

COMMITTEE
ON
GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
TWENTY-EIGHTH REPORT

**REQUESTS FOR DROPPING OF
ASSURANCES
(NOT ACCEDED TO)**

Presented to Lok Sabha on.....09-03-....., 2021



**LOK SABHA SECRETARIAT
NEW DELHI**

March, 2021/ Phalguna, 1942 (Saka)

CONTENTS

	Page
Composition of the Committee on Government Assurances (2020-2021)	(ii)
Introduction	(iii)
Report	1-2
Appendix-I Statement showing summary of requests received from various Ministries/Departments regarding dropping of Assurances and considered by the Committee on 31 July, 2020	3-5
Appendices-II to VI	
<u>Requests for Dropping of Assurances (Not Acceded to)</u>	
II. SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.) regarding 'Safety Technology'	6-31
III. USQ No. 2315 dated 31.07.2017 regarding 'Regional Centre of National School of Drama'	32-33
IV. Minutes of the sitting of the Committee held on 31 July, 2020	34-37
V. Minutes of the sitting of the Committee held on 03 December, 2020	38-39
VI. Composition of the Committee on Government Assurances (2019-2020)	40

**COMPOSITION OF THE COMMITTEE
ON GOVERNMENT ASSURANCES***
(2020 – 2021)

SHRI RAJENDRA AGRAWAL

- Chairperson

MEMBERS

2. Shri Sudip Bandyopadhyay
3. Shri Nihal Chand Chauhan
4. Shri Gaurav Gogoi
5. Shri Nalin Kumar Kateel
6. Shri Ramesh Chander Kaushik
7. Shri Kaushalendra Kumar
8. Shri Ashok Mahadeorao Nete
9. Shri Santosh Pandey
10. Shri Pashupati Kumar Paras
11. Shri M.K. Raghavan
12. Shri Chandra Sekhar Sahu
13. Dr. Bharatiben Dhirubhai Shyal
14. Shri Indra Hang Subba
15. Smt. Supriya Sule

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S. L. Singh - Deputy Secretary

* The Committee has been constituted w.e.f. 09 October, 2020 *vide* Para No. 1773 of Lok Sabha Bulletin Part-II dated 16 October, 2020

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2020-2021), having been authorized by the Committee to submit the Report on their behalf, present this Twenty-Eighth Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2019-2020) at their sitting held on 31 July, 2020 *inter-alia* considered Memorandum Nos. 209 to 233 containing requests received from various Ministries/Departments for dropping of 26 pending Assurances and decided to pursue 02 Assurances.

3. At their sitting held on 03 December, 2020, the Committee on Government Assurances (2020-2021) considered and adopted this Report.

4. The Minutes of the aforesaid sittings of the Committee form part of the Report.

NEW DELHI;

05 March, 2021

14 Phalguna, 1942 (Saka)

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

REPORT

While replying to Questions in the House or during discussions on Bills, Resolutions, Motions, etc., Ministers sometimes give Assurances, undertakings or promises either to consider a matter, take action or furnish information to the House at some later date. An Assurance is required to be implemented by the Ministry concerned within a period of three months. In case, the Ministry finds it difficult to implement the Assurance on one ground or the other, it is required to request the Committee on Government Assurances to drop the Assurance and such requests are considered by the Committee on merits and decisions taken to drop an Assurance or otherwise.

2. The Committee on Government Assurances (2019-2020) considered Twenty-Five Memoranda (Appendix-I) containing requests received from various Ministries/Departments for dropping of 26 pending Assurances at their sitting held on 31 July, 2020.

3. After having considered the requests of the Ministries/Departments, the Committee are not convinced with the reasons furnished for dropping of the following 02 Assurances:-

Sl. No.	SQ/USQ No. & Date	Ministry	Subject
1.	SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.)	Railways	Safety Technology (Appendix – II)
2.	USQ No. 2315 dated 31.07.2017	Culture	Regional Centre of National School of Drama (Appendix – III)



4. The details of the Assurances arising out of the replies and the reason(s) advanced by the Ministries/Departments for dropping of the above mentioned 02 Assurances are given in Appendices -II and III.

5. The Minutes of the sitting of the Committee dated 31 July, 2020, whereunder the requests for dropping of the Assurances were considered, are given in Appendix-IV.

6. The Committee desire that the Government should take note of the Observations of the Committee, as contained in Annexure-II to Appendix-IV and take appropriate action, for the implementation of the Assurances expeditiously.

NEW DELHI;

05 March, 2021

14 Phalguna, 1942 (Saka)

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



COMMITTEE ON GOVERNMENT ASSURANCES (2019-2020)

Statement showing summary of requests received from various Ministries/Departments regarding dropping of Assurances and considered by the Committee on 31 July, 2020

SI No.	Memo No.	Question/Discussion References	Ministry/Deptt.	Department	Brief Subject
1	209	USQ No. 1185 dated 23.11.2016	Railways		Freight Charges
2	210	USQ No. 1637 dated 25.11.2016	Defence	Department of Defence	Review of Stores of Military Engineering Services
3	211	SQ No. 141 dated 25.11.2016 (Supplementary by Shri Jagdambika Pal, M.P.)	Corporate Affairs		Corporate Social Responsibility
4	212	(i) SQ No. 141 dated 25.11.2016 (Supplementary by Smt. Kirron Kher, M.P.) (ii) SQ No. 141 dated 25.11.2016 (Supplementary by Smt. Kirron Kher, M.P.)	Corporate Affairs		(i) Corporate Social Responsibility (ii) Corporate Social Responsibility
5	213	USQ No. 3169 dated 05.12.2016	Culture		Promotion of Folk Art Forms
6	214	USQ No. 3595 dated 07.12.2016	Railways		Pending Rail Line Projects in UP
7	215	USQ No. 4617 dated 15.12.2016	Power		Scheme to Energy Security Programme
8	216	USQ No. 878 dated 07.02.2017	Social Justice and Empowerment		Welfare of Transgenders
9	217	SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.)	Railways		Safety Technology

SI No.	Memo No.	Question/Discussion References	Ministry/Deptt.	Department	Brief Subject
10	218	SQ No. 182 dated 15.03.2017 (Supplementary by Shri Kalyan Banerjee, M.P.)	Skill Development and Entrepreneurship		Skill Development of Women
11	219	USQ No. 2949 dated 20.03.2017	Culture		Missing Official of Indian Museum
12	220	SQ No. 248 dated 20.03.2017	Culture		Public Libraries
13	221	USQ No. 3431 dated 22.03.2017	Railways		Survey of Rail Lines
14	222	SQ No. 385 dated 29.03.2017	Communications	Department of Telecommunications	Competition in Indian Telecom Market
15	223	USQ No. 4514 dated 29.03.2017	Railways		Rail Coach Factories
16	224	SQ No. 546 dated 12.04.2017 (Supplementary by Dr. Shrikant Eknath Shinde, M.P.)	Housing and Urban Affairs		Agreement Between NBCC and Mauritius
17	225	USQ No. 1358 dated 24.07.2017	Culture		Indira Gandhi National Centre for Arts
18	226	USQ No. 1972 dated 27.07.2017	Jal Shakti		Ground Water Level in Dark Zone Areas
19	227	SQ No. 161 dated 27.07.2017 (Supplementary by Prof. Sugata Bose, M.P.)	Shipping		Inland Waterways
20	228	USQ No. 2315 dated 31.07.2017	Culture		Regional Centre of National School of Drama
21	229	USQ No. 2347 dated 31.07.2017	Culture		Violation of Guidelines by Lalit Kala Academy
22	230	SQ No. 243 dated 02.08.2017 (Supplementary by Shri Ram Charitra Nishad, M.P.)	Railways		Rail Engineers

SI No.	Memo No.	Question/Discussion References	Ministry/Deptt.	Department	Brief Subject
23	231	SQ No. 243 dated 02.08.2017 (Supplementary by Dr. Farooq Abdullah, M.P.)	Railways		Rail Engineers
24	232	USQ No. 2987 dated 02.08.2017	Railways		Internet in Trains
25	233	USQ No. 3868 dated 09.08.2017	Housing and Urban Affairs		Infrastructure Projects



Appendix - II

**LOK SABHA SECRETARIAT
COMMITTEE ON GOVERNMENT ASSURANCES**

MEMORANDUM No. 217

Subject: Request for dropping of Assurance given in reply to Supplementary to Starred Question No. 82 dated 08 February, 2017 by Shrimati Aparupa Poddar, MP regarding "Safety Technology"

On 08 February, 2017, Shri T.Radhakrishnan and Shri S.R. Vijayakumar, M.Ps. addressed a Starred Question No. 82 to the Minister of Railways. The text of the Question along with the reply of the Minister is given in the Annexure.

2. During the Discussion, Shrimati Aparupa Poddar, M.P., raised the following Supplementary Question to the Minister of Railways:-

"I would like to know whether the Government has conducted any survey to assess the safety mechanisms of railway in the last three years. If yes, the details should be given to us.

I have written a couple of times about Kamarkundu railway gate project falling in my constituency but this project is still pending. The Ministry of Railways has written a letter to the State Government to first remove the encroachment in that area. The State Government has already cleared it but the project is still pending"

3. In reply, the then Minister of Railways (Shri Suresh Prabhakar Prabhu) stated as follows:-

"We have decided that we will attack on them in a two-fold manner. We have stopped manufacturing of LHB Coaches from 1st April onwards. We will do retrofitting of the remaining 50,000 coaches. As you spoke regarding Survey, we will complete the task in next four to five years after coupling thereof. You can understand that only 10% LHB coaches run in our country. We will work upon it.

I will look into the matter asked by you regarding your constituency. I don't have the details with me right now."

4. The above reply was treated as an Assurance by the Committee and required to be implemented by the Ministry of Railways within three months from the date of the reply but the Assurance is yet to be implemented.

5. The Ministry of Railways *vide* O.M.No 2017/M(C)/442/13 (Assurance) dated 06 February, 2019 have stated as under:-

"Indian Railways is now manufacturing only LHB coaches since April 2018. Approximately 10000 LHB coaches have already been manufactured till December 2018 in all Coach Production Units. Retrofitment of CBC in ICF screw coupling coaches is resulting in severe operational issues on Indian Railways like shortage of coaches, non-interchangeability of CBC with screw coupling type coaches etc. Further, with large scale proliferation of LHB coaches @ about 4000 coaches per annum, conversion of ICF trains with LHB is taking place at a fast pace."

6. In view of the above, the Ministry, with the approval of the Minister of State in the Ministry of Railways, have requested the Committee to drop the above Assurance."

The Committee may consider.

DATED: 28/07/2020
NEW DELHI

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 82
TO BE ANSWERED ON 08.02.2017

SAFETY TECHNOLOGY

*82. SHRI T.RADHAKRISHNAN:
SHRI S.R. VIJAYAKUMAR:

Will the Minister of RAILWAYS be pleased to state:

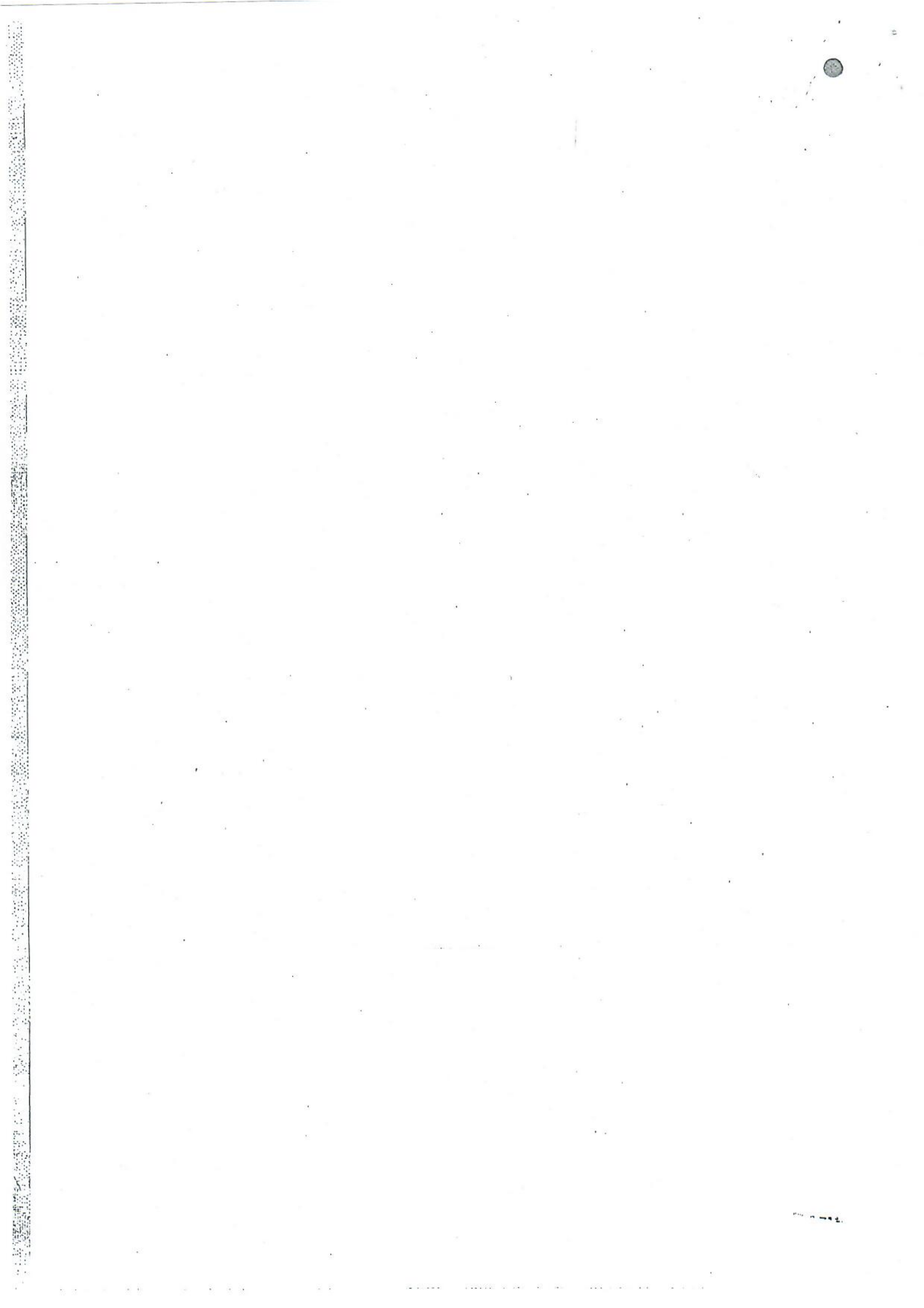
- (a) whether the Railways has decided to procure latest safety technology on 'war footing' in the wake of two recent derailments to ensure passenger safety and reduce dependency on manual systems;
- (b) if so, the details thereof and the expenditure likely to be incurred thereon;
- (c) the time by which the technology is likely to be put into use;
- (d) whether the Railways also proposes to seek foreign assistance in assessing and augmenting safety mechanism; and
- (e) if so, the details thereof and the present status of special railway safety fund?

ANSWER

MINISTER OF RAILWAYS

(SHRI SURESH PRABHAKAR PRABHU)

(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. 82 BY SHRI T. RADHAKRISHNAN AND SHRI
S. R. VIJAYAKUMAR TO BE ANSWERED IN LOK SABHA ON 08.02.2017
REGARDING SAFETY TECHNOLOGY**

(a) to (c) : Indian Railways accord highest priority to safety in train operations. Consequential train accidents have declined from 195 in 2006-07 to 135 in 2014-15 and further to 107 in 2015-16. Number of consequential train accidents remained at a level of 95 during 2015-16 and 2016-17 (from 1st April 2016 to 6th February 2017). Accidents Per Million Train Kilometres, an important index of safety, has come down from 0.23 in 2006-07 to 0.11 in 2014-15 and further to 0.10 (approximately) in 2015-16. All possible steps are undertaken on a continual basis including up-gradation of technology to aid safe running of trains.

Railways are inducting modern technology on regular basis.

Safety Measures taken to reduce accidents on Indian Railways:

Indian Railways classify accidents in the following broad categories:

- i) Collisions**
- ii) Derailments**
- iii) Accidents at Level crossings**
- iv) Fire in Trains**
- v) Miscellaneous/ Other Accidents.**

1. COLLISIONS:

Collision is an accident in which two trains collide due to overshooting of signals, failure of signalling systems or due to human failures.

Measures taken to reduce collisions including various new technologies:

Technological aids of Automatic Train Protection System to drivers (loco pilots) to avoid collisions have been progressively adopted on Indian Railways keeping priority for high density routes/ suburban sections within the constraints of resources. These technological aids are:

Vigilance Control Device (VCD) for avoiding collisions and checking alertness of Loco Pilots

• **Vigilance Control Device is a system provided in the locomotives.**

This device monitors the alertness of the driver through all normal actions performed by him while driving, such as use of throttle handle, braking, horn, etc. If the Loco Pilot performs no action for a certain time interval, he gets audio-visual indications, and if still, he does not react, emergency brakes get applied automatically. All the diesel and electric locomotives on Indian Railways, have now been provided with VCDs.

Simulator based training of loco pilots: Simulator based training is being imparted to loco pilots to improve their driving skills and reaction time.

Automatic Train Protection (ATP) System:

Train Protection Warning System (TPWS)

• **Train protection and Warning System (TPWS):** Train Protection and Warning System (TPWS) is based on proven European train control system (ETCS L-1) Technology for mitigating safety risk arising due to driver's error of Signal Passing At Danger (SPAD) or over-speeding which may lead to collision.

- i. TPWS is functional on Chennai to Gummidipundi (50 RKM) and Chennai (Basin Bridge) to Arakkonam (67 RKM) on suburban section of Southern Railway.
- ii. Non Suburban section of Delhi to Agra (200 RKM) and
- iii. On Kolkata Metro from Kavi Subhash to Dumdum (25RKM) section.

TPWS works have been sanctioned on 3330 RKM. In first phase, work on Suburban sections covering 1240 RKM on Eastern, South Eastern, Northern, Southern and South Central Railways have been taken up for implementation.

Train Collision Avoidance System (TCAS):

Research Designs and Standards Organization (RDSO) in association with Indian Vendors has taken up a pilot project for indigenous development of a cost effective safety system called Train Collision Avoidance System (TCAS). TCAS deploys radio communication for transmission of movement authority from track side to the Locomotive. This system is aimed at providing capability of preventing train accidents caused due to Signal Passing at Danger (SPAD) or over speeding by train drivers. The system has a feature of reflecting signal system in the locomotive cab.

After successful Proof of Concept trials of TCAS, RDSO has taken up extended field trials of TCAS on a pilot section Lingamapalli-Vikarabad-Wadi-Bidar (250 Route km) section of South Central Railway. After completion of all field works equipment deployments trials on seven pair of passenger trains have already commenced. Safety validation of the system has also been taken up by the Independent Safety Assessor (ISA).

Other Measures to Prevent Collisions

- **Electrical/Electronic Interlocking System with centralized operation of points and signals to eliminate human failure and to replace old outdated mechanical systems** Electrical/Electronic Interlocking has been provided at 5551 stations upto December 2016.
- **Complete Track Circuiting of the station to enhance safety by verification of track occupancy by electrical means instead of human element is completed at about 5751 stations upto December 2016.**
- **Axle Counter for Automatic clearance of Block Section (BPAC), to ensure complete arrival of train and that no left over vehicle has left in the station before granting line clear is provided on 4894 block sections upto December 2016.**
- **Interlocking of Level Crossing Gates, to protect L.C Gate with signals to avoid accidents has been progressively done at 10929 gates upto December 2016.**
- **Interlocking of Signalling to Std-II(R): Upgradation of interlocking of signalling system from Std-I to Std-II(R) at 4854 stations has been done as on September 2016.**
- **Modified Automatic Signalling; Modified Automatic Signalling was provided all Automatic Block Signalling Sections on North Central Railway and Northern Railway to handle train operations safely during fog.**

2. DERAILMENTS:

Derailments are accidents where a train leaves its guided path i.e. track.

Measures to Reduce Derailments including new technology:

i) TRACK AND BRIDGES

- **Track Renewal** – Track renewal is an ongoing process which is undertaken as and when a stretch of track becomes due for renewal on age-cum-condition basis. Track Renewal works are planned in advance every year and their execution is prioritized according to the condition of track and overall availability of funds ensuring all the time that track is in a sound condition for safe running of trains. In case, if any stretch of track is not renewed in time due to various reasons including scarcity of funds, material etc., suitable speed restrictions are imposed to ensure safe running of trains. The achievement of track renewals during last two and current year is as under:

Year	Physical Progress (in Km)	
	Target	Achievement
2014-15	2200	2424
2015-16	2500	2794
2016-17 (Upto October 2016)	2668	1306

- In order to improve safety, modern track structure consisting of Pre-stressed Concrete Sleeper (PSC), 52 kg/60kg, 90 or higher Ultimate Tensile Strength (UTS) rails, fanshaped layout on PSC sleepers, Steel Channel Sleepers on girder bridges is used while carrying out primary track renewals. Further it has been decided to lay Thick web switches, Weldable Cast Maganese Steel crossings on Identified routes. Presently, percentage track laid with PSC sleepers, 60 kg rails etc. is as under:

ITEM	All Gauge	BG
Track on Concrete sleeper	93.34%	98.96%
Long Welded Track	83.50%	89.12%
Track on 52kg Rails	52.16%	55.47%
Track on 60kg Rails	41.01%	43.95 %

- Technology of Alumino Thermit (AT) welds has been upgraded by introduction of Auto weigh method, pre-heating with compressed air petrol and 3 piece moulds, so as to upgrade the quality and reliability of welds.
- Long rail panels of 260 M/130M. Lengths are being manufactured at the steel plant to minimize number of Alumino Thermit/Flash Butt welding joints in the track.
- Provision of Thick Web Switches (TWS) is planned for all important routes of IR. To expedite provision of TWS, procurement of Thick Web Switches has been decentralized to zonal railways.
- Indian Railways have developed design and drawings for weldable Cast Manganese Steel (CMS) crossings on existing PSC sleepers for 60 kg 1 in 12 & 60 kg 1 in 8.5 Turnouts which eliminates fish plated joints for its connection with adjoining rails. It is planned to provide Weldable CMS Crossings on all important routes on Indian Railways.
- Head Hardened Rails have been planned to use at sharp curves, steep gradients and on predominantly freight routes with 25 t axle load regular operation.
- To enhance asset reliability of rails, policy guidelines have been issued to zonal railways. AT welding of rails is being reduced and Flash Butt Welding of rails is increased to reduce weld failures.

Ultrasonic Flaw Detection (USFD) Testing of Rails/Welds :

Analogue type of machines for Ultrasonic Flaw Detection (USFD) testing of rails have been replaced with digital type of machines which are more reliable. Presently USFD testing is being carried out as per laid down frequency.

Progress of USFD testing during current year and previous three years has been as under :

YEAR	TARGET IN TRACK KILOMETERS (TKMS)	PROGRESS IN TKMS
2013-14	358255	353967
2014-15	347205	356268
2015-16	363634	364356
2016-17 (upto December 2016)	269677	285334

Vehicular USFD System, Self Propelled Ultrasonic Rail Testing (SPURT Car):

Decision to use Vehicle bound USFD testing has been taken to ensure faster as well as more reliable testing as it would cover larger cross-sectional area of rail. One tender has been called by Northern Railway for 30400 Tkm of USFD testing on Rajdhani routes between New Delhi-Mughalsarai and New Delhi-Ratlam sections of Indian Railways. Initially 6 nos. SPURT (Self Propelled Ultrasonic Rail Testing) Cars will be used for USFD testing of rails on Indian Railways. Procurement of these 6 nos. SPURT cars have been included in Rolling Stock Program 2017-2018 at total cost of ₹186.24 crores.

- An elaborate schedule of inspections of track has been laid down for Keymen, Mate, Junior Engineer (Permanent-way), Section Engineer (Permanent-way), Assistant Engineer and Divisional Engineer. Higher officials not only conduct technical inspections but also keep check on quantity and quality of inspections conducted by their juniors. Similarly, a well defined system exists for inspection for bridges.
- Electronic monitoring of track geometry is carried out with Track Recording Cars (TRC) and Portable Oscillation Monitoring (OMS) Systems to detect track geometry defects for planning maintenance as per laid down frequency based on Gross Million Tonne (GMT) of the section.

Further, two more TRCs with axle box mounted accelerometer with video recording have been included in Rolling Stock Program 2017-18 at a cost of ₹39.2 crores.

Maintenance inputs are given to track and bridges as per requirement noticed during manual inspections, TRC & OMS runs and USFD testing to keep track in safe condition.

Composite Sleepers:

Based on the performance of composite sleepers during field trials and on recommendation of a special committee, composite sleepers have been adopted for regular use over IR to be used mainly over steel girder bridges. Accordingly a global tender for "Manufacturing and Supply" of 2.53 lac composite sleepers to various Zonal Railway by setting up plant in India, under "Make in India policy" has been invited, which is due for opening on 20.02.2017.

Trial of Ultrasonic Broken Rail Detection System (UBRDS) for detection of in service Rail & Weld Failure:

... 9/-

Ultrasonic Broken Rail Detection System (UBRDS) used by South African Railway is under trial on Northern Railway and North Central Railway since November 2016. This system works on principle of guided Ultrasonic waves and interrogates continuously welded rail in sections up to one kilometer long using ultrasound waves, and reports breaks at time intervals down to a few minutes.

The approx. Cost of trial for above 50 KM Track Length is USD 833496 (₹5.56 Cr). The locations of trial are as under :

SN	Railway	Major Section	Block Sections	Km	
				From	To
1	Northern Railway	Moradabad - Saharanpur	Roorkee-Hindon Cabin (Up line)	1559	1584
2	North Central Railway	Allahabad-Kanpur Section	Bamhraul-Bharwari (Up Line)	835	860

- **Modern Bridge Inspection and Management System:** Modern bridge inspection and management system has been adopted, which includes non-destructive testing techniques, under water inspections, intelligent water level monitoring system, mapping unknown foundations and integrity testing, etc.
- **Patrolling of Railway Tracks:** During adverse weather conditions patrolling of railway tracks including night patrolling is carried out at vulnerable locations regularly.

ii) ROLLING STOCK

- **Centre Buffer Coupler:** Progressive fitment of tight lock Centre Buffer Coupler (CBC) in lieu of screw coupling on new manufacturing of ICF design coaches has been carried out with a view to prevent the coaches from climbing over each other in unfortunate event of an accident. So far, 2900 Linke Hofmann Busch (LHB) coaches, 425

Hybrid Stainless Steel Coaches and 1340 Conventional ICF Design Coaches have been manufactured with Centre Buffer Couplers. Design of CBC has been upgraded to mitigate problem of jerks during acceleration/deceleration of trains.

- **Proliferation of LHB coaches for improving Safety: A policy decision has been taken to manufacture only LHB coaches from 2018-19 onwards.** It has been decided to completely switchover to production of LHB type coaches in future. It has been decided to manufacture 3025 LHB coaches in 2018-19 as against 1697 LHB coaches in 2016-17. LHB type coaches have interior crashworthy and anti climbing features. Hitherto these coaches were inducted into premier services such as Rajdhani, Shatabdi and Durantoos but now these are also being inducted into Mail & Express trains as well. Thus proliferation of LHB coaches and development of new variant coaches on LHB design platform would enhance safety in train operation in the long run.
- **Retro fitment of CBC on ICF coaches: A policy decision has been taken to retro fit CBC ICF coaches in a phased manner.** The inherent anti-climbing features of CBC will prevent overriding of coaches one over the other.
- **Progressive use of Air springs: To maintain constant height at variable load, air spring are being used in secondary suspension of EMU/DMU coaches.** These springs shall also be introduced in mainline and LHB coaches to enhance safety and reliability.

3. MEASURES TAKEN TO CURB UNMANNED LEVEL CROSSINGS

ACCIDENTS (UMLC):

To Curb Accidents at Unmanned Level Crossings elimination of UMLCs through various means has been attempted:

It has been decided to progressively eliminate all unmanned level crossings by (i) closing unmanned crossings having NIL/negligible Train Vehicle Units (TVUs), (ii) merger of unmanned level crossing with nearby unmanned/manned gates or Road Under Bridge or Road Over Bridge or Subway by construction of diversion road, (iii) provision of Subways/Road Under Bridges. The Unmanned Level Crossings which cannot be eliminated by the above means, will be progressively manned based on the volume of rail road traffic (TVU) and visibility conditions.

Total No. of Level crossings on Indian railways (as on 1-4-2016)

On Broad Gauge (BG) : 6388 nos.
On Metre Gauge (MG)/Narrow Gauge (NG) : 2952 nos.
Total : 9340 nos.
Target for elimination of UMLC in 2016-17 : 1440 nos.

Year wise elimination UMLC (in nos.)

2013-14	2014-15	2015-16	2016-17 Upto December 2016
1102	1148	1253	992

It has been announced in the Railway Budget 2016-17 that Indian Railways will eliminate all existing UMLCS on BG within the next 3-4 years.

• **Containing the proliferation of Level Crossings (LCs) at source: A policy decision has been taken not to permit any new LC either on existing line or any new line/ gauge conversion to be commissioned henceforth. However only in exceptional cases, retention of unmanned**

LCs on new line or gauge conversion can be permitted with the approval of Railway Board.

Ensuring Basic Infrastructure:

- Provision of basic infrastructure on all unmanned level crossings which includes provision of appropriate visibility, width, gradient, level surface on either side from centre of the nearest track, whistle boards, road warning boards, surface of the approach road and speed breakers/rumble strips as per laid down standards.
- Periodic inspection of such crossings to ensure the above and for taking corrective action, if any.
- Instructions have also been issued to zonal railways to install a 2nd Whistle Board (Repeater) for level crossings at a distance of 250 meters in advance of the level crossings for the loco drivers to whistle while approaching UMLC/ MLC to warn the road users.

Education of road users:

- Social awareness campaigns to educate road users with the use of various print and electronic media for observance of safe practices prescribed in Motor Vehicles Act and Indian Railways Act and joint ambush checks along with civil police to counter misadventure in front of approaching trains.
- Zonal railways have also been advised to deploy Gate Mitra/ Gate Counselors to counsel the road vehicle users for observance of safe practice while negotiating UMLCs. As on 1st April, 2016, about 4326 Gate Mitra/Counselors have been deployed on Indian Railways.

4. MEASURES TAKEN TO PREVENT FIRE IN TRAINS

- **Improving Fire Retardancy in Coaches:**

Coaches are being provided with fire retardant furnishing materials such as Fire retardant curtains, partition panelling, roof ceiling,

flooring, seat and berths along with cushioning material and seat covers, Windows and UIC Vestibules etc. The specifications of these items are being upgraded from time to time as as a part of continual improvement. In the recent past, another parameter called 'Heat Release Rate (HRR)' has been added in the material specification of all major interior furnishing materials used in coaches as per latest European norms.

- **Provision of Automatic Fire and Smoke Detection System in Coaches:**
Automatic Fire and Smoke Detection System has been provided in 200 coaches running in 9 rakes. As per the latest specification the air brake system has been interfaced with the Fire and Smoke Detection System for stopping the train in emergent situation.
- **Provision of Water mist type Fire Suppression in pantry cars and power cars:**
Power cars and Pantry cars are relatively more prone to fire and therefore Fire suppression system based on water-mist technology has been decided for a limited numbers of coaches before large scale proliferation.
- **Provision of Fire Extinguishers:** Dry chemical powder type fire extinguishers are being provided in all mainline Trains. These are portable fire extinguishers and are easy to use by on board staff or passengers in case of emergency. Fire extinguishers are being provided in all Air-conditioned coaches, Second class - cum - guard and luggage van, Pantry cars and train locomotives.
- **Use of improved materials for electrical-fittings and-fixtures such as MCB, light fittings, terminal boards, connectors, etc.**
- **Inspection of Electrical & LPG Fittings in Pantry Cars:** Detailed Instructions have been issued to zonal railways for observance of

14/-

safe practices in handling of pantry cars and for ensuring periodical inspection of electrical and LPG fittings in the pantry cars.

- **Publicity Campaigns:** Intensive publicity campaigns to prevent the travelling public from carrying inflammable goods are regularly undertaken.

Expenditure for safety is in-built in various relevant plan-heads of Railways. An assessment of the Ministry indicates the following expenditure on safety:

(₹. in crores)

Actual 2015-16	Revised Estimate 2016-17	Budget Estimate 2017-18
45516	63063	69530

(d) & (e): Yes, Madam. Ministry of Railways has entered into Memorandum of Understandings/Agreements with Canada, Japan, Russia and Italy for technical cooperation in rail sector, which inter alia include railway safety as one of the cooperation areas. On invitation of Ministry of Railways, safety experts from Korea have visited India from 15.01.2017 to 24.01.2017 to review and discuss various safety and operational practices. A Japanese delegation comprising of track and signal experts have also come to India on 09.01.2017 to share their expertise on safety. On 31st of January, 2017 an Memorandum of Understanding (MOU) has been signed between Indian Railways and Italy for cooperation on various subjects including railway safety.

... 15/-

In the Budget 2017-18, setting up of a 'Rashtriya Rail Sanraksha Kosh' (RRSK) has been announced with a corpus of ₹1 lakh crores over a period of 5 years. A provision of ₹20,000 crore has been made in Budget Estimate 2017-18 towards 'RRSK' to fund essential safety works. These funds will be used for modernization of track, rolling stock, acquisition of vehicle based USFD machines, on board rolling stock monitoring systems and proliferation of other safety technologies.



—

(Q. 82)

SHRI K.C. VENUGOPAL : Hon. Speaker Madam, rail accident is one of the major concerns of the people of India. The hon. Minister of Railways knows that recently a series of accidents have happened which caused loss of lives. In Kerala, in my own constituency, one derailment has happened. Track renewal is the work of utmost priority which has to be done for addressing these accidents. In the Committee on Government Assurances, we have got an answer from the Railway officers that the Railways need Rs. 1,85,000 crore for track renewal and safety measures. But the Finance Ministry replied that they have no money and the Railways themselves have to find out resources.

In the last Budget presented by the hon. Finance Minister, Rs. 1,00,000 crore was given for safety measures which was not in the Budget but which he anticipated will come from extra budgetary resources. In Kerala only, within 100 kilometres, there are 203 patches in the track itself. How can the people rely on the Railways? Therefore, my question is whether the Minister would ensure that track renewal is given highest priority instead of the bullet train. We have to give priority to track renewal in the country. So, I would like to know whether the Minister would give top priority for safety, especially for track renewal.

SHRI SURESH PRABHU: Madam, I want to put this issue into perspective. This is not an issue to score political points.

There have been accidents earlier and we want to ensure that there would not be any accidents in the future. That is our mission, our hope and our will. I thank the hon. Prime Minister since for the first time we have set aside not a small amount but Rs. 1 lakh crore. I wish my friend who is a Professor has gone through the paper where it is already provided in the Budget. It is Rs. 1 lakh crore for five years at Rs. 20,000 crore per year. This amount would be spent on safety-related works.

As I said, I want to put the issue into perspective. The number of accidents in Indian Railways is 0.1 per million train kilometres, which is the globally accepted indicator of safety. It was 0.23 in 2005-06; it has come down to 0.1, which is less than half in the current situation. Therefore, it is true that the number of accidents have come down.

Recently we have noticed that the only kind of accident was derailment. First, let me answer this question. We have provided Rs. 1 lakh crore; out of which track renewal, about which you have asked a question directly, is to be in the region of Rs. 5,000 crore per year. We had increased it in 2016-17 to Rs. 6,700 crore; the 2017-18 Budget, which I hope all of you would pass in the next few days, has Rs. 10,000 crore for track renewal. I am very confident that the entire track renewal would be completed. We are not relying only on that because this is an old way of looking at it.

We are using the utmost highest form of technology which is probably one of the best in the world. We had talked to five countries, namely, Japan, Korea, Italy, France and Germany. Their delegations came immediately after the accidents, thanks to the diplomacy. We must understand the relationship. When the accident took place, thanks to the diplomatic initiatives of the hon. Prime Minister, those countries sent their delegations immediately without expecting anything. We are using ultrasonic flaw detector testing which will ensure that track cracks would be known even beforehand, SPURT cars which will locate whether there is any problem and automatically they will then do a detailed investigation, trial of ultrasonic broken rail detection system which is already set up in two zonal railways on an experimental basis at a cost of Rs. 10 lakh per kilometre which is embedded into the system. There are other things also but I am just confining to track renewal.

I want to take this House into confidence and tell you something which is really worrying. In the last few days we have been noticing some unusual activity. Even today you must have read it in the newspaper. In the last one year, there have

been seven bomb blast attempts, 58 cases of sabotage, and three cases of track tampering attempt to sabotage which we were able to prevent. Luckily in many of these cases, alert railway people and others have helped us to avoid serious accidents. But we have not taken lightly whichever accidents have taken place. We have already set up an investigating agency. The NIA is investigating into this. You must have read in the newspapers reports that they have arrested some people. We are going into the root cause to prevent it.

We are at the same time making systemic changes to ensure that first of all we will provide enough money for track renewal, we would provide enough money on an on-going basis for a five-year programme for the overhauling of the safety mechanism, and at the same time use mechanisation in a big way. All of this is a part of our overall strategy.

We have created a safety cess. We are using new technologies. At the same time, there is an on-going process where we have a massive programme of each and every employee getting himself accustomed to what safety drills he should follow. All the unions were involved; each and every employee participated in this. The whole idea is to gear up the entire organisation to face these challenges.

I understand, it is a big issue and therefore I have taken the House into confidence. When this accident took place in Kanpur, we had set up a multi-disciplinary agency to look into it. Forensic is an important element of it. The Railway Protection Force which has no wings - I would like to announce today and I have already directed the DGRPF - will also go into forensic. We have already roped in Dr. Vyas of the Gujrat Forensic Sciences University based in Gujarat and we are definitely working on a completely comprehensive study. So, let me assure you that this is an important issue and at whatever cost safety will be accorded number one priority. We are doing that. We are not just saying that we are putting in money where it is needed. Safety Fund has also been created. I hope all of us will work together to ensure safe and good travel for all the rail users keeping politics aside.

डॉ. संजय जायसवाल : अध्यक्ष महोदया, बहुत-बहुत धन्यवाद।

महोदया, सबसे पहले तो मैं मंत्री जी को बधाई दूंगा कि उन्होंने सैबोटाज को भी माना, क्योंकि इसमें जो चार कारण दिखाए हैं, उनमें अपराधियों के द्वारा किए जाने के बारे में नहीं लिखा गया था, जबकि इतिहास में पहली बार हुआ है कि मेरे ही लोक सभा संसदीय क्षेत्र का एक साईकिल चोर व्यक्ति मोती पासवान ने कानपुर जितनी बड़ी घटना कर दी। मैं माननीय प्रधान मंत्री जी को बधाई और धन्यवाद देना चाहता हूँ कि पहली बार इतिहास में 30 दिनों के भीतर नेपाल के उस क्रिमिनल को दुबई से डिपोर्ट करके एन.आई.ए. द्वारा अरेस्ट कराया गया। इतिहास में पहली बार यह है कि यह पूरी कार्रवाई 30 दिनों में हुई है।

मेरा प्रश्न समपारों पर दुर्घटनाओं से संबंधित है। आजकल प्रधानमंत्री सड़क योजना के तहत हर जगह सड़कें बन रही हैं। मेरे यहां सुगौली से रघुनाथपुर जाने का एक रास्ता है। उस प्रधानमंत्री सड़क योजना का उद्घाटन चार मंत्रियों ने, उस समय के ग्रामीण विकास मंत्री, उस समय के हैवी इंडस्ट्रीज मंत्री, उस समय के स्टील मंत्री, उस समय के खाद्य मंत्री, सब ने मिलकर उसका शिलान्यास किया था। उसमें शीतलपुर ढाला रेलवे क्रॉसिंग आता है। प्रधानमंत्री सड़क योजना जब बनती है तो उसमें यह ध्यान रखना चाहिए कि अगर वहां पर रेलवे क्रॉसिंग है तो उसके लिए क्या प्रबंध हो रहा है। आज वह डिस्ट्रिक्ट टाउन से जोड़ने का मेन रोड है और जब भी मैं मंत्री जी से पूछता हूँ कि यह 26 किलोमीटर की सड़क पर आप रेलवे लेवल क्रॉसिंग बनाइएगा तो वे कहते हैं कि वह हमारे नक्शे में नहीं है। अगर आपके नक्शे में वह नहीं है तो प्रधानमंत्री सड़क योजना के तहत 26 किलोमीटर की इतनी बड़ी सड़क कैसे बन गयी? जब सड़क बन गयी तो रेलवे का यह कर्तव्य बनता है कि इस तरह के प्रमुख सड़कों पर रेलवे लेवल क्रॉसिंग बनाया जाए।

माननीय अध्यक्ष : आप अपना प्रश्न पूछिए।

डॉ. संजय जायसवाल : मेरा माननीय मंत्री जी से अनुरोध होगा कि प्रधानमंत्री सड़क योजना के तहत जो सड़कें बन गयी हैं, उन पर हजारों की संख्या में ट्रैफिक है, पर उन पर कोई भी रेलवे मैन्ड क्रॉसिंग नहीं है। मेरा, खासकर, शीतलपुर ढाला के संबंध में यह प्रश्न है कि क्या आप उसको मैन्ड रेलवे क्रॉसिंग करने का काम करेंगे?

श्री सुरेश प्रभु : मैडम, हमने सड़क परिवहन और राजमार्ग मंत्रालय के साथ सहयोग के द्वारा यह तय किया है कि जहां भी संभव है, इसे किया जाए। इस तरह के अन-मैन्ड लेवल क्रॉसिंग को पूरी तरह से दूर करने के बारे में हमने जो एलान किया था, उसके बारे में हमने सदन को अवगत कराया ही था। लेकिन, अभी

यह भी करेंगे। माननीय सदस्य ने जो अपने चुनाव क्षेत्र के बारे में स्पेसिफिक बात की है, उसके ऊपर भी हम जरूर ध्यान देंगे।

SHRI CHOUDHURY MOHAN JATUA : Thank you Madam, Speaker for allowing me to ask a supplementary. Madam, I come from the Southern most part of West Bengal, that is the Sunderban.

Sunderban is neglected in terms of development in different sectors, more particularly in communication. Railway stands in the way of having a good communication in the area. In 2009, when Kumari Mamata Banerjee was the Railway Minister, she introduced a number of projects in Sunderban area. I am not mentioning all the programmes. Though some surveys were also conducted in many cases nothing has been done thereafter. One of the proposals was extension of Namkhana-Chandannagar-Bakkhali line, which is hardly 18 to 19 kms. long. Money was also sanctioned for work up to Chandannagar and some work was also started on this line when Kumari Mamata Banerjee was the Railway Minister but thereafter nothing has been done. It is abandoned totally.

HON. SPEAKER: The Question is on safety.

SHRI CHOUDHURY MOHAN JATUA : I know, Madam, we are discussing about the safety measures of the Railways. It is good that we are discussing the safety measures.

HON. SPEAKER: We will have a discussion on this.

SHRI CHOUDHURY MOHAN JATUA : It is good that the hon. Railway Minister has taken a lot of action on safety matters but in my Sunderban area there is no railway line, and so, there is no question of safety. So, let there be some rail line first. Some action was taken, money was also allotted, but thereafter nothing has been done.

माननीय अध्यक्ष : रेल बजट में इसकी चर्चा करेंगे।

SHRI CHOUDHURY MOHAN JATUA : So, I would like to know from the Railway Minister as to when the action will be taken up so that the work on extension of this 19 km rail line can start and can be completed.

HON. SPEAKER: It seems you do not have any question to ask on the safety measures.

SHRI SURESH PRABHU: Madam, we have considerably increased the allocation for the State of West Bengal. In the course of last three Budgets many new lines have been included. Sunderban, of course, is one of the most sought after place. One-third part of Sunderban is in India and two-third is in Bangladesh. So, it is an important place and we will consider it in consultation with the State Government.

SHRI BAIJAYANT JAY PANDA : Thank you Madam, Speaker. I want to raise a very specific aspect of safety. The hon. Minister has given a comprehensive reply and mentioned unmanned level crossings. But there is a problem with manned level crossings also where the road traffic has become so much that they are blocked for many hours. For example, in Tangi, in my constituency everyday about three to four hours the crossing is closed and at a time for about 45 minutes. People get so frustrated, they wriggle under the crossing and are exposed to safety threats.

Railways in collaboration with the State Governments has been jointly funding railway over bridges. I recently conducted a review with the Works Department of my State. Madam, 20 railway over bridges are under construction but they told me that the work is halted because although the State has given its funding the Railways funding is not proportionately made. I thank the hon. Prime Minister that in this Budget Rs.1 lakh crore has been made available for safety. Will the hon. Minister commit that wherever railway over bridges are needed, they will be expedited and where funding is pending from the Railways he will expedite it?

SHRI SURESH PRABHU: Madam, I am little surprised. My good friend has said that the Railways funding has not been provided. I will have to go into the specific case but in most of the cases the problem is the other way round. We provide the funding but the State Government does not come forward. So, I really appreciate that and probably it is because Odisha has got 400 per cent more

allocation. The Chief Minister of the State has publicly appreciated many times the amount of allocation made. Probably, part of that could have come here but I will definitely look into this.

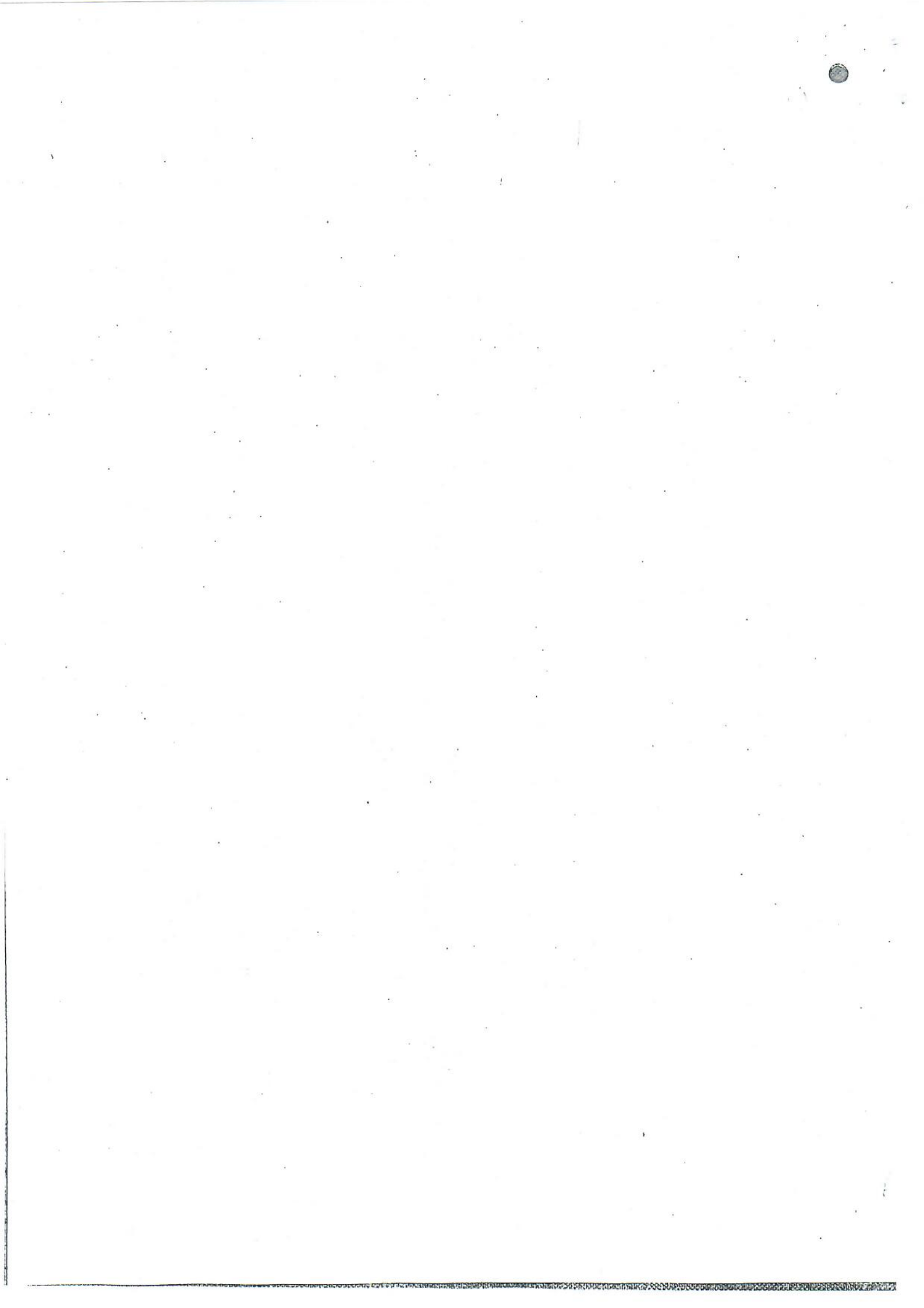
The broader issue is, as you have said, manned level crossings are necessary for safety reasons. Manned level crossing is the historical reality. The population was settled along the railway tracks much after the railway was built. So, it is a real issue, a part of urban planning issue. I think we need to take a broader view taking into confidence the State Government in terms of larger planning issue. I will look into this specific case as it has come from you.

माननीय अध्यक्ष : मीनाक्षी जी, सेफ्टी के संदर्भ में है।

श्रीमती मीनाक्षी लेखी : बहुत-बहुत धन्यवाद, माननीय अध्यक्ष जी। मैं माननीय मंत्री जी से जानना चाहती हूँ कि खासतौर पर उत्तर-पूर्व के अंदर जानवर और मनुष्य का जो कन्फ्लिक्ट है, उसकी वजह से जो सेफ्टी फीचर्स हैं, वे भी अफेक्ट हो रहे हैं। जो रेलवे लाइन है, वह जंगल के बीच में से जा रही है, उसके संदर्भ में आपका ऐसा कुछ प्लान है कि उस लाइन को या तो फॉरेस्ट से बाहर किया जाए या वहां पर ओवरब्रिज करके जंगल के ऊपर से ले जाया जाए। अगर ऐसा कोई प्लान है तो कृपया हमें उसकी जानकारी दे दी जाए?

श्री सुरेश प्रभु: गैडम, यह एनिमल्स की सेफ्टी का भी इश्यू है और यह बिल्कुल सही है कि बहुत सारे प्रोटेक्टेड एरिया से भी रेलवे लाइन गुजरती है। आपको पता होगा कि हमारे जो वाइल्ड एनिमल्स हैं, वे भी कॉरिडोर से जाते हैं। अगर एक एलीफैंट को जाना है तो वह कॉरिडोर के बीच से जाते हैं, क्योंकि उन्हें पता नहीं चलता है। इसलिए हमने हाल ही में इस बात को ध्यान में रखते हुए राज्य सरकारों से, असम से बातचीत की है, क्योंकि वहां पर काफी हमारे हाथियों की मौत के खबर आई थी। इस संबंध में हमारी मीटिंग भी हुई और मैंने चीफ मिनिस्टर से भी बातचीत की है। हम लोग इसमें कुछ रास्ता निकलाने की कोशिश कर रहे हैं।

दूसरा, एक यह भी चैलेज है कि जब ट्रेन गुजरती है तो उसका बड़ी मात्रा में शोर बनती है, आवाज आती है। इसकी वजह से भी जो नोइस पॉल्यूशन होती है, इसकी वजह से भी वाइल्ड लाइफ को खतरा होता है। इन सभी चीजों को ध्यान में रखते हुए, हम लोग कुछ करने की कोशिश करें, यह बिल्कुल सही है और हम इसके ऊपर भी काम करेंगे।



GOVERNMENT OF INDIA
MINISTRY OF CULTURE

Annexure

LOK SABHA

UNSTARRED QUESTION NO. 2315
TO BE ANSWERED ON 31.07.2017

REGIONAL CENTRE OF NATIONAL SCHOOL OF DRAMA

2315. SHRI M.MURALI MOHAN:

Will the Minister of **CULTURE** be pleased to state:

- (a) whether the Government is considering to open a regional office/chapter of National School of Drama at Rajahmundry, Andhra Pradesh;
- (b) if so, the details thereof; and
- (c) the time by which it is likely to be opened?

MINISTER OF STATE (IC) FOR CULTURE & TOURISM

(DR. MAHESH SHARMA)

ANSWER

(a)to(c): A Sub-Committee constituted by National School of Drama (NSD) an autonomous organisation under Ministry of Culture considered the proposal from Government of Andhra Pradesh for opening of Regional Centre of NSD at Rajahmundry, Andhra Pradesh. The Committee deliberated on the issue at length and observed that the degree/diploma/certificate course proposed to be offered at Regional Centre will not be recognised until & unless NSD has legal status by declaring it as an Institution of National Importance by special legislation. The proposal to declare NSD as an Institution of National Importance is under active consideration of the Government. Hence, the Committee suggested that the matter regarding opening of NSD's Centre in Andhra Pradesh may be deferred till such time the status of Institution of National Importance is granted to NSD.



MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES

(2019-2020)

(SEVENTEENTH LOK SABHA)

ELEVENTH SITTING

(31.07.2020)

The Committee sat from 1100 hours to 1155 hours in Committee Room "C", Parliament House Annex, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Ramesh Chander Kaushik
4. Shri Kaushalendra Kumar
5. Shri Ashok Mahadeorao Nete
6. Shri Santosh Pandey

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S.L. Singh - Deputy 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 consider 25 Memoranda containing requests received from various Ministries/Departments for dropping of 26 pending Assurances and for taking oral evidence of the representatives of the Ministry of Home Affairs regarding pending Assurances. The Committee then took up the said 25 Memoranda (Memorandum Nos. 209 to 233) for consideration for dropping or otherwise of the relevant Assurances. After considering a few Memoranda, the Committee authorized the Hon'ble Chairperson to decide the Memoranda. The Chairperson subsequently decided to drop 24 Assurances as per details given in Annexure-I* and to pursue the remaining 02 Assurances as per details given in Annexure-II for implementation by the Ministry/Department concerned.

XXXXX

XXXXX

XXXXX

XXXXX

XXXX

The Committee then adjourned.

* Not enclosed

COMMITTEE ON GOVERNMENT ASSURANCES (2019-2020)

Annexure-II

Statement Showing Assurances not dropped by the Committee on Government Assurance (2019-2020) at their sitting held on 31.07.2020

S.No.	Memo No.	SQ/USQ No. and date	Ministry/ Department	Subject	Remarks
1	217	SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.)	Railways	Safety Technology	The Assurance pertains to 3 matters viz. survey to assess the safety mechanism of railways, retrofitting of Integral Coach Factory (ICF) coaches as Linke Hofmann Busch (LHB) coaches and execution of Kamarkundu Railway Gate Project. The Ministry has informed the Committee that conversion of ICF trains with LHB is taking place at a fast pace. However, the Ministry has not said anything in regard to safety survey and Kamarkundu Railway Gate Project. Thus, the Ministry's submission for dropping of Assurance lacks justification. The Committee feel that once an Assurance is given, it should be brought to its logical end. The Committee desire that the Ministry should also pursue the matter regarding safety survey and Kamarkundu Railway Gate Project in a time bound manner with concerted efforts so that

S.No.	Memo No.	SQ/USQ No. and date	Ministry/ Department	Subject	Remarks
2.	228	USQ No. 2315 dated 31.07.2017	Culture	Regional Centre of National School of Drama	<p>things do not get stuck up and the Assurance is implemented expeditiously. The Committee would also like to be apprised of the initiatives taken and the progress made in the matter.</p> <p>The Committee note that the grounds mentioned by the Ministry for dropping of the Assurance bear no relation to the actual subject matter of the Assurance. While emphasizing that the matter should be brought to its logical end, the Committee desire that the Ministry should work towards declaring National School of Drama (NSD) as an institution of national importance and fulfil the Assurance at the earliest. The Committee would also like to be apprised of the initiatives taken and the progress made in the matter.</p>

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
FIRST SITTING
(03.12.2020)

The Committee sat from 1100 hours to 1215 hours in Committee Room 'B', Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - **Chairperson**

MEMBERS

2. Shri Ramesh Chander Kaushik
3. Shri Kaushalendra Kumar
4. Shri Santosh Pandey
5. Shri Pashupati Kumar Paras

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Lovekesh Kumar Sharma - Director
3. Shri S.L. Singh - Deputy Secretary

WITNESSES

XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX

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) chalk out future programme of the Committee; (ii) consider and adopt 14 draft Reports; (iii) consider 25 Memoranda containing requests received from various Ministries/Departments for dropping or otherwise of 61 pending Assurances; and (iv) take oral evidence of the representatives of the Ministry of Civil Aviation regarding pending Assurances.

2. Thereafter, the Committee took up for consideration and adoption the following 14 Draft Reports:-

- (i) Draft Seventeenth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (ii) Draft Eighteenth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';



- (iii) Draft Nineteenth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Power';
- (iv) Draft Twentieth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Youth Affairs and Sports (Department of Sports)';
- (v) Draft Twenty-First Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (vi) Draft Twenty-Second Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (vii) Draft Twenty-Third Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Chemicals and Fertilizers (Department of Fertilizers)';
- (viii) Draft Twenty-Fourth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Defence (Department of Defence)';
- (ix) Draft Twenty-Fifth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (x) Draft Twenty-Sixth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (xi) Draft Twenty-Seventh Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (xii) Draft Twenty-Eighth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (xiii) Draft Twenty-Ninth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and
- (xiv) Draft Thirtieth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)'.

3. The Committee adopted all the above mentioned 14 Draft Reports without any amendment and authorized the Chairperson to present the Reports at a later date.

XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX
 XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX

The Committee then adjourned.

**COMPOSITION OF THE COMMITTEE
ON GOVERNMENT ASSURANCES*
(2019 - 2020)**

SHRI RAJENDRA AGRAWAL

- Chairperson

MEMBERS

2. Shri Sudip Bandyopadhyay
3. Shri Nihal Chand Chauhan
4. Shri Gaurav Gogoi
5. Shri Nalin Kumar Kateel
6. Shri Ramesh Chander Kaushik
7. Shri Kaushalendra Kumar
8. Shri Ashok Mahadeorao Nete
9. Shri Santosh Pandey
10. Shri Pashupati Kumar Paras
11. Shri Parbatbhai Savabhai Patel
12. Shri M.K. Raghavan
13. Shri Chandra Sekhar Sahu
14. Dr. Bharatiben Dhirubhai Shyal
15. Smt. Supriya Sule

SECRETARIAT

- | | | | |
|----|----------------------------|---|------------------|
| 1. | Shri Pawan Kumar | - | Joint Secretary |
| 2. | Shri Lovekesh Kumar Sharma | - | Director |
| 3. | Shri S. L. Singh | - | Deputy Secretary |

* The Committee was constituted w.e.f. 09 October, 2019 *vide* Para No. 609 of Lok Sabha Bulletin Part-II dated 09 October, 2019

