Appendices – II to XXIV):

Table 1

Sl.No.	SQ/USQ No. dated	Subject
1.	USQ No. 2489 dated 06.02.2014	Job in Lieu of Land Acquired for Railway Lines (Appendix-II)
2.	USQ No. 707 dated 20.12.2017	Debroy Committee (Appendix-III)
3.	USQ No. 1603 dated 27.12.2017	Re-organisation of Railways (Appendix-IV)
4.	USQ No. 1583 dated 19.12.2018	Konkan Railway Corporation Limited (Appendix-V)
5.	USQ No. 2481 dated 26.12.2018	Safety of Women in Trains (Appendix-VI)
6.	USQ No. 1641 dated 13.02.2019	Expansion Plan for Konkan Railways (Appendix-VII)
7.	USQ No. 2844 dated 10.07.2019	Mumbai Suburban Railway System (Appendix-VIII)
8.	USQ No. 2260 dated 04.03.2020	Committee to Mobilize Resources (Appendix-IX)
9.	USQ No. 2823 dated 11.03.2020	Incidents of Chain Pulling (Appendix-X)
10.	SQ No. 352 dated 18.03.2020	Southern Coast Railway Zone (Appendix-XI)
11.	USQ No. 1664 dated 21.09.2020	Corporatisation of Production Units (Appendix-XII)
12.	USQ No. 1706 dated 21.09.2020	Reorganisation of Railways (Appendix-XIII)
13.	USQ No. 1791 dated 21.09.2020	Reforms in Railway Administration (Appendix-XIV)

14.	USQ No. 1478 dated 10.02.2021	Shifting of Railway Zone (Appendix-XV)
15.	USQ No. 1492 dated 10.02.2021	Semi High Speed Silver Line Project (Appendix-XVI)
16.	USQ No. 2612 dated 10.03.2021	Creation of Rayagada Division (Appendix-XVII)
17.	USQ No. 2632 dated 10.03.2021	National Rail Plan for India-2030 (Appendix-XVIII)
18.*	SQ No. 420 dated 24.03.2021	Wadsa-Gadchiroli Rail Network (Appendix-XIX)
19.	USQ No. 4693 dated 24.03.2021	DPR of SCR (Appendix-XX)
20.	SQ No. 130 dated 28.07.2021 (Supplementary by Shri Basanta kumar Panda, M.P.)	Electric Loco Periodical Overhauling Workshop (Appendix-XXI)
21.	USQ No. 1667 dated 08.12.2021	ROB/FOB in Jharkhand (Appendix-XXII)
22.	USQ No. 1791 dated 08.12.2021	Freight Terminal (Appendix-XXIII)
23.	USQ No. 2970 dated 15.12.2021	Construction work of Latur Coach Factory (Appendix-XXIV)

* Implementation Report is laid on the Table of the House on 13.12.2023

6. The Committee informed the representatives of Ministry of Railways that the Ministries/Departments are required to implement an Assurance within a period of 3 months and if the Ministries/Departments are unable to fulfil the Assurance within that time period, then it is imperative for them to seek extension of time. It was stated that the Ministry of Railways had a total of 42 pending Assurances till 10th Session of 17th Lok Sabha out of which 1 Assurance pertain to 15th Lok Sabha, 5 Assurances to 16th Lok Sabha and 36 Assurances to 17th Lok Sabha. Keeping in view the inordinate delay in fulfilment of these Assurances, the Committee enquired about the system for monitoring and periodical review of the pending Assurances in the Ministry to minimize delays in their implementation and the mechanism available for fulfillment of Parliamentary Assurances. In reply, the representatives of the Ministry stated as under:—

"There is a Parliament Section in the Railway Board which is headed at the Joint Secretary level. He is working under the Parliament Section Secretary, Railway Board and we constantly follow up all the Assurances from the officials of the concerned Directorate and keeps following up with the Board Members every month. It never happened that the follow up was not done two or three times before a particular date."

7. When the Committee asked the representatives of the Ministry as to whether they maintain minutes of these meetings, the representatives of the Ministry of Railways stated that they had reviewed all the issues in the last meeting. The Committee asked the representatives to have at least one meeting every month particularly for review and monitoring of pending Assurances and furnish a copy of the Minutes of that meeting to the Committee. The representatives of the Ministry replied in affirmative.

8. The Committee then enquired as to whether there is any sub-Section in the Ministry which specifically deals with Assurances as the Railways is a big Ministry and the Parliament Section of the Ministry deals with a lot of things such as Parliament Questions, Budget and Parliamentary Assurances. The representatives submitted during evidence as under:—

"There are Joint Secretary level and Deputy Secretary level officers posted in Parliament section who follow up from the concerned Nodal Directorate."

9. When the Committee pointed out that out of 23 Assurances taken up by the Committee for oral evidence, an Assurance mentioned at Sl.No.1 has been pending since 2014 and enquired as to what the Ministry does in cases of Assurances which are long pending, the representatives of the Ministry stated as under:-

"In such cases we talk to the concerned Director like in case of Assurance which is pending since 2014, we have sent a request to drop the Assurance."

10. Subsequently, the Committee at their sitting held on 17.11.2023 acceded to the request of the Ministry of Railways to drop 02 Assurances mentioned at Sl Nos. 4 and 6 in the above list.

Observations/Recommendations

11. The Committee note that as many as 42 Assurances of the Ministry of Railways are pending of which one pertains to 15th Lok Sabha, five to 16th Lok Sabha and thirty-six to 17th Lok Sabha. Further, out of 23 Assurances taken up by the Committee for oral evidence, the Committee acceded to the request of the Ministry to drop 02 Assurances mentioned at Sl Nos. 4 and 6 in the light of explanation furnished by the Ministry and remaining 21 Assurances continue to remain unfulfilled for years ranging from 02 to 10. Though the Ministry has stated that they have been monitoring and reviewing Assurances at different levels, the

inordinate delay in fulfillment of the Assurances reveal the shortcomings on the part on the part of the Ministry with regard to review and monitoring of pending Assurances. For instance, with regard to Assurance mentioned at Sl.No. 1, the Ministry withdrew the policy of offering appointment in Railways to affected land users in the year 2019. However, instead of furnishing this information to the Committee at the first instance, the Ministry kept sitting over the Assurance for more than four years before making a request for dropping the Assurance. In the considered view of the Committee, until and unless positive results are forthcoming from these monthly meetings/initiatives, the purpose would not be served and the Assurances would remain unfulfilled. There needs to be action on the part of the Ministry to inform the Committee about the course of action taken by them. Railways continues to be the lifeline for socio-economic growth of India and plays a crucial role in the overall development of the country. The Committee feel that growth, success and expansion of Railways is vital for the country not only owing to its substantial contribution to employment generation, integrating markets and increasing trade but also due to it being an affordable long distance transport system and its contribution to socio-economic bonding. Expeditious fulfilment of Parliamentary Assurances with proper planning will keep the Railways in a better position to serve the nation in a better way. The Committee are fully aware that implementation of some of the Assurances, especially those pertaining to policy matters, infrastructure etc are long drawn process involving co-ordination with other Ministries/Departments for which it may be difficult to accomplish these within the prescribed time limit. However, proactive and sustained efforts need to be made to implement the Assurances which are solemn Parliamentary obligations. The Committee, therefore, recommend that the existing mechanism in the Ministry be streamlined with a view to ensuring expeditious implementation of the pending Assurances. The Committee hope and trust that the Ministry will give proper attention to Parliamentary Assurances, adopt a pro-active approach and scale up coordination with all concerned for streamlining the existing mechanism for dealing with pending Assurances. The Committee also urge the Ministry to furnish the minutes of the meetings held in the Ministry from time to time for monitoring the Assurances as it will help the Committee in measuring the progress of the Ministry of Railways with regard to implementation of Assurances. Further, it would act as an accountability tool and useful review document. The Committee look forward to paradigm shift in the approach of Ministry of Railways to Parliamentary Assurances to ensure that these are fulfilled within the stipulated timeframe.

II. Review of Pending Assurances of the Ministry of Railways

12. In the succeeding paragraphs, the Committee deal with some of the important pending Assurances pertaining to the Ministry of Railways which have been critically examined / reviewed by them at their sitting held on 26.10.2023.

A. Debroy Committee/ Re-organisation of Railways/Committee to mobilize resources

1. **USQ No. 707 dated 20.12.2017 regarding 'Debroy Committee' (Sl. No. 02)**
2. **USQ No. 1603 dated 27.12.2017 regarding 'Re-organisation of Railways' (Sl. No. 03)**
3. **USQ No. 2260 dated 04.03.2020 regarding 'Committee to Mobilise Resources' (Sl. No. 8)**
4. **USQ No. 1706 dated 21.09.2020 regarding 'Reorganisation of Railways' (Sl. No. 12)**
5. **USQ No. 1791 dated 21.09.2020 regarding 'Reforms in Railway Administration' (Sl. No. 13)**

13. The Ministry replied to the above questions that Debroy Committee had submitted its Report. Some recommendations of the Committee have already been implemented and the remaining are under consideration.

14. In the Status Note submitted in October, 2023, the Ministry also stated as under :-
"Since the recommendations of Debroy Committee are far reaching in scope and entail major changes in organizational structure and system of working of Railways, the implementation of few of the recommendations covered under this Assurance, may take some more time.

The Ministry in their Status Note have further stated that as on 30.09.2023 out of 40 recommendations, 18 have been implemented, 9 have partially implemented, 3 are non-implementable and 10 recommendations are under examination."

15. During the oral evidence, the Committee desired to know about the Debroy Committee Report including details of its Chairman, when its Report came and its current status. The representatives of the Ministry replied as under:-

"The Report of the Committee came in 2015. Bibek Debroy was the chairman of this Committee. I will check the status once. Only then will I be able to explain what the recommendations were and what we have been able to do. I will check the status of your basic question."

16. While expressing its concern over the casual approach of the Ministry to have appeared before the Committee without checking its facts and figures well in advance. The representatives stated during evidence as under:-

"That Committee gave about 40 recommendations. It was in two parts. One was mobilization of resources and restructuring of Railway Board. Five Assurances were

made on the replies we gave on those recommendations and a total of 40 Assurances were counted on two Assurances. Of the remaining 3, some had 5, some had 6 and some had 3 assurances. Today's situation is that out of those 40 assurances we have fully implemented 20 recommendations. 99% of the recommendations of 11 assurances have been implemented. But it is only one or two percent less than the theoretical recommendations in it. That's why we are calling it partially implemented. After consideration, 6 recommendations have been found which will not be implemented. We also replied that it is under examination."

17. When the Committee pointed that there were differences between the reply given by the Ministry in their status note and the reply given to the Committee and asked specifically as to how many recommendations have been implemented, the representatives replied that 20 Assurances have been implemented. The Committee then enquired as to why then in their status note the Ministry have given the figure of 18 to which the representatives stated that the anomaly is because the reply was four or five days old and apologized for the same.

18. The Committee desired to know the reasons for inordinate delay of more than 8 years in examining the recommendations of Debroy Committee. The Committee also desired to know as to whether the Ministry have taken any decision on the recommendation of Debroy Committee relating to hive off the non-core work like education, health, etc. and Railways will only be concerned with running of trains. The representatives, Ministry of Railways replied as under:-

"This was in regard to schools related to Kendriya Vidyalayas which are with Indian Railways, should be given to Kendriya Vidyalaya Sangathan. The Ministry had written a letter in this regard. There has been no reply to that. Finally, it has been found that they do not have the provision to take any Kendriya Vidyalaya and new ones are opened through the Cabinet. In this situation it is being found that perhaps this will not be possible. Hence, we are counting it as partially implemented because it has not been concluded. You are right that it was given. Efforts were made. There is no precedence."

19. The Committee then asked about the status of the recommendation of Debroy Committee relating to hive off the hospitals from Railways. The representatives submitted as under:-

"Hospitals were also considered. Hospitals continued as such due to arrival of Covid. Right now hospitals are continuing. The usefulness of railway hospitals had increased a lot during the time of Covid. At that time, hospitals had a huge contribution in the operation of Railways. No decision has been taken yet on whether to hive off the hospitals or not."

20. The Committee then specifically asked about the status of recommendation of the Debroy Committee that suburban railways should be hived off to State Governments through joint venture route to which the representatives replied as under:-

"There are 5 suburban existing railways. Apart from this, the Ministry have decided that the new suburban railways will be built in future through joint venture with the State Government. This policy was released in year 2018. There will be Ministry's contribution in that and the State Government will have to declare their area as suburban as per their policy. Then, they can send the proposal. The Ministry and the State Government will together carry out new suburban railway in future"

21. The Committee felt that the representatives of the Ministry had not come prepared for oral evidence and desired to know as to whether any decision has been taken about the GRP, Security. The representatives apprised the Committee during evidence as under:-

"When the shortage of force was realized with expanding railway network, it was decided that core functions and non-core functions of security would be identified. GRP will be withdrawn from non-core functions and people from private security agencies will be deployed there. Accordingly, RPF was removed from our hospitals and schools and Railways is employing people from private security agencies with its own resources for placing there."

22. On being asked about the status of recommendation for bearing the entire cost of GRP by the State Government, the representatives of the Ministry stated as follows:-

"It has been an old tradition since independence that 50 percent of the operational cost, salary etc. of GRP will be borne by the Railways and 50 percent by the State Government. Even now, if the State Government considers increasing the number of GRPs, then the new posts are sanctioned only when the Railway Board agrees to it because 50 percent burden of the creation of new posts will fall on the Railways. That system is still running."

23. The Committee then enquired about the shortage of force in Railways and lack of facilities to GRP, the representatives of the Ministry deposed before the Committee as under:-

"The number of GRPs is not increasing because the consent of the Railways is necessary in the proposals made by the State Governments to create separate posts. Only then the Railways will give 50 percent of that. But, due to lack of resources, Railways has not been able to give that approval for some time. As per policy, Railways has to provide building and other basic facilities to the GRP official at their duty place. If there is any shortage of such infrastructure, I think Railways is duty bound but due to lack of resources there will be problems at some places."

24. When the Committee desired to know the number of proposals which have come from the States and which have not been approved by the Railway Ministry or are waiting for approval, the representatives of the Ministry replied as under :-

"This information will not be available immediately but we will send it to you."

Observations/Recommendations

25. The Committee note that Ministry of Railways had constituted a Committee in 2014 on mobilization of resources for major Railway projects and Reorganisation of Ministry of Railways and Railway Board under the Chairmanship of Shri Bibek Debroy. The Committee presented its Report and recommendations to Ministry of Railways in June 2015. While some of the recommendations have been implemented, the remaining are still under consideration in the Ministry. The Committee are not satisfied with the pace of progress in the matter as repeated Assurances given by the Minister on the floor of the House in 2017 and 2020 relating to reforms in Railways have not been implemented even after almost 6 years of the first Assurance and the issues still linger on without any substantial progress. The scrutiny of the sequence of events also reveals that the 84th Report (17th Lok Sabha) of the Committee on the same subject was presented to Lok Sabha on 27.07.2023 wherein the Committee desired that the Ministry should treat the issues as a matter of utmost importance and expedite fulfilment of the Assurances. The Ministry should have taken immediate action on the recommendations of the Debroy Committee. However, the Ministry's response in this regard has been very casual. Further, during the oral evidence, when the Committee desired to know detailed data on some of the issues, the Committee noticed much to their consternation that the Ministry did not provide accurate data. Evidently, the Ministry lacked will in this regard and did not pursue the matter in right earnest. The Committee observe that some of the recommendations of the Debroy Committee which are now under the fold of Assurances given by the Ministry are far reaching in scope and entail major contemporary changes in organizational structure and system of working of Railways in tune with the changing needs arising out of the growth in the Railways. The Committee understand that Debroy Committee have recommended sweeping changes in the way Indian Railways runs and has suggested transformative steps for its effective management, hence, the Report is required to be examined in detail before taking any decision on the same for proper implementation of the recommendations without any delay. Stressing once again the significance of an Assurance given by the Minister on the floor of the House and considering the emergent and imperative need of the subject, the Committee once again desire that Government should clearly spell their stand on various recommendations of the Debroy Committee at the earliest. The Committee direct the Ministry to accord utmost priority to the matter and make their stand clear, even if they are required to set aside certain recommendations

and finalize the matter without further delay and lay the Implementation Report of the Assurances on the Table of the House.

- B. Southern Coast Railway Zone/Shifting of Railway Zone//Creation of Rayagada Division
1. SQ No. 352 dated 18.03.2020 regarding "Southern Coast Railway Zone" (Sl.No. 10)
 2. USQ No. 1478 dated 10.02.2021 regarding "Shifting of Railway Zone" (Sl.No. 14)
 3. USQ No. 2612 dated 10.03.2021 regarding "Creation of Rayagada Division" (Sl.No. 16)
 4. USQ No. 2612 dated 10.03.2021 regarding "Creation of Rayagada Division" (Sl.No. 16)

26. In reply to the abovesaid Questions, it was stated that the Detailed Project Reports (DPRs) have been submitted by OSD/SCoR and ECoR for setting up of new SCoR Zone and a new Rayagada Division respectively and are currently under examination in Board's Office. It was also stated that as the DPR is still under examination, no time frame can be fixed for operationalisation of the new Division.

27. Apprising the Committee of the further developments in the implementation of the Assurances, the Ministry in their Status Note submitted in October, 2023 stated that Detailed Project Reports (DPRs) for the new South Coast Railway Zone (SCoR) and a new Rayagada Division have been submitted by Officer on Special Duty/SCoR and East Coast Railway (DCoR) respectively. Establishment of new zone/division involves number of issues including territorial jurisdiction, redistribution of staff and their establishment matters, adequacy of maintenance infrastructure for various assets etc. Further, as per the approval by the Government, Waltair Division will cease to exist after creation of SCoR, however, many representations have been received including by Public representatives on this issue. Accordingly, the DPR is under consideration. It was also submitted that an itemized work of "Setting up of South Coast Railways Zone HQ" has also been sanctioned on 10.11.2022 at an estimated cost of Rs. 106.89 Cr.

28. During oral evidence the Committee desired to know about the current status of the Assurance. The representatives of the Ministry replied as under:-

"In the year 2019, approval was given from the Cabinet to build South Coast Railway. After that an OSD was posted for South Coast Railway. Later an OSD was posted to create Raigarh division. Both the officials had given their report at the end of the year 2019. The detailed project report was about what offices were to be built there, how much area is required for them, how much will it cost, what staff should come there and from where, how many officers should come and from where etc. Apart from this, many local representations came because the decision of the Cabinet was that the Waltair Division would be abolished and Railway Headquarters

would be created in its place. Many representations came from the local public that Waltair should not be abolished. The Detailed Project Report that came was based on eliminating Waltair."

29. The Committee then enquired as to why the Ministry took three years to discuss and rectify the DPR and how much time the Ministry is required to rectify it. The representatives of the Ministry of Railways replied that it took three years because the matter was still under consideration.

Observations/Recommendations

30. The Committee note that creation of New South Coast Railway Zone (SCoR) and Rayagada Division has long been delayed and the issue continues to linger on without any tangible results. The Committee further note that the Detailed Project Reports submitted by Officer on Special Duty/SCO and East Coast Railway/ECO respectively for creation of new Rayagada Division and a new South Coast Railway Zone (SCO) are still under consideration in the Ministry. The Committee are also given to understand that the process for examination of Detailed Project Report is likely to take more time for finalization. The reasons furnished by the Ministry for non implementation of such important Assurances for more than 3 years are not convincing and shows the lackadaisical attitude of the Ministry. The Committee are of the view that the matter relating to closure of Waltair Division may be settled by way of discussions with various stakeholders including public representatives. Notwithstanding the explanations of the Ministry in the matter, the fact remains that appropriate follow-up action on the Assurances has not been taken timely for which all the five Assurances still remain pending for implementation even after about three years. The Committee feel that the matter assumes significance and has also been raised from time to time in Parliament by Members cutting across party lines and various other forums by public representatives. The Committee are surprised to note that even though the Government has given its approval for setting up of a new SCO and division with headquarters at Rayagada and DPR for the same has already been submitted, the Ministry is taking so much time in bringing the matter to its logical conclusion. The Committee are fully aware that implementation of Assurances involving contentious issues especially when it comes to creation/development of infrastructure require more time and may be difficult to be executed within the prescribed time period. The Committee acknowledge that there are practical difficulties involved in implementation of the above Assurances. At the same time they are of the view that the efforts made by the Ministry have not been adequate leading to non fulfilment of the pending Assurances. However, the Committee are of the view that the Ministry of Railways need to adopt a proactive approach and increase the level of coordination will all concerned for expeditious implementation of the Assurances. The Committee stress that creation of Rayagada Division is much needed considering the fact that operationalization of Rayagada Division will further improve facilities in the

industrial district of Rayagada, create direct and indirect employment opportunities leading to social and economic growth of the region. The Committee, therefore, direct the Ministry to chalk out an action plan in a time bound manner to make the New South Coast Railway Zone (SCoR) and Rayagada Division operational and fulfil the Assurance at the earliest.

NEW DELHI;
14 December, 2023
23 Agrahayana, 1945 (Saka)

**RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES**

Extracts from the Manual of Practice and Procedures in the Government of India, Ministry of Parliamentary Affairs.

Chapter 8

Assurances

8.1 During the course of reply given to a question or a discussion, if a Minister gives an undertaking which involves further action on the part of the Government in reporting back to the House, it is called an 'assurance'. Standard list of such expressions which normally constitute assurances as approved by the Committee on Government Assurances (CGA) of the respective House, is given at Annex-3. As assurances are required to be implemented within a specified time limit, care should be taken by all concerned while drafting replies to the questions to restrict the use of these expressions only to those occasions when it is clearly intended to give an assurance on the floor of the House.

Definition

8.2 An assurance given in either House is required to be fulfilled within a period of three months from the date of the assurance. This limit has to be strictly followed.

Time limit for fulfilling an assurance

8.3 To ensure early fulfillment of assurances, entire process beginning from culling out of assurances from the proceedings of the House to the submission of Implementation Report including extension of time, dropping and transfer of assurances have been automated through a Software Application named "Online Assurances Monitoring System" (OAMS). Requests for extension of time, dropping or transfer of assurances and submission of Implementation Report through any other offline mode shall not be entertained under any circumstances.

Online Assurances Monitoring System (OAMS)

Culling out of Assurances

8.4 When an assurance is given by a Minister or when the Presiding Officer, directs the Government to furnish information to the House, it is extracted by the Ministry of Parliamentary Affairs, from the relevant proceedings and communicated to the Department concerned online through 'OAMS' normally within 20 working days of the date on which it is given on the floor of the House.

Deletion from the list of assurances

8.5 If the administrative Ministry/Department has any objection to treating such a statement as an assurance or finds that it would not be in the public interest to fulfill it, it may upload its request at 'OAMS' within a week of treating such statement as assurance for getting it deleted from the list of assurances. Such action will require prior approval of the Minister concerned and this fact should be clearly indicated in their communication containing the request. If such a request is made towards the end of stipulated period of three months, then it should invariably be accompanied with a request of extension of time. The department should continue to seek extension of time till the decision of the Committee on Government Assurances is conveyed through 'OAMS'. Requests received through offline mode shall not be entertained by either Rajya Sabha/Lok Sabha Secretariat or Ministry of Parliamentary Affairs.

Extension of time for fulfilling an assurance

8.6 If the Department finds that it is not possible to fulfill the assurance within the stipulated period of three months or within the period of extension already granted, it may seek further extension of time as soon as the need for such extension becomes apparent, indicating the reasons for delay and the probable additional time required alongwith details of action taken/progress made in the matter. All such request should be submitted at 'OAMS' for decision by CGA thereon with the approval of the concerned Minister.

Registers of Assurances

8.7.1 The particulars of every assurance will be entered by the Parliament Unit of the Ministry/Department concerned in a register as at Annex 4 after which the assurance will be passed on to the concerned section

8.7.2 Even ahead of the receipt of communication from the Ministry of Parliamentary Affairs through 'OAMS' the section concerned should take prompt action to fulfill such assurances and keep a watch thereon in a register as at Annex 5.

8.7.3 The registers referred to in paras 8.7.1 and 8.7.2 will be maintained separately for the Lok Sabha and the Rajya Sabha assurances, entries therein being made session wise.

The Section Officer in charge of the concerned section will:

Role of Section Officer and Branch Officer

- (a) scrutinize the registers once a week;
- (b) ensure that necessary follow-up action is taken without any delay whatsoever;
- (c) submit the registers to the branch officer every fortnight if the House concerned is in session and once a month otherwise, drawing his special attention to assurances which are not likely to be implemented within the period of three months; and
- (d) review of pending assurances should be undertaken periodically at the highest level in order to minimize the delay in implementing the assurances.

8.8 The branch officer will likewise keep his higher officer and Minister informed of the progress made in the implementation of assurances, drawing their special attention to the causes of delay.

8.9.1 Every effort should be made to fulfill the assurance within the prescribed period. In case only part of the information is available and collection of the remaining information would involve considerable time, an Implementation Report(IR) containing the available information should be uploaded at 'OAMS' in part fulfillment of the assurance, within the prescribed time limit. However, efforts should continue to be made for expeditious collection of the remaining information for complete implementation of the assurance at the earliest.

Procedure for fulfillment of an assurance

8.9.2 Information to be furnished in partial or complete fulfillment of an assurance should be approved by the Minister concerned before it is uploaded at 'OAMS' in both English and Hindi versions in the prescribed pro forma as at Annex-6 , together with its enclosures. After online submission of the Report for fulfillment of the assurance partial or complete as the case may be, four hard copies each in Hindi and English version with one copy of each version duly authenticated by the officer concerned should be sent to the Ministry of Parliamentary Affairs for laying until e-laying is adopted by the concerned House.

8.9.3 The Implementation Report should be submitted at 'OAMS' only. Implementation Report sent by any other mode or sent to Rajya Sabha/Lok Sabha Secretariat directly, will not be considered for laying.

Laying of the
Implementation
Report on the Table
of the House

8.10 The Ministry of Parliamentary Affairs, after scrutiny of the Implementation Report, will arrange to lay it on the Table of the House concerned. A copy of the Implementation Report, as laid on the Table, will be forwarded by Ministry of Parliamentary Affairs to the member(s) concerned. Details of laying of Implementation Report submitted by the Ministry/Department concerned would be made available by the Ministry of Parliamentary Affairs at 'OAMS'. The Parliament Unit of the Ministry/Department concerned and the concerned section will, on the basis of information available at 'OAMS', update their records.

Obligation to lay a
paper on the Table
of the House vis-à-
vis assurance on the
same subject

8.11 Where there is an obligation to lay any paper (rule/order/notification, etc.) on the Table of the House and for which an assurance has also been given, it will be laid on the Table, in the first instance, in fulfillment of the obligation, independent of the assurance given. After this, a formal report regarding implementation of the assurance indicating the date on which the paper was laid on the Table will be submitted at 'OAMS' in the prescribed pro forma (Annex-6) in the manner already described in para 8.9.2

8.12 Each House of Parliament has a Committee on Government Assurances nominated by the Chairman/Speaker. It scrutinizes the Implementation Reports and the time taken in the fulfillment of Government Assurances and focuses attention on the delays and other significant aspects, if any, pertaining to them. Instructions issued by Ministry of Parliamentary Affairs from time to time as available on 'OAMS' are to be followed strictly.

Committees
on Government
Assurances
RSR 211-A
LSR 323, 324

8.13 The Ministries/Departments will, in consultation with the Ministry of Parliamentary Affairs, scrutinize the reports of these two Committees for remedial action wherever called for.

Reports of the
Committees on
Government
Assurances

8.14 On dissolution of the Lok Sabha, the pending assurances do not lapse. All assurances, promises or undertakings pending implementation are scrutinized by the new Committee on Government Assurances for selection of such of them as are of considerable public importance. The Committee then submits a report to the Lok Sabha with specific recommendations regarding the assurances to be dropped or retained for implementation by the Government.

Effect on assurances
on dissolution of
the Lok Sabha

**UNSTARRED QUESTION NO.2489
TO BE ANSWERED ON 06.02.2014**

JOB IN LIEU OF LAND ACQUIRED FOR RAILWAY LINES

† 2489. DR. RAGHUVANSH PRASAD SINGH:

Will the Minister of RAILWAYS (रेल मंत्री) be pleased to state:

- (a) the present status of acquisition of land for new railway line projects on Hajipur-Sagauli, Chhapra-Muzaffarpur and Muzaffarpur-Sitamarhi sections;
- (b) the total number of farmers whose land has been acquired for the purpose;
- (c) the total number of farmers who have applied for the job in lieu of their land acquired by the Railways for the purpose;
- (d) the action taken/being taken by the Railways thereon for providing job to all the eligible farmers along with the present status thereof; and
- (e) the time by which the process of providing such jobs is likely to be completed by the Railways?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(रेल मंत्रालय में राज्य मंत्री)

(SHRI ADHIR RANJAN CHOWDHURY)

(a): The Muzaffarpur-Sitamarhi new line project has since been completed and commissioned by acquiring the requisite land required for the project. However, the land acquisition process for Hajipur-Sagauli and Chhapra-Muzaffarpur new line projects is yet to be completed.

(b): The project-wise number of farmers whose land has been acquired for these projects are as under:-

Hajipur-Sagauli = 6514 nos

Chhapra-Muzaffarpur " 2213 nos

Muzaffarpur-Sitamarhi " 5850 nos

(c): So far 421 farmers have applied for jobs in lieu of their land acquired for these projects.

(d): The issue of providing jobs to eligible land losers for these projects is being looked into.

(e): No time frame for providing jobs to all eligible land losers has been fixed as it involves multiple agencies.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 707
TO BE ANSWERED ON 20.12.2017**

DEBROY COMMITTEE

707. SHRI RAJENDRA AGRAWAL

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is considering to accept the recommendations of Debroy Committee;
- (b) if so, the details thereof;
- (c) whether the Government has fixed any time frame to implement the said recommendations; and
- (d) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

- (a)&(b) Yes, Madam. The details of the recommendations of Debroy Committee along with the status is appended in Appendix.
- (c)&(d) Some recommendations have already been implemented and the remaining are under consideration. No specific time limit is fixed.

APPENDIX REFERRED TO IN REPLY TO PART (a) AND (b) OF UNSTARRED QUESTION NO. 707 BY SHRI RAJENDRA AGRAWAL TO BE ANSWERED IN LOK SABHA ON 20.12.2017 REGARDING DEBROY COMMITTEE.

(a) & (b) : The details of the recommendations of Debroy Committee along with status are as under :

S. No	Recommendation details	Status
1.	Off-line activities such as Medical, Security, Schools should be separated from IR's core business i.e. running trains. State Governments should bear the entire cost, not just 50% for the GRP.	A decision to off load the above off-line services has to be taken by the Board on the merit of the case which needs to be mooted by the concerned policy holding Dtes. like Health Services, Security and Welfare. However, if these activities are off-loaded, a saving of more than ₹8562 Cr can be achieved as the Railways are spending ₹2670 Cr on Medical facility, ₹1123 Cr on Educational facility and ₹ 4769 on Security.
2.	Railway Board to function like Corporate Board for IR- Policy by MoR, competition to be ensured by RRAI	Partially acted upon.
3.	Board Members and GMs should have at least three (3) years service left	A residual service of one year has been laid down for the posting of Members of Railway Board, FE/Rlys. And Chairman, Railway Board. (ii) A residual service of 2 years has been laid down for the post of GMs and equivalent.
4.	Re-organise Group-A services into 2 streams - Logistics & Technical and merging of Railway Board Secretariat Services(RBSS) with Central Secretariat Services (CSS).	Under Examination.
5.	Re-organization/rationalisation of Zones and Divisions to	Under Examination.

	reduce their total numbers	
6.	Empowerment of General Managers of Zonal Railways - Full powers for expenditure, re-appropriations and sanctions, subject to meeting earnings targets. Zones should become independent and autonomous and may even compete among themselves.	As regards re-appropriations, Board has recently issued relaxation in the delegation of powers of re-appropriation to General Managers on 16.02.2017, whereby the Zones are now empowered to re-appropriate any amount of fund from one work to another, within same plan head and within same source of funds. Further relaxation of these powers is under consideration of Board.
7.	Decentralisation to Division level; Divisions to be treated as independent business unit and DRMs to be empowered for handling all types of tenders of the division.	Partially acted upon.
8.	Integrate and synergise works such as cleaning, IT initiatives, etc.	Acted upon.
9.	Zonal Construction organisations to be brought under umbrella of one or more PSUs like RVNL, IRCON	Presently there is no such issue under consideration.
10.	Setting up of an independent Rail Regulator-separate budget and independent of MoR; with powers of regulation of tariff, safety, fair access, service standards, licensing/enhancing competition and technical standards; Regulator will have quasi judicial powers.	After approval by the Cabinet, resolution for setting up of Rail Development Authority(RDA) has been notified on May 08, 2017. The process for selection and appointment of Chairman and Members has also been initiated. RDA has been envisaged as an advisory/recommendatory body.
11.	Implementation of account reforms within 2 years	Ministry of Railways has embarked upon Accounting Reforms Project wherein Accrual Accounting is now being rolled out on all Indian Railways to prepare its financial statements on

		<p>Accrual basis in addition to cash based Financial Statements. In addition pilot studies on Performance Costing and Outcome Budgeting are also initiated on Northern Railway.</p>
12.	<p>Board Members and GMs should have at least three (3) years service left</p> <p>a. Setting up of Indian Railway Manufacturing Company (IRMC)</p> <p>b. Rail Budget to be phased out</p> <p>c. Bifurcation of Infrastructure & Operations.</p>	<p>Partially acted upon.</p>
13.	<p>Central Government review of the dividend policy of IR; GBS net of the dividend payment to be given to IR to enable more money for DRF. For National projects and projects on cost sharing basis, there should be clear bearing of the subsidy burden between the Union and State Governments.</p>	<p>One of the stipulations of the merger of Railway Budget with the Union Budget, which has come into effect from 2017-18, is that the entire capital at charge has been written off and the dividend liability has been waived off. Resulting in implementing the recommendation. As regards sharing of subsidy, burden between the Union and the State Governments for national projects and projects on cost sharing basis, the matter, which need to be part of the initial agreement between the concerned parties, is yet to be considered.</p>
14.	<p>External borrowings should be received directly by Railway PSUs and not through IR.</p>	<p>Under Examination.</p>
15.	<p>The Regulator should determine extent of PSO through a consultative regulatory process to separate social objectives/costs from commercial considerations.</p>	<p>The items indicated alongside are within the purview of RDA.</p>
16.	<p>Non-lapsable Safety Fund</p>	<p>A non-lapsable Safety Fund by the</p>

	funded through safety surcharge with matching budgetary grant support.	name of 'Rashtriya Rail Sanraksha Kosh'(RRSK) has been created 1.4.2017. The Kosh is to get a funding of ₹ 1 lakh cr in 5 years comprising of ₹ 75,000 cr from MoF and the balance to be contributed by the Railway.
17.	Freight rates should be left to market principles; freight related social costs should not be imposed on IR	At present, Central Government is vested with the power to fix the rates for passenger and freight services. Now, as per announcement of MR in his Budget speech, it has been envisaged that the proposal Rail Development Authority (RDA) will inter-alia also entrusted with the task to determine the tariff. Therefore, the proposed RDA will take care of this recommendation.
18.	Suburban railway should be hived off to State Governments through JV route.	Acted upon.
19.	Passenger concessions can be met by other channels of Union Government, like Ministry of Education(Students Concession), Ministry of Sports(Sportspersons).	Under Examination
20.	To provide subsidy to passengers, Aadhar numbers to be linked with passenger tickets.	Under Examination
21.	Need to improve internal resource generation, explore varied methods of financing and to improve utilisation of available resources.	A new source of funding viz. Extra-Budgetary Resources /Institutional Finance (RBR-IF in short) has been introduced with effect from FY 2015-16. It is envisaged to mobilize funds to the tune of ₹ 1.5 Lakh crore through EBR(IF) for financing Railway projects over a period of five years (2015-16 to 2019-20). EBR-IF funds are being

		utilized in mostly Doubling and Electrification projects. The Ministry of Railways signed a Memorandum of Understanding (MOU) with the Life Insurance Corporation of India (LIC) on 11th March 2015 whereby LIC has agreed to provide funding assistance to the tune of ₹1,50,000 Crore over a five year period from 2015-16 to 2019-20 for financing Railway projects.
22	Smaller languishing projects should be fully funded so as to finish all of them in 2 years time; any project which cannot be completed in that time should not be given any funding.	Funds to individual Railway Projects are allotted on yearly basis depending upon operational requirement, availability of resources, relatives priority and progress made on individual project. Most of the projects are completed in phases so as to reap benefit of investment. Therefore, targets for completion of Railway Projects are decided annually and execution taken up.
23	Increase in productivity is possible from better utilisation of existing capacity and assets to improve operating and scheduling practices	Efforts to increase the productivity of the existing capacity of asset is a continuous exercise and various initiatives in the passenger and freight segment have been taken. (i) Increase the passenger capacity by introduction of 24 coach trains and upgrading the existing trains to 24 train coaches. (ii) Introduction of 16 coach length EMU/DMU in production of new wagons with higher pay load tare ratio. (iii) New design introduced of freight wagon with higher through put per rake to achieve better utilization of existing infrastructure. (iv) Improving the capacity of maintenance infrastructure by gradually outsourcing of activities not directly related to train safety and technology. (v) Introduction of

		improved infrastructure facilities in rolling stock maintenance facilities and upgradation of existing for improving the reliability, availability and safety of trains.
24	IR should focus on remunerative freight segments and e-commerce segment which has been so far untapped by IR.	Under Examination.
25	IR must encourage on-board catering to large food chains and local restaurants, leasing of parcel vans in trains through auction, private parcel trains, dedicated parcel terminals and parcel express trains with minimum composition of 15 vans to be leased.	E-Catering has been introduced for widening the range of options available to passengers for ordering food of their choice. Initially, e-catering service was train specific and available in 1350 trains without Pantry car or Train Side Vending. As a major initiative, in Sept.2015, this scheme was re-oriented to make it Station based and a pilot project was undertaken on major stations and subsequently extended to all A-1 & A category stations. E-catering service is now available at 310 stations with an average supply of 7000 meals per day. Passengers can pre-order meal at the time of booking of e-ticket or while travelling on train using App/website/by calling 1323.
26	Concession commercial operation of train like Rajdhani/Shatabdi for a upfront/annual premium; private operator will have freedom on pricing of tickets for a portion of the capacity.	Under Examination.
27	Integration of all policies like OWS, WIS, LWIS, CTOs, PFTs, etc into a single comprehensive policy after extensive stakeholder consultations.	Integration of all wagon investment policies like OYWS, WIS, LWIS, CTOs, PFTs etc. into a single comprehensive policy cannot be adhered to as all the policies are tailor made as per the

	Increase the tenure of policy to at least 40 years.	requirement of each segment of Railway users. These policies are being reviewed periodically and modified thereon the basis of the demand and requirement of investor of each segment being received during interaction meetings and other representations during practical complications. Efforts were also made to introduce investment by Private Investors in General Purpose Wagons, however, investments were concentrated in specific segments and area creating stagnation. This created the idea of inviting private investment in special purpose wagons and high capacity wagons. Thus catering the needs of the low volume, bulk commodity movement which requires special type of wagons.
28	Ownership of general purpose wagons including coal, coke, ore etc. to private sector	An MoU has been signed between Coal India Ltd. On behalf of Min. of Coal and Min. of Railways has been signed for investment of General purpose Wagon for movement of coal by Coal India Ltd.
29	Rationalise/make customer friendly the RDSO processes of procurement of new wagons, clearance of wagon design	Recent initiatives towards improving the RDSO process for procurement of new wagons and clearance of wagons and clearance of wagon designs. (i) Approval process on manufacturers being procured through vendor portal for applications and approvals. (ii) IT based monitoring of quality assurance procedures followed by manufacturers.
30	Single window clearance for approval of construction of ICDs/PFTs	Under Examination.
31	Setting up of an Investment Advisory Committee of experts,	Partially acted upon.

	investment bankers, etc. to help raise resources for investment. Existing assets of IR to be leveraged to raise resources and institutions created like InviT, NBFCs.	
32	Projects before 2000 with a financial progress ration of less than 25% and projects between 2000 to 2007 with less than 10% financial progress should be considered for discontinuance. Projects initiated before 2000 should be re-evaluated both sanctioned cost and for cost to completion; those with a high ration of cost to competition to sanctioned cost should be considered for discontinuance.	Zonal Railway have been advised that for the purpose of execution, large projects can be divided in phases by GMs after ensuring that each phase on completion yields commercial returns for Railways, subject to availability of land in a reasonable time frame and a written assurance from the State Government in this regard can be considered by General Managers. Projects where local support/State support is not forthcoming resulting in poor/nil progress as well as old projects that have not made any headway or projects that are unlikely to give any tangible benefits to the Railways would need to be continuously reviewed. Such reviews may be carried out in structured quarterly meetings to be convened by the GMs.
33	Make private sector, both foreign and domestic entry in IR more attractive and viable by changing the existing norms.	The items indicated alongside are within the purview of RDA.
34	BWEL should be either revived or closed down, while BSCL and BCL should be brought under one of the existing production units.	Under Examination.
35	Switch towards e-tendering with emphasis on long duration rate contracts at	All supply tenders by Stores Department are invited as e-tenders on publically accessible e-portal i.e.

	divisional/zonal levels.	www.ireps.gov.in. Enabling instructions were issued by Railway Board vide policy instruction No. RS(M)/2012/CPPP dated 29/06/2015. Further, to implement Long Duration Rate Contracts at Divisional/Zonal Railways, enabling instructions have been issued by Railway Board vide policy instruction No. 2010/RS(G)/779/9 dated 08/01/2016 and policy instruction No. 2016/RS(M)/PACE/Pt-1 dated 05/07/2017.
36	All 'A1' and 'A' type stations should be manned by ex-cadre gazetted officers as Station Managers having a tenure of at least two years.	Under Examination.
37	NAIR should be assigned the status of University for in service training and also for imparting education/training in the field of management offering specializations in the various areas like HR, Finance, Marketing, Communications, Branding, Logistics, Transport Management etc.	Under Examination.
38	DFCCIL should give non-discriminatory access to IR and private operators.	The items indicated alongside are within the purview of RDA.
39	Some earnings of the divisions should be retained at the level of the division to be spent on specific purposes. ADRMs should be an explicit part of administrative chain.	In the present mechanism, the earnings are accounted for Zone-wise and are pooled to arrive at the earnings of Indian Railway. Similarly, the Zones are allotted expenditure (Revenue or Capital) based on their requirement after a due process involving the approval of the Parliament. Allotment of expenditure to the Divisions are

		<p>however made by the Zones out of the allotments made to each. Thus, neither the Zones nor the Division can be allowed to retain the earnings on their own but have to be allotted funds through due process.</p> <p>Secondly, the Indian Railway system being such where certain Zones for reasons of their geographical location, state of industrialization/commercial/business activity, are not placed evenly in respect of traffic earnings which are apportioned amongst the railways on the basis of traffic carried/traversed on the respective system but have a fixed element of operating expenses to run the system, the allotment of expenditure to each Zone cannot necessarily be correlated to its earnings.</p> <p>However, allotting funds to Zones/Divisions in the light of their earnings for spending on specific purposes is a larger policy matter to be examined at the highest level in Board and decided.</p>
40	<p>IR should have a vibrant performance assessment system driven by enhanced objectivity and transparency. IR should institutionalize credible, transparent and fair mechanisms for recognition and award of excellence in the organisation.</p>	<p>Under Examination.</p>

Appendix - IV

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1603
TO BE ANSWERED ON 27.12.2017**

RE-ORGANISATION OF RAILWAYS

**1603. SHRI B.N. CHANDRAPPA:
SHRI NALIN KUMAR KATEEL:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has set up any Expert Committee to seek suggestions for the re-organisation of the Railways;
- (b) if so, the details thereof;
- (c) whether the said Committee has submitted any recommendations in this regard and if so, the details thereof;
- (d) whether the Government has accepted the recommendations of the Committee; and
- (e) if so, the details thereof and if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) & (b): Yes, Madam. Ministry of Railways had constituted a Committee in September, 2014 under the Chairmanship of Shri Bibek Debroy, to take further steps with regard to the Budget announcements made by the Hon'ble Minister of Railways for

mobilization of resources for major Railway projects and restructuring of Ministry of Railways.

(c) to (e): The Committee had submitted its recommendations. Some recommendations of the Committee have already been implemented and the remaining are under consideration. The details of the recommendations of Debroy Committee along with the status thereof are Appended.

APPENDIX REFERRED TO IN REPLY TO PARTS (c) TO (e) OF UNSTARRED QUESTION NO. 1603 BY SHRI B.N. CHANDRAPPA AND SHRI NALIN KUMAR KATEEL TO BE ANSWERED IN LOK SABHA ON 27.12.2017 REGARDING RE-ORGANISATION OF RAILWAYS.

(c) to (e): The details of the recommendations of Debroy Committee with regard to re-organisation of Railways along with status are as under :

S. No.	Recommendation details	Status
1.	Off-line activities such as Medical, Security, Schools should be separated from Indian Railways' core business i.e. running trains. State Governments should bear the entire cost, not just 50% for the Government Railway Police.	Under Examination
2.	Railway Board to function like Corporate Board for IR- Policy by MoR, competition to be ensured by RRAI	Partially acted upon.
3.	Board Members and GMs should have at least three (3) years service left	A residual service of one year has been laid down for the posting of Members of Railway Board, Financial Commissioner/Railways and Chairman, Railway Board. (ii) A residual service of 2 years has

		been laid down for the post of GMs and equivalent.
4.	Re-organise Group-A services into 2 streams - Logistics & Technical and merging of Railway Board Secretariat Services(RBSS) with Central Secretariat Services (CSS).	Under Examination.
5.	Re-organization/rationalisation of Zones and Divisions to reduce their total numbers	Under Examination.
6.	Zonal Construction organisations to be brought under umbrella of one or more PSUs like RVNL, IRCON	Presently there is no such issue under consideration.
7.	Setting up of an independent Rail Regulator-separate budget and independent of MoR; with powers of regulation of tariff, safety, fair access, service standards, licensing/enhancing competition and technical standards; Regulator will have quasi judicial powers.	After approval by the Cabinet, resolution for setting up of Rail Development Authority(RDA) has been notified on May 08, 2017. The process for selection and appointment of Chairman and Members has also been initiated. RDA has been envisaged as an advisory/recommendatory body.

8.	<p>Board Members and GMs should have at least three (3) years service left</p> <p>a. Setting up of Indian Railway Manufacturing Company (IRMC)</p> <p>b. Rail Budget to be phased out</p> <p>c. Bifurcation of Infrastructure & Operations.</p>	<p>Partially acted upon.</p>
9	<p>Setting up of an Investment Advisory Committee of experts, investment bankers, etc. to help raise resources for investment.</p> <p>Existing assets of IR to be leveraged to raise resources and institutions created like InviT, NBFCs.</p>	<p>Partially acted upon.</p>

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1583
TO BE ANSWERED ON 19.12.2018**

KONKAN RAILWAY CORPORATION LIMITED

†1583. **SHRI DHARMENDRA YADAV:
SHRI VINAYAK BHAURAO RAUT:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO ADSUL:
DR. SHRIKANT EKNATH SHINDE:
SHRI MULLAPPALLY RAMACHANDRAN:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Konkan Railway Corporation Limited's (KRCL) plan to augment and enhance line capacity of its 736 km route connecting Maharashtra, Goa, Karnataka and parts of Kerala is under scanner and if so, the reasons therefor;
- (b) whether the works were not progressing at the envisaged pace and as per the Government's schedule and if so, the details thereof and the reasons therefor;
- (c) whether Railway Board has prepared progress report of the project and if so, the findings thereof;
- (d) whether there is any proposal to take help of the National Geophysical Research Institute and the Ministry of Science and Technology to resolve issues faced in the foundation works; and
- (e) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

- (a) Konkan Railway's proposal for Capacity Augmentation by adding 141 km track doubling and 18 additional new stations has been cleared by NITI Aayog and Expanded Board for Railways. The proposal has been sent to Cabinet Committee on Economic Affairs (CCEA) for approval.

(b)&(c) The works of Capacity Augmentation of Konkan Railway route will commence on receipt of statutory approvals for the project.

(d) Konkan Railway Corporation Ltd. has entered into a Memorandum of Understanding (MoU) with National Geophysical Research Institute, an arm of the Council of Scientific and Industrial Research, under the Ministry of Science & Technology, Government of India. However, this MoU is not related to the capacity augmentation proposal of KRCL.

(e) The MoU was signed with an objective to bring about speedy and accurate acquisition of geological information from surface to around 400 metres depth by heli-borne geophysical surveys in prospective tunnel projects undertaken by KRCL. With this collaboration, KRCL aims to propagate the technologies and prowess now available in India in meeting the challenges posed by uncertain geological conditions plaguing tunneling in mountains and hilly terrain.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2481
TO BE ANSWERED ON 26.12.2018**

SAFETY OF WOMEN IN TRAINS

†2481. SHRI HARISH CHANDRA ALIAS HARISH DWIVEDI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government proposes changes in the Railway Act regarding women safety; and

(b) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) and (b): A proposal has been initiated to insert enabling provisions in the Railways Act 1989 to empower authorised officer to prosecute offenders involved in insulting modesty of women passengers in passenger area.

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1641
TO BE ANSWERED ON 13.02.2019**

EXPANSION PLAN FOR KONKAN RAILWAYS

1641. SHRI MULLAPPALLY RAMACHANDRAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of the expansion plan for Konkan Railway Line;**
- (b) whether the proposal of Konkan Railway Corporation in this regard has been considered by the Government and taken any decision; and**
- (c) if so, the details thereof?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) Capacity expansion is a continuous process and various works for capacity expansion in progress are doubling of track from Roha to Veer, route electrification, eleven new crossing stations and eight additional loop lines in the existing stations.

(b) & (c) Konkan Railway's proposal for capacity augmentation by adding 141 km track doubling and 18 additional new stations is under consideration.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2844
TO BE ANSWERED ON 10.07.2019**

MUMBAI SUBURBAN RAILWAY SYSTEM

2844. SHRI MANOJ KOTAK:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that almost 3,000 people lose their lives every year on the railway tracks in Mumbai suburban railway system;**
- (b) if so, the details thereof;**
- (c) the action taken by the Railways for the safety of commuters; and**
- (d) the details of the progress made on infrastructure front in Mumbai suburban railway system to save the commuter lives?**

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2844 BY SHRI MANOJ KOTAK TO BE ANSWERED IN LOK SABHA ON 10.07.2019 REGARDING MUMBAI SUBURBAN RAILWAY SYSTEM

(a) and (b): No casualties have been reported in consequential train accidents during the years 2016-17, 2017-18 and 2018-19 over Mumbai suburban railway system. However, as per information received from Government Railway Police/Mumbai, during the years 2016, 2017 and 2018, total 3202, 3014 and 2981 people respectively, have lost their lives in Mumbai suburban Railway system due to various reasons such as suicide, murder, disposing of dead bodies on railway track, natural deaths due to illness, trespassing, falling from running trains etc.

(c) and (d): Railways have constituted an interdepartmental 'Joint Committee' comprising officers of Safety, Security, Signal & Engineering departments across all Zonal Railways to study the causes and suggest specific measures to minimise deaths due to untoward incidents including trespassing. Accordingly, preventive and corrective measures are taken to improve and create infrastructure to minimise casualties. The following measures including infrastructural measures in Mumbai suburban railway system are being taken by the Railways to save the lives of commuters:-

- i. The central grab poles which are slippery are replaced by knurling type grab pole in Mumbai Urban Transport Project (MUTP) Phase I and II rakes for better grip in order to prevent incidents of falling of passengers from local trains.
- ii. 13 fully air conditioned Electrical Multiple Unit (EMU) rakes comprising 156 AC coaches and 7 partially air conditioned EMU rakes comprising 42 AC coaches are to be inducted in Central Railway and Western Railway in addition to 01 fully air conditioned EMU rake working in Western Railway. Further, it is planned to induct 47 fully

air conditioned EMU rakes comprising 564 AC coaches under MUTP-III and 191 fully air conditioned EMU rakes comprising 2292 AC coaches under MUTP-IIIA by Mumbai Rail Vikas Corporation Ltd. All the fully air conditioned EMU rakes shall have the feature of automatic opening and closing of doors for safety of passengers.

- iii. Passengers Protection Information System (Blue Light System) on doors of local train to alert passengers not to board when train is about to start, is under consideration of both CR & WR subject to outcome of trials currently underway.
- iv. Railways has been constructing FOBs at places where passengers are required to cross tracks.
- v. Erection of boundary wall/fencing at identified locations, vulnerable to trespass.
- vi. Raising of the heights of platforms of Mumbai suburban railway stations.
- vii. Regular announcements are made through Passenger Address System at Railway stations urging passengers to use foot over bridges (FOBs) and to avoid crossing of railway tracks.
- viii. Various awareness campaigns are organized by Railways to sensitize passengers about the fatalities of crossing railway tracks, foot-board/ roof-top travelling, boarding/de-boarding running trains etc.
- ix. Warning sign boards are provided at conspicuous places for the awareness of passengers.
- x. Regular drives are conducted against trespassing, travelling on foot-board, steps, roof top of trains, boarding/de-boarding running trains and the persons apprehended are prosecuted under the relevant provisions of the Railways Act, 1989.

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2260
TO BE ANSWERED ON 04.03.2020

COMMITTEE TO MOBILIZE RESOURCES

†2260. SHRI RAMESH CHANDER KAUSHIK:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the railway Board has constituted a Committee in the year 2014 to mobilize resources for major railway projects and to reconstitute the Railway Board;
- (b) if so, the present status of the said Committee;
- (c) whether the Government has accepted the recommendations of the Committee; and
- (d) if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)

- (a): Yes, Sir. Ministry of Railways had constituted a Committee in 2014 on mobilization of resources for major Railway projects and Reorganisation of Ministry of Railways and Railway Board under the chairmanship of Shri Bibek Debroy.
- (b): The committee had presented its report and recommendations to Ministry of Railways in June 2015.
- (c): Some of the recommendations have already been implemented and the remaining are under consideration. No specific time limit is fixed.]
- (d): The details of the recommendation of the Committee along with the status are appended.

APPENDIX REFERRED TO IN REPLY TO PART (d) OF UNSTARRED QUESTION NO. 2260 BY SHRI RAMESH CHANDER KAUSHIK TO BE ANSWERED IN LOK SABHA ON 04.03.2020 REGARDING COMMITTEE TO MOBILIZE RESOURCES

(d): The details of the recommendations of Debroy Committee with status are as under:

S. No	Recommendation details	Status
1.	Off-line activities such as Medical, Security, Schools should be separated from IR's core business i.e. running trains. State Governments should bear the entire cost, not just 50% for the GRP.	Outsourcing of non-core activities is being done on a need basis.
2.	Railway Board to function like Corporate Board for IR-Policy by MoR, competition to be ensured by RRAI	Partially acted upon. Resolution for setting up of Rail Development Authority(RDA) has been notified. RDA has been envisaged as an advisory/recommendatory body. This will be operationalized after selection and appointment of Chairman and Members.
3.	Board Members and GMs should have at least three (3) years service left	(i) A residual service of one year has been laid down for the posting of Members of Railway Board, Financial Commissioner and Chairman, Railway Board. (ii) A residual service of 2 years has been laid down for the post of GMs and equivalent.
4.	Re-organise Group-A services into 2 streams - Logistics & Technical and merging of Railway Board Secretariat Services(RBSS) with Central Secretariat Services (CSS).	Government in December 2019 has approved, inter alia, creation of a new Group-A central service called Indian Railway Management Service (IRMS), unification of existing 8 organized services into IRMS and reorganization of Railway Board. The modalities will be finalized in consultation with DOP&T and approval of Alternative mechanism. Merging of Railway Board Secretariat

		Services (RBSS) with Central Secretariat Services (CSS) is under examination.
5.	Re-organization/rationalisation of Zones and Divisions to reduce their total numbers	Under Examination.
6.	Empowerment of General Managers of Zonal Railways - Full powers for expenditure, re-appropriations and sanctions, subject to meeting earnings targets. Zones should become independent and autonomous and may even compete among themselves.	As regards re-appropriations, Board has issued relaxation in the delegation of powers of re-appropriation to General Managers on 16.02.2017, whereby the Zones are now empowered to re-appropriate any amount of fund from one work to another, within same plan head and within same source of funds. Further relaxation of these powers is under consideration of Board. Significant autonomy and empowerment has been given to zones since 2017 by way of delegation of administrative and financial powers.
7.	Decentralisation to Division level; Divisions to be treated as independent business unit and DRMs to be empowered for handling all types of tenders of the division.	Partially acted upon. Significant autonomy and empowerment has been given to zones since 2017 by way of delegation of administrative and financial powers.
8.	Integrate and synergise works such as cleaning, IT initiatives, etc.	Acted upon.
9.	Zonal Construction organisations to be brought under umbrella of one or more PSUs like RVNL, IRCON	Presently there is no such issue under consideration.
10.	Setting up of an independent Rail Regulator-separate budget and independent of MoR; with powers of regulation of tariff, safety, fair access, service standards, licensing/enhancing	After approval by the Government, resolution for setting up of Rail Development Authority(RDA) has been notified in May 2017. RDA has been envisaged as an advisory/recommendatory body. This will be operationalized after selection and appointment of Chairman and Members.

	competition and technical standards; Regulator will have quasi judicial powers.	
11.	Implementation of account reforms within 2 years	Ministry of Railways has embarked upon Accounting Reforms Project wherein Accrual Accounting is now being rolled out on all Indian Railways to prepare its financial statements on Accrual basis in addition to cash based Financial Statements. In addition pilot studies on Performance Costing and Outcome Budgeting are also initiated on Northern Railway.
12.	a. Setting up of Indian Railway Manufacturing Company (IRMC) b. Rail Budget to be phased out c. Bifurcation of Infrastructure & Operations.	Partially acted upon. Railway Budget has been merged with the General Budget
13.	Central Government review of the dividend policy of IR; GBS net of the dividend payment to be given to IR to enable more money for DRF. For National projects and projects on cost sharing basis, there should be clear bearing of the subsidy burden between the Union and State Governments.	After merger of Railway Budget with the Union Budget, w.e.f 2017-18, there is no dividend liability any more. As regards sharing of subsidy, burden between the Union and the State Governments for national projects and projects on cost sharing basis, the matter, which need to be part of the initial agreement between the concerned parties, is yet to be considered.
14.	External borrowings should be received directly by Railway PSUs and not through IR.	Two recent World Bank loans have gone directly to Dedicated Freight Corridor Corporation of India Limited (DFCCIL) and not through Indian Railways.
15.	The Regulator should determine extent of PSO through a consultative regulatory process to separate social objectives/costs from commercial considerations.	The items indicated alongside are within the purview of RDA which has been notified in May 2017.
16.	Non-lapsable Safety Fund	A non-lapsable Safety Fund by the name of

	<p>funded through safety surcharge with matching budgetary grant support.</p>	<p>'Rashtriya Rail Sanraksha Kosh'(RRSK) has been created on 1.4.2017. The Kosh is to get a funding of Rs. 1 lakh crore in 5 years comprising of Rs. 75,000 crore from Ministry of Finance and the balance to be contributed by the Ministry of Railways.</p>
<p>17.</p>	<p>Freight rates should be left to market principles; freight related social costs should not be imposed on IR</p>	<p>At present, Central Government is vested with the power to fix the rates for passenger and freight services. Now, as per announcement in the Budget speech, it has been envisaged that the proposal Rail Development Authority (RDA) will inter-alia be also entrusted with the task to determine the tariff. Therefore, the proposed RDA will take care of this recommendation.</p>
<p>18.</p>	<p>Suburban railway should be hived off to State Governments through JV route.</p>	<p>Acted upon.</p>
<p>19.</p>	<p>Passenger concessions can be met by other channels of Union Government, like Ministry of Education(Students Concession), Ministry of Sports(Sportspersons).</p>	<p>Under Examination</p>
<p>20.</p>	<p>To provide subsidy to passengers, Aadhar numbers to be linked with passenger tickets.</p>	<p>Under Examination</p>
<p>21.</p>	<p>Need to improve internal resource generation, explore varied methods of financing and to improve utilisation of available resources.</p>	<p>A new source of funding viz. Extra-Budgetary Resources /Institutional Finance (EBR-IF in short) has been introduced with effect from FY 2015-16. EBR-IF funds are being utilized in mostly Doubling and Railway Electrification. Ministry of Railways has signed a Memorandum of Understanding (MOU) with the Life Insurance Corporation of India (LIC) to provide funding assistance to the tune of Rs. 1,50,000 Crore over a five year</p>

		period from 2015-16 to 2019-20 for financing Railway projects.
22	Smaller languishing projects should be fully funded so as to finish all of them in 2 years time; any project which cannot be completed in that time should not be given any funding.	Funds to individual Railway Projects are allotted on yearly basis depending upon operational requirement, availability of resources, relative priority and progress made on individual project. Most of the projects are completed in phases so as to reap benefit of investment. Therefore, targets for completion of Railway Projects are decided annually and execution taken up.
23	Increase in productivity is possible from better utilisation of existing capacity and assets to improve operating and scheduling practices	Efforts to increase the productivity of the existing capacity of assets are a continuous exercise and various initiatives in the passenger and freight segments have been taken up. These include: (i) Increase of the passenger capacity by introduction of 24 coach trains and upgrading the existing trains to 24 train coaches (ii) Introduction of 16 coach length EMU/DMU in production of new wagons with higher pay load tare ratio (iii) Introduction of new design freight wagon with higher through put per rake to achieve better utilization of existing infrastructure (iv) Improving the capacity of maintenance infrastructure by gradually outsourcing of activities not directly related to train safety and technology and (v) Introduction of improved infrastructure facilities in rolling stock maintenance facilities and upgradation of existing for improving the reliability, availability and safety of trains.
24	IR should focus on remunerative freight segments and e-commerce segment which has been so far untapped by IR.	Accepted. Focus is on growing e-commerce and parcel business.
25	IR must encourage on-board catering to large food chains and local restaurants,	E-Catering has been introduced in majority of the trains for widening the range of options available to passengers for

	leasing of parcel vans in trains through auction, private parcel trains, dedicated parcel terminals and parcel express trains with minimum composition of 15 vans to be leased.	ordering food of their choice. Passengers can pre-order meal at the time of booking of e-ticket or while travelling on train using App/website/by calling 1323.
26	Concession commercial operation of train like Rajdhani/Shatabdi for a upfront/annual premium; private operator will have freedom on pricing of tickets for a portion of the capacity.	“Tejas” trains run by Indian Railway Catering and Tourism Corporation (IRCTC) have been started on two routes namely Delhi-Lucknow and Mumbai-Ahmedabad. There is a plan to introduce 150 trains through private operators.
27	Integration of all policies like OWS, WIS, LWIS, CTOs, PFTs, etc into a single comprehensive policy after extensive stakeholder consultations. Increase the tenure of policy to at least 40 years.	Integration of all policies like OYWS, WIS, LWIS, CTOs, PFTs etc. into a single comprehensive policy cannot be adhered to as all the policies are tailor made as per the requirement of each segment of Railway users.
28	Ownership of general purpose wagons including coal, coke, ore etc. to private sector	A new scheme for attracting private investment in ownership of general purpose wagons has been introduced.
29	Rationalise/make customer friendly the RDSO processes of procurement of new wagons, clearance of wagon design	Several initiatives have been taken towards improving the RDSO process for procurement of new wagons and clearance of wagons and clearance of wagon designs. These include the following :(i) Approval process on vendor portal (ii) IT based monitoring of quality assurance procedures followed by manufacturers etc.
30	Single window clearance for approval of construction of ICDs/PFTs	Acted upon.
31	Setting up of an Investment Advisory Committee of	Partially acted upon.

	experts, investment bankers, etc. to help raise resources for investment. Existing assets of IR to be leveraged to raise resources and institutions created like InviT, NBFCs.	
32	Projects before 2000 with a financial progress ration of less than 25% and projects between 2000 to 2007 with less than 10% financial progress should be considered for discontinuance. Projects initiated before 2000 should be re-evaluated both sanctioned cost and for cost to completion; those with a high ration of cost to competition to sanctioned cost should be considered for discontinuance.	The projects sanctioned under multitracking, new lines, gauge conversion etc. have been reviewed and prioritised as super critical and critical projects based on traffic requirement and the progress achieved in commissioning these projects. The focus in terms of allocation of funds and resource mobilisation is being directed as per above priority.
33	Make private sector, both foreign and domestic entry in IR more attractive and viable by changing the existing norms.	These items indicated are within the purview of RDA.
34	BWEL should be either revived or closed down, while BSCL and BCL should be brought under one of the existing production units.	Under Examination.
35	Switch towards e-tendering with emphasis on long duration rate contracts at divisional/zonal levels.	All supply tenders are invited as e-tenders on publically accessible e-portal i.e. www.ireps.gov.in . Policy on Long Duration Rate Contracts at Divisional/Zonal Railways, and enabling instructions has been issued by Railway Board.
36	All 'A1' and 'A' type stations should be manned by ex-cadre gazetted officers as	Acted upon

	Station Managers having a tenure of at least two years.	
37	NAIR should be assigned the status of University for in service training and also for imparting education/training in the field of management offering specializations in the various areas like HR, Finance, Marketing, Communications, Branding, Logistics, Transport Management etc.	National Rail Transportation Institute (NRTI), a deemed University, has been operationalized at Vadodara from September 2018.
38	DFCCIL should give non-discriminatory access to IR and private operators.	This has been incorporated in the concessional agreement.
39	Some earnings of the divisions should be retained at the level of the division to be spent on specific purposes. ADRMs should be an explicit part of administrative chain.	In the present mechanism, the earnings are accounted for Zone-wise and are pooled to arrive at the earnings of Indian Railway. Similarly, the Zones are allotted expenditure (Revenue or Capital) based on their requirement after a due process involving the approval of the Parliament. Allotment of expenditure to the Divisions are however made by the Zones out of the allotments made to each. Thus, neither the Zones nor the Division can be allowed to retain the earnings on their own but have to be allotted funds through due process.
40	IR should have a vibrant performance assessment system driven by enhanced objectivity and transparency. IR should institutionalize credible, transparent and fair mechanisms for recognition and award of excellence in the organisation.	New performance appraisal system has been introduced on the basis of DOP&T's instructions.

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2823
TO BE ANSWERED ON 11.03.2020**

INCIDENTS OF CHAIN PULLING

**2823. SHRIMATI DARSHANA VIKRAM JARDOSH:
SHRI SUNIL KUMAR MONDAL:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of incidents of chain-pulling to stop passengers trains illegally registered during the last one year, Zone/Division-wise;**
- (b) whether the Government is considering to amend the existing lenient provisions of related law to make it tougher and act as a deterrent and ensure smooth running of trains so as to prevent unnecessary harassment of passengers;**
- (c) whether the Railways is again going to issue strict advisory to its zones to act swiftly during such incidents to punish the guilty person; and**
- (d) the number of persons found guilty for illegal chain-pulling of trains during the last three years, division-wise?**

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.2823 BY SHRIMATI DARSHANA VIKRAM JARDOSH AND SHRI SUNIL KUMAR MONDAL TO BE ANSWERED IN LOK SABHA ON 11.03.2020 REGARDING INCIDENTS OF CHAIN PULLING

(a): Zone-wise details of number of cases registered for illegally stopping passengers trains by means of chain-pulling during the year 2019 over Indian Railways are appended as Appendix-I.

(b) and (c): A proposal for amendment in the Railways Act to enhance penalties in the offences contained in the Chapter XV of the Railways Act is under process. Railway Protection Force is entrusted with the legal powers under "The Railways Act, 1989" to arrest and prosecute the offenders involved in illegally Alarm Chain Pulling to stop the passenger trains. To check the menace of illegally Alarm Chain Pulling, time to time instructions, advisories, etc. are issued to zonal railways so as to control this menace effectively.

(d): The zone-wise details of number of persons arrested and convicted for illegal chain-pulling in trains during the years 2017, 2018 and 2019 over Indian Railways are appended as Appendix-II.

APPENDIX-I REFERRED TO IN REPLY TO PART (a) OF UNSTARRED QUESTION NO. 2823 BY SHRIMATI DARSHANA VIKRAM JARDOSH AND SHRI SUNIL KUMAR MONDAL TO BE ANSWERED IN LOK SABHA ON 11.03.2020 REGARDING INCIDENTS OF CHAIN PULLING.

(a): The number of cases registered for illegal alarm chain pulling in trains for the year 2019 over Indian Railways is as under:-

Number of cases registered for illegal alarm chain pulling in trains	
Zonal Railway	No. of cases registered
Central	4798
Eastern	2702
East Central	5755
East Coast	3119
Northern	4730
North Central	6950
North Eastern	3933
Northeast Frontier	1719
North Western	3742
Southern	1814
South Central	2054
South Eastern	952
South East Central	1953
South Western	614
Western	3662
West Central	3705

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APPENDIX-II REFERRED TO IN REPLY TO PART (d) OF UNSTARRED QUESTION NO. 2823 BY SHRIMATI DARSHANA VIKRAM JARDOSH AND SHRI SUNIL KUMAR MONDAL TO BE ANSWERED IN LOK SABHA ON 11.03.2020 REGARDING INCIDENTS OF CHAIN PULLING

(d): The zone-wise number of persons arrested and convicted for involvement in incidents of illegal chain-pulling during the year 2019 over Indian Railways are as under:-

Zonal Railway	Year	No. of persons arrested	No. of persons convicted
Central	2017	3826	3615
	2018	3378	3269
	2019	4586	4300
Eastern	2017	1280	1155
	2018	1851	1692
	2019	2617	2246
East Central	2017	4043	4043
	2018	5325	5325
	2019	6114	6114
East Coast	2017	1643	1631
	2018	2581	2562
	2019	2871	2470
Northern	2017	3455	2996
	2018	3852	3102
	2019	4554	3452
North Central	2017	4555	3719
	2018	5409	4312
	2019	6937	5414
North Eastern	2017	3659	3389
	2018	3618	3189
	2019	2683	2340
Northeast Frontier	2017	362	319
	2018	1015	974
	2019	1759	1694
North Western	2017	1753	1753
	2018	3314	3312
	2019	3713	3679
Southern	2017	1240	1224
	2018	1565	1318
	2019	1810	1374
South Central	2017	1587	1587
	2018	2241	2241
	2019	1850	1456

South Eastern	2017	524	406
	2018	884	771
	2019	822	745
South East Central	2017	716	715
	2018	1907	1902
	2019	1953	1740
South Western	2017	284	284
	2018	451	451
	2019	614	608
Western	2017	1765	1739
	2018	2959	2933
	2019	3577	3425
West Central	2017	5479	5213
	2018	5512	5208
	2019	3602	3425

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.352
TO BE ANSWERED ON 18.03.2020**

SOUTHERN COAST RAILWAY ZONE

***352. SHRI RAM MOHAN NAIDU KINJARAPU:
SHRI P.V. MIDHUN REDDY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the decisions and steps taken by the Government regarding establishment/creation of Southern Coast Railway Zone;**
- (b) the details of funds allocated and released so far for development of the said Zone;**
- (c) whether any progress has been made and time-frame fixed for making the new zone operational;**
- (d) if so, the details thereof and if not, the reasons therefor; and**
- (e) the names of the agencies assigned with the work such as construction, maintenance, etc. therein?**

ANSWER

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)**

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.352 BY SHRI RAM MOHAN NAIDU KINJARAPU AND SHRI P.V. MIDHUN REDDY TO BE ANSWERED IN LOK SABHA ON 18.03.2020 REGARDING SOUTHERN COAST RAILWAY ZONE

(a) to (e): The Government has approved setting up of a new Railway Zone viz. South Coast Railway (SCoR) with its headquarter at Visakhapatnam and a new division with headquarter at Rayagada under existing East Coast Railway (ECoR) in lieu of existing Waltair Division by reorganizing the existing South Central Railway (SCR) and ECoR.

Officer on Special Duty/South Coast Railway (OSD/SCoR) has been posted and joined at Visakhapatnam and has been directed to undertake planning and preparatory work for formation of New Zone at Visakhapatnam. Detailed Project Reports (DPRs) have been submitted by OSD/SCoR and ECoR for setting up of new SCoR Zone and a new Rayagada Division respectively and are currently under examination in Board's Office.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1664
TO BE ANSWERED ON 21.09.2020**

CORPORATISATION OF PRODUCTION UNITS

1664. SHRI P.K. KUNHALIKUTTY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has announced privatisation of train services across the rail networks in the country;**
- (b) if so, the details thereof;**
- (c) whether all the Production Units under the Ministry of Railways are being corporatised or formed into a single entity; and**
- (d) if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)**

(a) and (b) Ministry of Railways (MoR) has invited applications for investment and induction of modern rakes over select routes through Public Private Partnership (PPP) to provide world class services to the passengers. As part of this initiative, MOR has issued 12 Requests for Qualification (RFQs) on 1st July, 2020 for operation of passenger trains over approximately 109 origin-destination pairs (divided into 12 clusters) through PPP on Design, Build, Finance and Operate ("DBFO") basis. The routes are spread across the entire Indian Railway network and the list is available in the public domain namely, <http://www.indianrailways.gov.in/IndicativeRoutesfor12clusters.pdf>. The responsibility of train operations and safety certification rests with Indian Railways.

(c) and (d) Proposal for capitalization of Production Units of Indian Railways is under consideration of Government. Final decision on this issue is yet to be taken.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1706
TO BE ANSWERED ON 21.09.2020**

REORGANISATION OF RAILWAYS

1706. SHRI NALIN KUMAR KATEEL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Union Government has set up any Expert committees to seek suggestions for the reorganization of the Railways;**
- (b) if so, the details thereof;**
- (c) whether the said Expert committee has submitted any recommendations in this regard;**
- (d) if so, the details of the recommendations made by the committee;**
- (e) whether the Government has accepted the recommendations made by the Expert committee;**
- (f) if so details thereof; and**
- (g) if not, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)**

(a) to (g): Yes, Sir. Ministry of Railways had constituted a Committee in 2014 on mobilization of resources for major Railway projects and Re-organisation of Ministry of Railways and Railway Board under the chairmanship of Shri Bibek Debroy. The Committee had presented its report and recommendations sent to Ministry of Railways in June 2015.

Some of the recommendations have already been acted upon/ partially acted upon and the remaining are under examination. The details of the recommendations of the Committee along with the status are appended.

APPENDIX- REFERRED TO IN REPLY TO PARTS (a) to (g) OF UNSTARRED QUESTION NO. 1706 BY SHRI NALIN KUMAR KATEEL TO BE ANSWERED IN LOK SABHA ON 21.09.2020 REGARDING REORGANISATION OF RAILWAYS

(a) to (g): The details of the relevant recommendations of Debroy Committee with status are as under:

S. No	Recommendation details	Status
1.	<p>Railway Board to function like Corporate Board for IR- Policy by MoR, competition to be ensured by RRAI</p>	<p>Partially acted upon. Railway Board has been re-organised on functional lines. Resolution for setting up of Rail Development Authority(RDA) has been notified. RDA has been envisaged as an advisory/recommendatory body. RDA is yet to be operationalized. However in the context of the limitation, being advisory in nature, a regulatory mechanism with statutory backing is being considered to meet the requirement of changing scenario like private passenger train operators and other public private partnership ventures.</p> <p><u>Accordingly a study is being undertaken.</u></p>
2.	<p>Composition of Board should be a) Member Traction and Rolling stock; b) Member Passenger and Freight Business; c) Member HR and Stores; d) Member finance and PPP; e) Member Infrastructure and two outside and independent experts. Board Members and GMs should have at least three (3) years of service left.</p>	<p>Re-organisation of Railway Board on functional lines as per the decision of Union Cabinet done in September 2020, as under;</p> <p>a) Chairman and Chief Executive Officer(CEO); b) Member Infrastructure; c) Member Traction and Rolling Stock; d) Member Operation and Business Development; e) Member Finance.</p> <p>i) A residual service of one year has been laid down for the posting of Members & Chairman.</p> <p>ii) A residual service of 2 years has been laid down for the post of General Managers and</p>

		equivalent.
3.	Re-organise Group-A services into 2 streams - Logistics & Technical and merging of Railway Board Secretariat Service(RBSS) with Central Secretariat Service(CSS).	Government in December 2019 has approved, inter alia, creation of a new group -A central service called Indian Railway Management Service(IRMS), merger of existing 8 organized services into IRMS and reorganization of Railway Board. The modalities will be finalized in consultation with DOP&T and approval of Alternative mechanism. <u>Merging of Railway Board Secretariat Services(RBSS) with Central Secretariat Services (CSS) is under examination.</u>
4.	Re-organization/rationalisation of Zones and Divisions to reduce their total numbers	Under Examination.
5.	Empowerment of General Managers of Zonal Railways - Full powers for expenditure, re-appropriations and sanctions, subject to meeting earnings targets. Zones should become independent and autonomous and may even compete among themselves.	As regards re-appropriations, Board has issued relaxation in the delegation of powers of re-appropriation to General Managers on 16.02.2017, whereby the Zones are now empowered to re-appropriate any amount of fund from one work to another, within same plan head and within same source of funds. <u>Further relaxation of these powers is under consideration of Board.</u>
6.	Decentralisation to Division level; Divisions to be treated as independent business unit and DRMs to be empowered for handling all types of tenders of the division.	<u>Significant autonomy and empowerment has been given to zones and divisions since 2017 by way of delegation of administrative and financial powers.</u>
7.	Integrate and synergise works such as cleaning, IT initiatives, etc.	Acted upon.
8.	Zonal Construction organisations to be brought under umbrella of one or more PSUs like RVNL, IRCON	Presently there is no such issue under consideration.
9.	Setting up of an independent Rail Regulator-separate budget and	Partially acted upon. Railway Board has been re-organised on functional

<p>independent of MoR; with powers of regulation of tariff, safety, fair access, service standards, licensing/enhancing competition and technical standards; Regulator will have quasi judicial powers.</p>	<p>lines. Resolution for setting up of Rail Development Authority(RDA) has been notified. RDA has been envisaged as an advisory/recommendatory body. RDA is yet to be operationalized. <u>However in the context of the limitation, being advisory in nature, a regulatory mechanism with statutory backing is being considered to meet the requirement of changing scenario like private passenger train operators and other public private partnership ventures.</u> Accordingly a study is being entrusted to enable rail regulatory mechanism with statutory backing including authorization of any existing regulator.</p>
<p>10. Implementation of account reforms within 2 years</p>	<p>Ministry of Railways has embarked upon Accounting Reforms Project wherein Accrual Accounting is now being rolled out on all Indian Railways to prepare its financial statements on Accrual basis in addition to cash based Financial Statements. In addition pilot studies on Performance Costing and Outcome Budgeting are also initiated on Northern Railway.</p>
<p>11. Setting up of Indian Railway Manufacturing Company (IRMC) b. Rail Budget to be phased out c. Bifurcation of Infrastructure & Operations.</p>	<p>Partially acted upon. Railway Budget has been merged with the General Budget.</p>
<p>12. NAIR should be assigned the status of University for in service training and also for imparting education/training in the field of management offering specializations in the various areas like HR, Finance, Marketing, Communications, Branding, Logistics, etc.</p>	<p>National Rail Transportation Institute (NRTI), a deemed University, has been operationalized at Vadodara from September 2018.</p>

<p>3. IR should have a vibrant performance assessment system driven by enhanced objectivity and transparency. IR should institutionalize credible, transparent and fair mechanisms for recognition and award of excellence in the organisation.</p>	<p>New performance appraisal system has been introduced on the basis of DOP&T's instructions.</p>
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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1791
TO BE ANSWERED ON 21.09.2020**

REFORMS IN RAILWAY ADMINISTRATION

1791. SHRI NATARAJAN P.R. :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken a decision to bring reforms in Railway administration and operations in the recent past;**
- (b) if so, the details thereof;**
- (c) the reasons for undertaking such reforms and measures along with the objectives aimed at through such reforms; and**
- (d) the time by which these are likely to come into effect?**

ANSWER

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY
(SHRI PIYUSH GOYAL)**

(a) to (d): Yes, Sir. Ministry of Railways had constituted a Committee in 2014 under the chairmanship of Shri Bibek Debroy on bringing reforms in Railway administration and operations through mobilization of resources for major Railway projects and Reorganisation of Ministry of Railways and Railway Board. The Committee had presented its report and recommendations to Ministry of Railways in June 2015.

Some of the recommendations have already been acted upon/partially acted upon and the remaining are under examination. The details of the recommendations of the Committee along with the status are appended

APPENDIX- REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 1791 BY SHRI NATARAJAN P.R. TO BE ANSWERED IN LOK SABHA ON 21.09.2020 REGARDING REFORMS IN RAILWAY ADMINISTRATION

(a) to (d): The details of the recommendations of Debroy Committee along with status are as under:

S. No	Recommendation details	Status
1.	Off-line activities such as Medical, Security, Schools should be separated from IR's core business i.e. running trains. State Governments should bear the entire cost, not just 50% for the GRP.	Outsourcing of non-core activities is being done on a regular basis.
2.	Railway Board to function like Corporate Board for IR- Policy by MoR, competition to be ensured by RRAI	Partially acted upon. Railway Board has been re-organised on functional lines. Resolution for setting up of Rail Development Authority(RDA) has been notified. RDA has been envisaged as an advisory/recommendatory body which is yet to be operationalized. However in the context of the limitation, being advisory in nature, a regulatory mechanism with statutory backing is being considered to meet the requirement of changing scenario like private passenger train operators and other public private partnership ventures. <u>Accordingly a study is being undertaken.</u>
3.	Composition of Board should be a) Member Traction and Rolling stock; b) Member Passenger and Freight Business; c) Member HR and Stores; d) Member finance and PPP; e) Member Infrastructure and two outside and independent experts. Board Members and GMs should	Re-organisation of Railway Board on functional lines as per the decision of Union Cabinet done in September 2020, which is as under; a)Chairman and Chief Executive Officer(CEO); b) Member Infrastructure; c) Member Traction and Rolling Stock; d) Member Operation and Business Development;

	have at least three (3) years of service left.	e) Member Finance. A residual service of one year has been laid down for the posting of Members & Chairman. A residual service of 2 years has been laid down for the post of General Managers and equivalent.
4.	Re-organise Group-A services into 2 streams - Logistics & Technical and merging of Railway Board Secretariat Services(RBSS) with Central Secretariat Services (CSS).	Cabinet has approved, inter alia, creation of a new group -A central service called Indian Railway Management Service(IRMS), merger of existing 8 organized services into IRMS and reorganization of Railway Board. The modalities will be finalized in consultation with DOP&T and approval of Alternative mechanism. Merging of Railway Board Secretariat Services(RBSS) with Central Secretariat Services (CSS) is not implemented.
5.	Re-organization/rationalisation of Zones and Divisions to reduce their total numbers	<u>Under Examination.</u>
6.	Empowerment of General Managers of Zonal Railways - Full powers for expenditure, re-appropriations and sanctions, subject to meeting earnings targets. Zones should become independent and autonomous and may even compete among themselves.	As regards re-appropriations, Board has issued relaxation in the delegation of powers of re-appropriation to General Managers on 16.02.2017, whereby the Zones are now empowered to re-appropriate any amount of fund from one work to another, within same plan head and within same source of funds. Further relaxation of these powers is being made from time to time..
7.	Decentralisation to Division level; Divisions to be treated as independent business unit and DRMs to be empowered for handling all types of tenders of the division.	Significant autonomy and empowerment has been given to zones and divisions since 2017 by way of delegation of administrative and financial powers.
8.	Integrate and synergise works such as cleaning, IT initiatives,	Acted upon.

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	etc.	
9.	Zonal Construction organisations to be brought under umbrella of one or more PSUs like RVNL, IRCON	Presently there is no such issue under consideration.
10.	Implementation of account reforms within 2 years	Ministry of Railways has embarked upon Accounting Reforms Project wherein Accrual Accounting is now being rolled out on all Indian Railways to prepare its financial statements on Accrual basis in addition to cash based Financial Statements. In addition pilot studies on Performance Costing and Outcome Budgeting are also initiated on Northern Railway.
11.	Central Government review of the dividend policy of IR; GBS net of the dividend payment to be given to IR to enable more money for DRF. For National projects and projects on cost sharing basis, there should be clear bearing of the subsidy burden between the Union and State Governments.	After merger of Railway Budget with the Union Budget, w.e.f 2017-18, there is no dividend liability any more. As regards sharing of subsidy, burden between the Union and the State Governments for national projects and projects on cost sharing basis, the matter, which need to be part of the initial agreement between the concerned parties, <u>is yet to be considered.</u>
12.	External borrowings should be received directly by Railway PSUs and not through IR.	Two recent World Bank loans to DFC have gone directly to DFCCIL and not through IR.
13.	The Regulator should determine extent of PSO through a consultative regulatory process to separate social objectives/costs from commercial considerations.	The items indicated alongside are within the purview of RDA.
14.	Non-lapsable Safety Fund funded through safety surcharge with matching budgetary grant support.	A non-lapsable Safety Fund by the name of 'Rashtriya Rail Sanraksha Kosh'(RRSK) has been created 1.4.2017. The Kosh is to get a funding of Rs. 1 lakh cr in 5 years comprising of Rs. 75,000 cr from MoF and the balance to be contributed by the Railway.
15.	Freight rates should be left to	At present, Central Government is

	market principles; freight related social costs should not be imposed on IR	vested with the power to fix the rates for passenger and freight services. Now, as per announcement of MR in his Budget speech, it has been envisaged that the proposal Rail Development Authority (RDA) will inter-alia also entrusted with the task to determine the tariff.
16.	Suburban railway should be hived off to State Governments through JV route.	Partially acted upon.
17.	Passenger concessions can be met by other channels of Union Government, like Ministry of Education(Students Concession), Ministry of Sports(Sportspersons).	<u>Under Examination</u>
18.	To provide subsidy to passengers, Aadhar numbers to be linked with passenger tickets.	<u>Under Examination</u>
19.	Need to improve internal resource generation, explore varied methods of financing and to improve utilisation of available resources.	A new source of funding viz. Extra-Budgetary Resources /Institutional Finance or EBR-(IF) has been introduced with effect from FY 2015-16. EBR-IF funds are being deployed to finance throughput enhancement projects of Railways mainly Doubling and Electrification projects. During 2015-16 to 2019-20, investment of Rs 96,718 Cr has been made on Railway projects from EBR(IF)
20	Smaller languishing projects should be fully funded so as to finish all of them in 2 years time; any project which cannot be completed in that time should not be given any funding.	Funds to individual Railway Projects are allotted on yearly basis depending upon operational requirement, availability of resources, relative priority and progress made on individual project. Most of the projects are completed in phases so as to reap benefit of investment. Therefore, targets for completion of Railway Projects are decided annually and execution taken up.
21.	Increase in productivity is possible from better utilisation of	Efforts to increase the productivity of the existing capacity of asset are

	<p>existing capacity and assets to improve operating and scheduling practices</p>	<p>continuous exercise and various initiatives in the passenger and freight segment have been taken such as;</p> <p>(i) Increase the passenger capacity by introduction of 24 coach trains (ii) Introduction of 16 coach length EMU/DMU in production of new wagons with higher pay load tare ratio. (iii) New design introduced of freight wagon with higher through put per rake to achieve better utilization of existing infrastructure. (iv) Improving the capacity of maintenance infrastructure by gradually outsourcing of activities not directly related to train safety and technology. (v) Introduction of improved infrastructure facilities in rolling stock maintenance facilities etc.</p>
22.	<p>IR should focus on remunerative freight segments and e-commerce segment which has been so far untapped by IR.</p>	<p>Accepted. Focus is on growing e-commerce and parcel business.</p>
23.	<p>Concession commercial operation of train like Rajdhani/Shatabdi for a upfront/annual premium; private operator will have freedom on pricing of tickets for a portion of the capacity.</p>	<p>“Tejas” trains run by Indian Railway Catering and Tourism Corporation(IRCTC) have been started on two routes namely Delhi- Lucknow and Mumbai- Ahmedabad.</p> <p>RFQ has been floated on 1st July 2020 for operation of passenger trains over approximately 109 origin destination pairs (divided into 12 clusters) through PPP mode .</p>
24.	<p>Ownership of general purpose wagons including coal, coke, ore etc. to private sector</p>	<p>A new scheme for attracting private investment in ownership of general purpose wagon has been introduced.</p>
25.	<p>Rationalise/make customer friendly the RDSO processes of procurement of new wagons, clearance of wagon design</p>	<p>Several initiatives have been taken towards improving the RDSO process for procurement of new wagons and clearance of wagons and clearance of wagon designs. (i) Approval process</p>

		on manufacturers being procured through vendor portal for applications and approvals. (ii) IT based monitoring of quality assurance procedures followed by manufacturers.
26.	Single window clearance for approval of construction of ICDs/PFTs	Acted upon.
27.	Setting up of an Investment Advisory Committee of experts, investment bankers, etc. to help raise resources for investment. Existing assets of IR to be leveraged to raise resources and institutions created like InviT, NBFCs.	Partially acted upon.
28.	Make private sector, both foreign and domestic entry in IR more attractive and viable by changing the existing norms.	The items indicated alongside are within the purview of RDA.
29.	Switch towards e-tendering with emphasis on long duration rate contracts at divisional/zonal levels.	100 % supply tenders are invited as e-tenders on publically accessible e-portal i.e. www.ireps.gov.in . Policy on long Duration Rate Contracts at Divisional/Zonal Railways and enabling instructions were issued by Railway Board .
30.	All 'A1' and 'A' type stations should be manned by ex-cadre gazetted officers as Station Managers having a tenure of at least two years.	Acted upon.
31.	NAIR should be assigned the status of University for in service training and also for imparting education/training in the field of management offering specializations in the various areas like HR, Finance, Marketing, Communications, Branding, Logistics, Transport Management etc.	National Rail Transportation Institute (NRTI), a deemed University, has been operationalized at Vadodara from September 2018.

<p>32. IR should have a vibrant performance assessment system driven by enhanced objectivity and transparency. IR should institutionalize credible, transparent and fair mechanisms for recognition and award of excellence in the organisation.</p>	<p>New performance appraisal system has been introduced on the basis DOP&T's instructions.</p>
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Appendix - XV

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1478
TO BE ANSWERED ON 10.02.2021**

SHIFTING OF RAILWAY ZONE

1478. SHRI KANUMURU RAGHU RAMA KRISHNA RAJU:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the progress and status of establishment of Visakhapatnam Railway Zone at Visakhapatnam alongwith the reasons for the delay, if any;**
- (b) whether there is any plan to shift the railway zone from Visakhapatnam to Vijayawada and if so, the details thereof and if not the reasons therefor;**
- (c) whether any proposal has been received from any quarters to this effect; and**
- (d) the stand of the Ministry in this regard?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION
(SHRI PIYUSH GOYAL)**

(a) to (d): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) To (d) OF UNSTARRED QUESTION NO.1478 BY SHRI KANUMURU RAGHU RAMA KRISHNA RAJU TO BE ANSWERED IN LOK SABHA ON 10.02.2021 REGARDING SHIFTING OF RAILWAY ZONE

(a): An Officer on Special Duty/South Coast Railway (OSD/SCoR) was posted at Visakhapatnam to undertake planning and preparatory work for formation of New Zone. He has submitted the Detailed Project Report (DPR) for setting up of new SCoR Zone which is currently under examination in Board. In the meantime, an Umbrella work titled "Creation of new South Coast Railway Zone and new Rayagada Division in East Coast Railway" has been included in Budget 2020-21 under Capital Expenditure at an estimated cost of ₹170 Cr.

(b): No, Sir. The decision for formation of a new Railway Zone viz. South Coast Railway (SCoR) with headquarters at Visakhapatnam, has been taken after due consideration taking all relevant factors into account including administrative and operational requirements.

(c): No, Sir.

(d): Does not arise.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1492
TO BE ANSWERED ON 10.02.2021**

SEMI HIGH SPEED SILVER LINE PROJECT

1492. ADV. DEAN KURIAKOSE:

SHRI THOMAS CHAZHIKADAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government of Kerala has submitted any proposal for construction of Thiruvananthapuram-Kasaragod Semi High Speed Silverline project for approval;
- (b) if so, the details thereof;
- (c) the decision taken by the Government in this regard; and
- (d) the details of estimated cost of the project and the implementation plan for the same?

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND
CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(SHRI PIYUSH GOYAL)

(a) to (c) : Yes Sir. Kerala Rail Development Corporation Ltd. (KRDCL) a Joint Venture Company of Ministry of Railways (49%) and Government of Kerala (51%) has taken up the work of Silver Line (Semi High Speed Rail) from Thiruvananthapuram to Kasaragod (529.45Km). On submission of feasibility Report, In Principle Approval (IPA) has been granted by Ministry of Railways

on 17.12.2019 for taking up pre-investment activities for this project. After detailed survey, KRDCCL has submitted Detailed Project Report (DPR) to the Railway Board, which is under examination.

(d) : Total estimated Cost of this project is ₹ 63,940.67 Cr. Project will be implemented by Kerala Rail Development Corporation Ltd. (KRDCCL), if sanctioned.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2612
TO BE ANSWERED ON 10.03.2021**

CREATION OF RAYAGADA DIVISION

2612. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status on the progress of creation of Rayagada Division;**
- (b) the time by when Rayagada Division would be operational along with the detailed plan outlay; and**
- (c) the details of the new trains that have been planned once the Rayagada Division is created?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION
(SHRI PIYUSH GOYAL)**

(a) to (c): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) To (c) OF UNSTARRED QUESTION NO.2612 BY SHRI SAPTAGIRI SANKAR ULAKA TO BE ANSWERED IN LOK SABHA ON 10.03.2021 REGARDING CREATION OF RAYAGADA DIVISION

(a): Subsequent to the approval by the Government for setting up of a new Railway Division with its headquarters at Rayagada, Chief Transportation Planning Manager, East Coast Railway, Bhubaneswar (CTPM/ECOR/BBS) was nominated as Nodal officer from ECoR to undertake planning and preparatory work for setting up and operationalisation of new Rayagada Division. Detailed Project Report (DPR) has been submitted by ECoR and is under examination. In meantime, an Umbrella work titled "Creation of new South Coast Railway Zone and new Rayagada Division in East Coast Railway" has been included in Budget 2020-21 under Capital Expenditure at an estimated cost of ₹170 Cr.

(b): As the DPR is still under examination, no time-frame can be fixed for operationalisation of the new Division.

(c): Prior to discontinuation of regular services to contain the spread of Covid-19 w.e.f. 23.03.2020, Rayagada was being adequately served by 23 pairs of Mail/Express and 05 pairs of passenger trains. Introduction of additional train is not feasible, at present, due to operational and resource constraints. However, introduction of trains is an ongoing process in Indian Railways.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2632
TO BE ANSWERED ON 10.03.2021**

NATIONAL RAIL PLAN FOR INDIA - 2030

- 2632. SHRI RAJVEER SINGH (RAJU BAAIYA):**
- DR. JAYANTA KUMAR ROY:**
- SHRI BHOLA SINGH:**
- SHRIMATI SANGEETA KUMARI SINGH DEO:**
- DR. SUKANTA MAJUMDAR:**
- SHRI VINOD KUMAR SONKAR:**
- KUMARI SHOBHA KARANDLAJE:**
- SHRIMATI SARMISTHA SETHI:**
- SHRI V.K.SREEKANDAN:**
- SHRI RAJA AMARESHWARA NAIK:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways has prepared a National Rail Plan for India-2030 to create a 'future ready' Railway system by the year, 2030;**
- (b) if so, the details thereof;**
- (c) whether the Railways proposes to monetise its Infrastructure Assets and Dedicated Freight Corridor (DFC) assets for operations and maintenance, after its commissioning and if so, the details thereof;**
- (d) whether the Government has also launched Vision 2024 for accelerated implementation of certain critical projects by 2024 and if so, the details thereof;**
- (e) the expected time by which the new DFCs will be commissioned and the funds allocated and spent for this infrastructure project as on 31st December, 2020;**
- (f) whether the Government has proposed to introduce two new technologies 'MetroLite' and 'MetroNeo' to provide metro rail systems at much lesser cost and if so, the details thereof; and**
- (g) the other steps being taken by the Government to reform Railways in the country?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER AFFAIRS,
FOOD & PUBLIC DISTRIBUTION**

(SHRI PIYUSH GOYAL)

(a) to (g) : A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO. 2632 BY SHRI RAJVEER SINGH (RAJU BAAIYA), DR. JAYALAKSHMI KUMAR ROY, SHRI BHOLA SINGH, SHRIMATI SANGEETA KUMARI SINGH DEO, DR. SUKANTA MAJUMDAR, SHRI VINOD KUMAR SONKAR, KUMARI SHOBHA KARANDLAJE, SHRIMATI SARMISTHA SETHI, SHRI V.K.SREEKANDAN AND SHRI RAJA AMARESHWARA NAIK TO BE ANSWERED IN LOK SABHA ON 10.03.2021 REGARDING NATIONAL RAIL PLAN FOR INDIA - 2030.

(a) and (b): Indian Railways have prepared a National Rail Plan (NRP) for India - 2030. The Plan is to create a 'future ready' Railway system by 2030. The NRP is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%. The objective of the Plan is to create capacity ahead of demand, which in turn would also cater to future growth in demand right up to 2050 and also increase the modal share of Railways to 45% in freight traffic and to continue to sustain it. The draft plan has been put up in the public domain (The Indian Railways website) and is also being circulated amongst stakeholders for comments/remarks.

The key objectives of the National Rail Plan are:-

- Formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%.
- Reduce transit time of freight substantially by increasing average speed of freight trains to 50Kmph.
- As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024 such as 100% electrification, multi-tracking of congested routes, upgradation of speed to 160 kmph on Delhi-Howrah and Delhi-Mumbai routes, upgradation of speed to 130kmph on all other Golden Quadrilateral-Golden Diagonal (GQ/GD) routes and elimination of all Level Crossings on all GQ/GD route.
- Identify new Dedicated Freight Corridors.

- Identify new High Speed Rail Corridors.
- Assess rolling stock requirement for passenger traffic as well as wagon requirement for freight.
- Assess Locomotive requirement to meet twin objectives of 100% electrification (Green Energy) and increasing freight modal share.
- Assess the total investment in capital that would be required along with a periodical break up.
- Sustained involvement of the Private Sector in areas like operations and ownership of rolling stock, development of freight and passenger terminals, development/operations of track infrastructure etc.

(c): Yes, Sir. The same has been announced in the budget speech of 2020-21, {para 47 (b) & 47 (d) (v)}. The details have not been worked out yet.

(d): Yes, Sir. 58 Super critical Projects of a total length of 3750 kms costing ₹39,663 Crore, out of which commissioning of 2279 km length has been achieved and an expenditure of Rs.28,891 Crore has been incurred upto March,2020. Similarly, 68 Critical Projects of a total length of 6913 kms costing ₹75,736 Crore, out of which commissioning of 838 km length has been achieved and an expenditure of Rs.25,434 Crore has been incurred upto March,2020. Till date 25 Super Critical Projects and 3 Critical projects have been completed.

(e): The work related to preparation of Detailed Project Report (DPR) for the following Dedicated Freight Corridors (DFCs) have been entrusted to Dedicated Freight Corridor Corporation of India Limited :-

(i) East Coast Corridor – Kharagpur - Vijaywada- Length 1115 Kms.

(ii) East-West sub Corridor

a. Bhusawal-Wardha-Nagpur-Rajkharswan-Kharagpur-Uluberia-Dankuni - Length-1673 Kms.

b. Rajkharswan-Kalipahari-Andal- 195 Kms.

(iii) North South Sub Corridor- Vijaywada -Nagpur-Itarsi – Length - 975 Kms.

The decision with regard to taking up the new DFCs and mode of implementation and financing is based on the final outcome of the DPR.

(f): Urban transport is an integral part of urban development which is a state subject. Respective state governments are, therefore, responsible for initiating and developing urban transport infrastructure, including metro rail projects/MetroLite/MetroNeo in cities or urban agglomerates. The Central Government considers financial assistance for metro rail proposals, on the basis of the feasibility of the proposal and availability of resources, as and when posed by the concerned state governments. Details of new technologies are as under:-

(i) MetroLite - Standards for Light Urban Rail Transit system called "MetroLite" have been issued by the Ministry of Housing and Urban Affairs in July, 2019. This low-cost solution is suitable for cities with lower projection of ridership that are aspiring for rail-based mass transit system. This system can also be used as feeder to high capacity metro rail system. State Governments have been requested to adopt MetroLite as a prime mode of mass transit in smaller cities. Cost of its construction is about 40% of high capacity metro system. This system is more viable and sustainable due to its very less capital, operation and maintenance costs.

(ii) MetroNeo- MetroNeo is rubber-tired electric coach powered by overhead traction system running on a road slab with an exclusive right of way, standard specification of which has been issued in November 2020 by the Ministry of Housing and Urban Affairs. It will provide a similar experience and ease of travel in terms of comfort, convenience, safety, punctuality, reliability, & environment-friendliness as that of a conventional metro system. This is suitable for tier-2 cities with lower Peak Hour Peak Direction Traffic (PHPDT). Low capital cost of MetroNeo is attributed to much lighter civil structure due to lesser axle load (10 ton), absence of track and Communications Based Train Control (CBTC) signaling, open and simple station structure, requirement of low power rated electrical equipment, etc. like MetroLite. This system can also be

developed either At-Grade or elevated with low curve radius thus avoiding the need for underground construction.

(g): Other steps taken by the Government to reform Railways in the country are:

- Process reforms to improve project execution- Projects have been prioritized into super critical and critical from the point of view of freight traffic and these have been provided with prioritized fund allocation for time-bound completion.
- Business Development Units (BDUs) have been set up to attract new business by providing compelling value-for-money logistics solutions.
- Indian Railways is undertaking a Public Private Partnership (PPP) approach for Passenger Train Operations to enhance overall service quality and operational efficiency.
- Proliferation of indigenously developed automatic train protection system that eliminates train collision due to human error.
- Indian Railways has leveraged digital platforms to encourage transparency in all the facets of functioning to enhance customer satisfaction and outreach.
- In order to provide integrated multi modal solution – end to end planning of transport infrastructure across modes, Indian Railways is part of the Sectoral Group comprising of Infrastructure Ministries such as Civil Aviation (Convener), Shipping, Road Transport and Highways, Housing and Urban Affairs.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.420
TO BE ANSWERED ON 24.03.2021**

WADSA-GADCHIROLI RAIL NETWORK

†*420. SHRI ASHOK MAHADEORAO NETE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether in the 2011-12 Budget of his Ministry, a provision was made for connecting Gadchiroli, a district headquarters in the tribal dominated and the most backward area in Maharashtra with Wadsa-Gadchiroli rail network;**
- (b) if so, the details thereof;**
- (c) whether construction of the Wadsa-Gadchiroli railway line has commenced;**
- (d) if so, the details thereof; and**
- (e) if not, the reasons for delay therein along with the time by which the said construction work is likely to be commenced and completed?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(SHRI PIYUSH GOYAL)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.420 BY SHRI ASHOK MAHADEORAO NETE TO BE ANSWERED IN LOK SABHA ON 24.03.2021 REGARDING WADSA-GADCHIROLI RAIL NETWORK

(a) and (b) Yes, Sir. Wadsa-Gadchiroli (52.36 km) new rail line project was included in Pink Book 2011-12 at an abstract cost of ₹ 229 crore. Project is on cost sharing basis, Government of Maharashtra has to share 50% cost of the project. Anticipated cost of the project is ₹ 1096 crore, so far, an expenditure of ₹ 42.07 crore has been incurred on the project and an outlay of ₹ 11 crore has been proposed for this project for financial year 2021-22.

Land acquisition, forestry and Wild Life clearances for the project has been taken up. Project involve acquisition of 133.73 hectare revenue land and forestry clearance of 71.72 hectare forest land. So far, 13.13 hectare revenue land (Government land) only has been handed over and land acquisition of balance 120.60 hectare (90%) revenue land is pending. In-principal approval of 71.72 hectare land was granted in April 2019 but Stage-II approval and working permission is still awaited. There is an extraordinary delay in granting forestry clearance for the project. State Forest Department in consultation with Wildlife Institute of India (WII) and National Tiger Conservation Agency (NTCA) has suggested expensive mitigation measures, due to which cost of project has increased from ₹ 860.92 crore to ₹ 1096 crore.

Since Government of Maharashtra has to share 50% cost of project, therefore, Government of Maharashtra has been requested to confirm sharing of 50% of revised cost of project (Total revised cost ₹ 1096 crore). Confirmation of State Government is awaited.

So far Government of Maharashtra has deposited only ₹ 10 Cr towards their share in the project.

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Railway projects in Maharashtra are getting delayed on account of pending land acquisition and non deposition of State share in cost sharing project by Government of Maharashtra. Details are below:

- i. 04 New Line projects of total length 661 km costing ₹ 9305 crore are suffering due to non acquisition of 929 hectare revenue land and forestry clearance of 173 hectare forest land and 01 Gauge Conversion project name Ratlam-Mhow-Akola-Khandwa of total length 496 km costing ₹ 5411 crore is suffering as State Board of Wild Life, Maharashtra is not forwarding Wild Life Clearance proposal of 32 hectare forest land in Melghat Tiger Reserve falling in Amalkhurd-Akot section of the project to National Board of Wild Life (NBWL). Similarly, 12 Doubling projects of total length 2057 km costing ₹ 18511 crore are suffering due to non-acquisition of 424 hectare revenue land and forestry clearance of 53 hectare forest land.**
- ii. Total ₹ 549 crore is outstanding against Government of Maharashtra in 3 cost sharing new line projects (Ahmednagar-Beed-Parli : ₹ 348 crore, Wardha-Nanded: ₹ 190 crore, Wardha-Gadchiroli: ₹ 10.81 crore).**

(c) and (d) Railway has completed Wadsa-Yard remodeling work in July, 2017, further work would be taken up only after getting confirmation of State Government of Maharashtra for sharing 50% revised cost of project and after handing over of requisite encumbrance free land to Railways by Government of Maharashtra.

(e) The timely completion of Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law

and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions etc. and all these factors affect the completion time of the project. As such, no confirmed time frame for completion of project can be ascertained at this stage. However, Railway is making all the efforts for expeditious completion of projects.

Average annual budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Maharashtra, during 2014-19 has increased to ₹ 4801 crore per year from ₹ 1171 crore per year during 2009-14. Thus, an increase of 310% over the average annual budget allocation of 2009-14. For financial year 2021-22 budget outlay of ₹ 7107 crore has been proposed for these projects, which is 507% more than average annual outlay during 2009-14.

During 2014-19, 596 Km project length (87 Km New Line, 92 Gauge Conversion and 417 Km Doubling) falling fully/partly in the State of Maharashtra have been commissioned, which is 104% more than total commissioning during 2009-14 (292 km). In 2019-20, 183 km project length (183 km Doubling) falling fully/partly in Maharashtra have been commissioned, which is 213% more than average annual commissioning during 2009-14(58.4 km/year).

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4693
TO BE ANSWERED ON 24.03.2021**

DPR OF SCR

4693. SHRI KESINENI SRINIVAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways has received any Detailed Project Report (DPR) related to South Coast Railway (SCR);**
- (b) if so, the details thereof;**
- (c) whether there has been a delay in the examination of the said report; and**
- (d) if so, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION
(SHRI PIYUSH GOYAL)**

(a) to (d): Detailed Project Report (DPR) for setting up of new South Coast Railway (SCoR) Zone has been submitted by Officer on Special Duty (OSD/SCoR). Based on this DPR, an Umbrella work titled "Creation of new South Coast Railway Zone and new Rayagada Division in East Coast Railway" has been included in Budget 2020-21 at an estimated cost of ₹170 Cr.

Since setting up of new Zones affects railway operations and efficiency and requires additional resources, the DPR is under detailed examination.

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Appendix - XXI

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**STARRED QUESTION NO. 130
TO BE ANSWERED ON 28.07.2021**

ELECTRIC LOCO PERIODICAL OVERHAULING WORKSHOP

† *130. SHRI BASANTA KUMAR PANDA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether in the Union Budget, the Government has approved a new railway project "Electric Loco Periodical Overhauling Workshop" for Kalahandi district in Odisha;
- (b) if so, the details thereof;
- (c) the time by which the said railway project is likely to be launched; and
- (d) the funds allocated by the Government for the said project along with the details thereof?

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF
STARRED QUESTION NO. 130 BY SHRI BASANTA KUMAR PANDA
TO BE ANSWERED IN LOK SABHA ON 28.07.2021 REGARDING
ELECTRIC LOCO PERIODICAL OVERHAULING WORKSHOP**

(a): Yes, Sir

**(b): A new work 'Electric Loco Periodical Overhauling Workshop' at
Kalahandi has been sanctioned in Budget 2017-18 to be set up on
the land to be provided by Government of Odisha. The total
estimated cost is ₹ 186.37 Crores.**

**(c): Out of 328.35 Acres of land required for setting up of the
Workshop and rail connectivity, the State Government of Odisha
has handed over 141.07 acres of land in four patches to the
Railway. The project shall progress once complete land is handed
over.**

**(d): ₹ 3.28 Crores have been allocated under 'CAPITAL' for the
project up to Budget 2021-22.**

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(Q.130)

श्री बसंत कुमार पंडा: माननीय अध्यक्ष जी, कालाहाण्डी जिले में नरला एक पिछड़ा ब्लॉक है, यहां इलेक्ट्रिक लोको पीरियोडिकल ओवरहॉलिंग वर्कशाप मंजूर की गई थी। राज्य सरकार 328 एकड़ में से 141 एकड़ यानी 47 परसेंट जमीन ऑलरेडी दे चुकी है और बाकी देने वाली है। मैं निवेदन करूंगा कि परियोजना को तुरंत प्रारंभ किया जाए। ... (व्यवधान)

दूसरी बात, वर्ष 2017-18 में मंजूर किया गया प्रोजेक्ट अभी तक पेंडिंग है। यह निश्चित रूप से विडंबना का विषय है। मैं माननीय मंत्री जी से अनुरोध करता हूँ कि वर्ष 2017-18 से आज तक यानी वर्ष 2021-21 तक हम पहुंच चुके हैं, यह पांच साल लंबित हो चुका है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि इस बीच में कितनी बार राज्य सरकार से जमीन देने के लिए निरंतर पत्राचार किया गया है? अगर ऐसा हुआ है तो इसका विवरण दें? ... (व्यवधान)

मैं निवेदन करूंगा कि सरकार राज्य सरकार को डायरेक्शन दे या निवेदन करे कि जल्दी से जल्दी जमीन मुहैया कराई जाए और इस पिछड़े जिले में आकांक्षी जिले के तहत इलेक्ट्रिक लोको पीरियोडिकल ओवरहॉलिंग वर्कशाप निश्चित रूप से बनाई जाए। 47 परसेंट जमीन अभी तक मिल गई है, इसमें भी काम चालू किया जा सकता है। मेरा यह निवेदन माननीय मंत्री जी से है। ... (व्यवधान)

श्री अश्वनी वैष्णव : माननीय अध्यक्ष जी, माननीय बसंत कुमार पंडा जी मेरे बहुत ही अच्छे मित्र हैं। वह प्रदेश के अध्यक्ष भी थे, जब मैंने भारतीय जनता पार्टी ज्वाइन की थी। इन्होंने बहुत अच्छा प्वाइंट रेज किया है। कालाहाण्डी में पीरियोडिकल ओवरहॉलिंग वर्कशाप बनेगी। ... (व्यवधान)

हम सब कालाहाण्डी को जानते हैं, ओडिशा का एस्पिरेशनल डिस्ट्रिक्ट है। इसमें पीओएच वर्कशाप बनने से न केवल डायरेक्ट एम्पलायमेंट मिलेगा बल्कि बहुत सी एनसिलरी यूनिट्स भी

स्थापित होंगी। इस प्रोजेक्ट को टॉप प्रयोरिटी पर लिया जा रहा है। ऑलरेडी राज्य सरकार ने ज़िदनी लैंड दी है, उस लैंड का डीजीपीएस सर्वे कर दिया गया है। ... (व्यवधान) कुछ फोरेस्ट के इश्यूज हैं, स्टेज वन क्लियरेंस होनी है, फोरेस्ट के इश्यू मंत्रायल की तरफ से राज्य सरकार को परस्यू किए जा रहे हैं। ... (व्यवधान)

माननीय सदस्य का राज्य सरकार में बहुत प्रभाव है, मैं उनसे भी निवेदन करूंगा कि अपनी तरफ से जोर लगाएं ताकि किसी भी तरीके से जमीन जल्दी से जल्दी मिल जाए। ... (व्यवधान)

माननीय अध्यक्ष : पंडा जी, क्या आप दूसरा प्रश्न पूछना चाहते हैं?

... (व्यवधान)

श्री बसंत कुमार पंडा : धन्यवाद सर। ... (व्यवधान)

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1667
TO BE ANSWERED ON 08.12.2021**

ROB/FOB IN JHARKHAND

1667. SHRI CHANDRA PRAKASH CHOUDHARY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of Road Over Bridges (ROBs), Foot Over Bridges (FOBs) and Under Bridges proposed to be constructed by Railways in Jharkhand, location wise;
- (b) whether any target has been fixed for completing the construction of all proposed ROBs, FOBs and Under Bridges and if so, the details thereof;
- (c) the number of ROBs, FOBs and Under Bridges completely built and commissioned during the last three years; and
- (d) the number of ROBs, FOBs and Under Bridges projects which are pending or have not been commissioned?

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (d): 38 Railway Over Bridges (ROBs) and 153 Railway Under Bridges (RUBs) in lieu of Level Crossings (LCs) and 72 Foot Over Bridges (FOBs) at various railway stations are proposed to be constructed in the State of Jharkhand.

During last three years and the current year, 23 ROBs, 91 RUBs and 36 FOBs have been completed in the State of Jharkhand.

Above ROBs/RUBs and FOBs are in various stages of planning, design and development and are targeted to be commissioned in stages.

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1791
TO BE ANSWERED ON 08.12.2021**

FREIGHT TERMINAL

**1791. SHRI MOHANBHAI KALYANJI KUNDARIYA:
SHRI DIPSINH SHANKARSINH RATHOD:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware that more than 1000 containers are plying each way vice versa from Morbi to Mundra Port every day for exports;
- (b) if so, whether the Government is keen to develop Freight Terminal or invite private players to develop Private Freight Terminal (PFT) along with Integrated Container Depot (ICD) at Morbi;
- (c) if so, the steps taken by the Government in this regard; and
- (d) if not, the reasons therefor?

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND ELECTRONICS &
INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) & (b) Morbi area is a business hub for ceramic industry and lots of container movement is taking place for export. Presently, Maliya Miyana station at a distance of 51.77 Km from Morbi station is having a Private

Freight Terminal (PFT). Also, Maliya Miyana railway station and Morbi railway station both are having Goods sheds.

There is no proposal lying with Railway from private players for developing Private Freight Terminal (PFT) at Morbi.

However, Inter-Ministerial Committee (IMC) in its meeting held on 12.10.2021 has accorded approval for issuance of Letter of Intent (LOI) to M/s Navkar Corporation Ltd. for setting up of Inland Container Depot (ICD) at Manaba, Distt. Morbi, Gujarat taking off from Wadharva railway station.

(c) To attract this traffic from Road to Rail, lump sum rate for Round Trip movement of container traffic ex Maliya Miyana, M/s Arya Ocean Logistics Park Pvt. Ltd. PFT served by Maliya Miyana and Morbi to Mundra Port under section 30 of the Railways Act 1989 has been sanctioned vide ARN No.123 (Goods) of 2021 dated 04.10.2021.

Traffic facility work (under PH-16) of developing one additional new loop line no. 4 for loading/ Unloading containers by Machine in Morbi station at a cost of ₹ 4.89 crore has been sanctioned in the year 2020-21. The work is under progress.

(d) Does not arise.

Appendix - XXIV

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2970
TO BE ANSWERED ON 15.12.2021**

CONSTRUCTION WORK OF LATUR COACH FACTORY

†2970. SHRI SUDHAKAR TUKARAM SHRANGARE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of the construction work of Latur coach factory;**
- (b) the time by which the construction work of this factory is targetted to be completed and the production of coaches is likely to be started along with the reasons for delay, if any, in this regard; and**
- (c) the steps taken by the Government to ensure the start of coach manufacturing work from Latur coach factory at the earliest?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) and (b): The construction work of Marathwada Rail Coach Factory, Latur has been completed and proving out of the factory is under process.

(c) Production plan for MEMU coaches at Marathwada Rail Coach Factory, Latur has been issued. The mode of operationalisation of the factory is under finalisation.

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MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
 (2023-2024)
 (SEVENTEENTH LOK SABHA)
 FIRST SITTING
 (26.10.2023)

The Committee sat from 1100 hours to 1230 hours in Committee Room No. '2', Extension to Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - **Chairperson**

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Ramesh Chander Kaushik
4. Shri Kaushlendra Kumar
5. Shri Khagen Murmu
6. Prof. Sougata Ray
7. Shri Chandra Sekhar Sahu

SECRETARIAT

- | | |
|-----------------------------|--------------------|
| 1. Shri J.M. Baisakh | - Joint Secretary |
| 2. Dr. (Smt.) Sagarika Dash | - Director |
| 3. Shri M.C. Gupta | - Deputy Secretary |
| 4. Smt. Vineeta Sachdeva | - Under Secretary |

WITNESSES

Ministry of Railways

1. Shri Naveen Gulati, Member (Traction & Rolling Stock)
2. Shri Milind K. Deouskar, Secretary/RB
3. Shri Manoj Yadava, Director General, Railway Protection Force
4. Shri Shirish Kumar Sinha, Additional Member (Planning)
5. Shri R.K. Mangla, Additional Member (Production Unit)
6. Shri Vijay Pratap Singh, Additional Member (Traction)
7. Shri Chhatrasal Singh, Additional Member (Traffic)
8. Shri Satish Kumar Pandey, Additional Member (Works)
9. Shri Ravindra Kumar Goel, Principal Exec. Director (Bridge)
10. Shri Sanjeev Kumar, Executive Director (Efficiency & Research)
11. Shri Sandeep Jain, Executive Director - Plg. (Civil & PSU)
12. Shri Maheswhar Singh, DIG - Project
13. Ravi Shekhar, Joint Secretary - Parliament

Ministry of Parliamentary Affairs

1. Shri P.K. Haldar - Under Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them that the sitting has been convened to (i) consider Memorandum No.1 regarding working of the Committee on Government Assurances, Status of pending Assurances and to chalk out future programme of the Committee (ii) take oral evidence of the representatives of the Ministry of Railways regarding pending Assurances.

2. Thereafter, the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs were ushered in. The Chairperson welcomed the witnesses to the sitting of the Committee and drew their attention to confidentiality of the deliberations till the Reports are presented to the House. The Committee then took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances. Considering the pendency of a number of Assurances of the Ministry for a long time, the Chairperson asked the representatives to give an overview of the pending Assurances and also apprise the Committee about the internal mechanism in place for monitoring and review of pending Assurances in the Ministry.

3. The Member (Traction & Rolling Stock), Ministry of Railways, briefed the Committee about the review meetings being held for implementation of pending Assurances. The Chairperson asked the representatives of the Ministry to furnish the Minutes of the review meetings for monitoring of pending Assurances.

4. The Committee then took up each of the 23 Assurances on various subjects pertaining to the Ministry of Railways for detailed deliberations. The Members raised queries and sought clarifications on the pending Assurances which were replied by the representatives of the Ministry. As some queries required detailed replies and inputs from several quarters, the Chairperson asked the witnesses to furnish written replies on the same in due course.

5. The Chairperson thanked the witnesses for deposing before the Committee and furnishing valuable information in connection with the review of pending Assurances.

6. The witnesses, then, withdrew.

7. A verbatim record of the proceedings has been kept.

The Committee then adjourned.

Annexure

COMMITTEE ON GOVERNMENT ASSURANCES (2023-2024) LOK SABHA

Statement of pending/implemented Assurances pertaining to the Ministry of Railways discussed during oral evidence on 26.10.2023.

S.No.	SQ/USQ No. dated	Subject
1.	USQ No. 2489 dated 06.02.2014	Job in Lieu of Land Acquired for Railway Lines
2.	USQ No. 707 dated 20.12.2017	Debroy Committee
3.	USQ No. 1603 dated 27.12.2017	Re-organisation of Railways
4.	USQ No. 1583 dated 19.12.2018	Konkan Railway Corporation Limited
5.	USQ No. 2481 dated 26.12.2018	Safety of Women in Trains
6.	USQ No. 1641 dated 13.02.2019	Expansion Plan for Konkan Railways
7.	USQ No. 2844 dated 10.07.2019	Mumbai Suburban Railway System
8.	USQ No. 2260 dated 04.03.2020	Committee to Mobilize Resources
9.	USQ No. 2823 dated 11.03.2020	Incidents of Chain Pulling
10.	SQ No. 352 dated 18.03.2020	Southern Coast Railway Zone
11.	USQ No. 1664 dated 21.09.2020	Corporatisation of Production Units
12.	USQ No. 1706 dated 21.09.2020	Reorganisation of Railways
13.	USQ No. 1791 dated 21.09.2020	Reforms in Railway Administration
14.	USQ No. 1478 dated 10.02.2021	Shifting of Railway Zone
15.	USQ No. 1492 dated 10.02.2021	Semi High Speed Silver Line Project

16.	USQ No. 2612 dated 10.03.2021	Creation of Rayagada Division
17.	USQ No. 2632 dated 10.03.2021	National Rail Plan for India-2030
18.	SQ No. 420 dated 24.03.2021	Wadsa-Gadchiroli Rail Network
19.	USQ No. 4693 dated 24.03.2021	DPR of SCR
20.	SQ No. 130 dated 28.07.2021 (Supplementary by Shri Basanta kumar Panda, M.P.)	Electric Loco Periodical Overhauling Workshop
21.	USQ No. 1667 dated 08.12.2021	ROB/FOB in Jharkhand
22.	USQ No. 1791 dated 08.12.2021	Freight Terminal
23.	USQ No. 2970 dated 15.12.2021	Construction work of Latur Coach Factory

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2023-2024)
(SEVENTEENTH LOK SABHA)
THIRD SITTING
(14.12.2023)

The Committee sat from 1500 hours to 1545 hours in Room No. 216, (Chairperson's Chamber), 'B' Block, EPHA, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

Members

2. Shri Nihal Chand Chauhan
3. Shri Kishan Kapoor
4. Shri Ramesh Chander Kaushik
5. Shri Khagen Murmu
6. Shri Santosh Pandey
7. Shri M.K. Raghavan
8. Shri Chandra Sekhar Sahu

Secretariat

- | | | | |
|----|---------------------------|---|------------------|
| 1. | Shri J.M. Baisakh | - | Joint Secretary |
| 2. | Dr. (Smt.) Sagarika Dash | - | Director |
| 3. | Shri M.C. Gupta | - | Deputy Secretary |
| 4. | Smt. Vineeta Sachdeva | - | Under Secretary |
| 5. | Shri Sanjeev Kumar Gulati | - | Under Secretary |

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following Seven (07) draft Reports without any amendments:-

- (i) Draft Ninety-First Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Social Justice and Empowerment (Department of Social Justice and Empowerment)';
- (ii) Draft Ninety-Second Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Education (Department of Higher Education)';
- (iii) Draft Ninety-Third Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and

- (iv) Draft Ninety-Fourth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
 - (v) Draft Ninety-Fifth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Railways';
 - (vi) Draft Ninety-Sixth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and
 - (vii) Draft Ninety-Seventh Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
2. The Committee also authorized the Chairperson to present the Reports during the ongoing Session.

The Committee then adjourned.

**COMPOSITION OF THE COMMITTEE
ON GOVERNMENT ASSURANCES*
(2022 - 2023)**

SHRI RAJENDRA AGRAWAL - Chairperson

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Gaurav Gogoi
4. Shri Ramesh Chander Kaushik
5. Shri Kaushlendra Kumar
6. Shri Khagen Murmu
7. Shri Ashok Mahadeorao Nete
8. Shri Santosh Pandey
9. Shri M.K. Raghavan
10. Prof. Sougata Ray
11. Shri Chandra Sekhar Sahu
12. Shri Indra Hang Subba
13. Smt. Supriya Sadanand Sule
14. Shri Kishan Kapoor**
15. Vacant

SECRETARIAT

- | | | | |
|----|-----------------------|---|------------------|
| 1. | Shri J.M. Baisakh | - | Joint Secretary |
| 2. | Dr. Sagarika Dash | - | Director |
| 3. | Shri M.C. Gupta | - | Deputy Secretary |
| 4. | Smt. Vineeta Sachdeva | - | Under Secretary |

* The Committee have been constituted w.e.f. 09 October, 2022 *vide* Para No. 5363 of Lok Sabha Bulletin Part-II dated 09 November, 2022

** Nominated to the Committee vide Para No. 7327 of Lok Sabha Bulletin Part-II dated 16 August, 2023

