

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2020-2021)**

(SEVENTEENTH LOK SABHA)

FORTY - FIFTH REPORT

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

Presented to Lok Sabha on 03 /08 /2021



**LOK SABHA SECRETARIAT
NEW DELHI**

August, 2021 / Sravana, 1943 (Saka)

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**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 M.K. Raghavan
11. Shri Chandra Sekhar Sahu
12. Dr. Bharatiben Dhirubhai Shiyal
13. Shri Indra Hang Subba
14. Smt. Supriya Sule
15. Vacant@

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

@ Shri Pashupati Kumar Paras ceased to be a Member of the Committee w.e.f. 7.7.2021 due to his induction in the Union Council of Ministers.

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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 Forty Fifth Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2020-2021) at their sitting held on 19th January, 2021 took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances.

3. At their sitting held on 29 July, 2021, 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.

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;

30 July, 2021

०४ Sravana, 1943 (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 fulfillment 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 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.

3. 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.

4. In pursuance of the *ibid* decision, the Committee on Government Assurances (2020-2021) 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 19th

January, 2021. The Committee examined in detail the following Twenty-three Assurances (Appendices – I to XXIII):

Table 1

SI.No.	SQ/USQ No. and date	Subject
1.	USQ No. 4176 dated 22.03.2013	Abolition of Residential Help (Appendix –I)
2.	USQ No. 862 dated 08.08.2013	Projects Under Central Railway (Appendix –II)
3.	USQ No. 4274 dated 07.08.2014	Security Personnel in Trains (Appendix –III)
4.	SQ No. 61 dated 27.11.2014	Safety and Security of Railway Passengers (Appendix –IV)
5.	SQ No. 61 dated 27.11.2014 (Supplementary by Shri K. C. Venugopal, M.P.)	Safety and Security of Railway Passengers (Appendix –V)
6.	USQ No. 1125 dated 02.03.2015	Safety of Passengers (Appendix –VI)
7.	SQ No. 65 dated 27.11.2014 (Supplementary by Shri B.V. Naik, M.P.)	Old Railway Bridges (Appendix –VII)
8.	SQ No. 205 dated 08.12.2014 (Supplementary by Shri Gaurav Gogoi, M.P.)	Trains for Tourists (Appendix –VIII)
9.	USQ No. 3364 dated 10.08.2015	Railway Protection Force (Appendix –IX)
10.	USQ No. 623 dated 02.12.2015	New Class of Locomotives (Appendix –X)
11.	USQ No. 1668 dated 09.12.2015	Security at Railway Stations (Appendix –XI)
12.	SQ No. 344 dated 23.12.2015 (Supplementary by Shri Vinod Kumar Boianapalli, M.P.)	Modernisation of Railways Workshops (Appendix –XII)
13.	USQ No. 3156 dated 16.03.2016	Approval to Hubli-Ankola Railway Line (Appendix –XIII)

14.	USQ No. 1628 dated 04.05.2016	Consumption of Diesel and Electricity by Railways (Appendix –XIV)
15.	USQ No. 495 dated 20.07.2016	Railway Line to Andhra Pradesh Capital (Appendix –XV)
16.	USQ No. 592 dated 20.07.2016	Development of Railway Stations (Appendix –XVI)
17.	SQ No. 344 dated 10.08.2016 (Supplementary by Shri Kirti Azad, M.P.)	Multiple Bookings (Appendix –XVII)
18.	SQ No. 82 dated 08.02.2017 (Supplementary by Dr. Sanjay Jaiswal, M.P.)	Safety Technology (Appendix –XVIII)
19.	SQ No. 282 dated 22.03.2017	Projects on Cost Sharing Basis (Appendix –XIX)
20.	SQ No. 282 dated 22.03.2017 (Supplementary by Shri Ramdas Chandrabhanji Tadas, M.P.)	Projects on Cost Sharing Basis (Appendix –XX)
21.	USQ No. 3372 dated 22.03.2017	Speedy Implementation of Railway Projects in Kerala (Appendix –XXI)
22.	USQ No. 4481 dated 29.03.2017	Hirakund Express Train Accident (Appendix –XXII)
23.	USQ No. 6436 dated 12.04.2017	Level Crossings in Karnataka (Appendix –XXIII)

5. 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-XXIV.

6. During the oral evidence, the Committee drew the attention of the representatives to the long pending list of 172 Assurances (upto the 3rd Session of the 17th Lok Sabha) pertaining to the Ministry of Railways. Out of these, 28 Assurances pertained to the 15th Lok Sabha, 69 Assurances to the 16th Lok Sabha and 75 Assurances to the 17th Lok Sabha.

The Committee enquired about the system of monitoring and reviewing the implementation of Pending Assurances in the Ministry. The Chairman and CEO, Railway Board replied as under:

"Sir we have a section for monitoring the Assurances and replies given in respect of Questions in the Lok Sabha and the Rajya Sabha. Whenever we reply, initially replies are given from various directorates. We have different wings. There are separate wings for traffic and infrastructure. If it is about running a vehicle or about a project or rolling stock, then its members are different. The reply comes from there. In our system, we have Director level officers. They are given Questions and from there, the replies are given considering the ground realities and the replies are approved. The minimum level of approval of the reply that is given is of the Member's level. We give replies to Questions through the Hon'ble Minister in the Parliament. There are also many replies which have a strategy for implementation or time bound issues which may take some time such as new line or survey or issues of recruitment or RPF issues. We review it every month at the Board level. We review the Assurance, at first, Members do it at their level and then at the level of Chairman, normally, Assurances are reviewed once in three months."

7. He further added as under:

"Sir, you are right that around 170 Assurances are pending. This number was even higher before. A lot of work has been done on many of these Assurances. It has always been our endeavour to respond and give reply as quickly as possible and side by side take action on the ground so that as you said, the citizens of the country are benefitted."

8. The Committee, then, specifically directed that the minutes of the monthly meetings held in the Ministry for review of pending Assurances be furnished to the Committee.

9. The Committee acknowledged the commendable services rendered by the Ministry of Railways during the difficult and challenging times of COVID-19 pandemic, especially in ensuring successful transportation of lakhs of migrant workers and uninterrupted supply

chain, particularly of essential commodities throughout the length and breadth of the country.

10. The Chairman and CEO, Railway Board, also apprised the Committee that in respect of Assurances mentioned at Sl. Nos. 1 (Partly Implemented on 22.12.2017), 18, 19, 22 and 23 of Table 1 of this Report, Implementation Reports had been submitted to the competent authority for approval and for furnishing to the Ministry of Parliamentary Affairs for being laid on the Table of the House.

11. Subsequently, 10 Assurances mentioned at Sl. Nos. 2, 5, 8, 9, 11, 12, 13, 16, 17 and 21 have since been implemented on 11.02.2021, while another 02 Assurances mentioned at Sl. Nos. 7 and 10 have been implemented on 24.03.2021. Further, the Committee acceded to the request of the Ministry of Railways for dropping of Assurances mentioned at Sl. Nos. 3, 4, and 6 at their sitting held on 12.04.2021.

Observations/Recommendations

12. **The Committee note that out of the 23 Assurances of the Ministry of Railways taken up by them for oral evidence, 12 Assurances mentioned at Sl. Nos. 2, 5, 7, 8, 9, 10, 11, 12, 13, 16, 17 and 21 have since been implemented after a lapse of more than three to seven years while Implementation Reports in respect of another five Assurances mentioned at Sl. Nos. 1, 18, 19, 22 and 23 were in the process of furnishing to the Ministry of Parliamentary Affairs when the evidence was taken. Further, the three Assurances mentioned at Sl. Nos. 3, 4 and 6 have since been dropped on justifiable grounds by the Committee at their sitting held on 12.04.2021. However, pendency of as many as 172 Assurances of which 28 pertained to 15th Lok Sabha, 69 to the 16th Lok Sabha and 75 to the 17th Lok Sabha on the date of the evidence, ostensibly due to lack of initiative, planning and coordination on the part of the Ministry of Railways**

indicates that monitoring, review and follow-up action taken on the Assurances need to be further toned up with a greater sense of alacrity and responsibility. The Committee are of the view that Railways continues to be the lifeline for socio-economic growth of India and plays a pivotal role in the overall development of the country. The Committee feel that growth, success and expansion of Railways are crucial for the country not only owing to its substantial contribution in employment generation, integrating markets and increasing trade but also due to it being an affordable long distance transport system and its contribution in socio-economic bonding. To surmount the existing and emerging challenges in this regard, Railways need to go for modernization and upgradation of its infrastructure and the level of operational efficiency. Expeditious fulfillment of Parliamentary Assurances with proper planning will keep the Railways in a better position to achieve this. The Committee are fully aware that implementation of some of the Assurances, especially those pertaining to policy matters and maintenance aspect of the infrastructure, which is a long drawn out process as well as those involving other Ministries/Departments may be difficult to accomplish within the prescribed period. However, pro-active 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 co-ordination with all concerned for streamlining the exiting 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 further desire that the Ministry of Railways should expedite finalization, furnishing and laying of Implementation Reports that are under submission for approval within the Ministry. The Committee would also like the Ministry of Railways to bring in paradigm shift in its approach to Parliamentary Assurances to ensure that these are fulfilled without inordinate delay.

III. Implementation Reports

13. As per the Statements of the Ministry of Parliamentary Affairs, Implementation Reports in respect of the following Assurances have since been laid on the Table of the House on the dates as mentioned against each:

Table 2

Sl.No	Sl.No. in the Table 1 (Para No. 4)	SQ/USQ No. and date	Date of Implementation
1.	Sl. No. 2	USQ No. 862 dated 08.08.2013 regarding 'Projects Under Central Railway'	11.02.2021
2.	Sl. No. 5	SQ No. 61 dated 27.11.2014 (Supplementary by Shri K. C. Venugopal, M.P.) regarding 'Safety and Security of Railway Passengers'	11.02.2021

3.	Sl. No. 7	SQ No. 65 dated 27.11.2014 (Supplementary by Shri B. V. Naik, M.P.) regarding 'Old Railway Bridges'	24.03.2021
4.	Sl. No. 8	SQ No. 205 dated 08.12.2014 (Supplementary by Shri Gaurav Gogoi, M.P.) regarding 'Trains for Tourists'	11.02.2021
5.	Sl. No. 9	USQ No. 3364 dated 10.08.2015 regarding 'Railway Protection Force'	11.02.2021
6.	Sl. No. 10	USQ No. 623 dated 02.12.2015 regarding 'New Class of Locomotives'	24.03.2021
7.	Sl. No. 11	USQ No. 1668 dated 09.12.2015 regarding 'Security at Railway Stations'	11.02.2021
8.	Sl. No. 12	SQ No. 344 dated 23.12.2015 (Supplementary by Shri Vinod Kumar Boianapalli, M.P.) regarding 'Modernisation of Railways Workshops'	11.02.2021
9.	Sl. No. 13	USQ No. 3156 dated 16.03.2016 regarding 'Approval to Hubli-Ankola Railway Line'	11.02.2021
10.	Sl. No. 16	USQ No. 592 dated 20.07.2016 regarding 'Development of Railway Stations'	11.02.2021
11.	Sl. No. 17	SQ No. 344 dated 10.08.2016 (Supplementary by Shri Kirti Azad, M.P.) regarding 'Multiple Bookings'	11.02.2021
12.	Sl. No. 21	USQ No. 3372 dated 22.03.2017 regarding 'Speedy Implementation of Railway Projects in Karnataka'	11.02.2021

NEW DELHI;
July, 2021
 Sravana, 1943 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

Government of India
Ministry of Finance
Department of Expenditure

LOK SABHA

UNSTARRED QUESTION NO. 4176
TO BE ANSWERED ON FRIDAY, THE 22ND MARCH, 2013
1, CHAITRA, 1935 (SAKA)

ABOLITION OF RESIDENTIAL HELP

QUESTION

4176: SHRI A. GANESHAMURTHI:

Will the Minister of FINANCE be pleased to state:

- (a) whether the 6th Central Pay Commission has recommended abolition of Residential Helps to officers in Central Para Military Forces, Railways and Defence; and
- (b) if so, the details along with the present implementation/compliance status thereof, Ministry-wise?

ANSWER

MINISTER OF STATE IN MINISTRY OF FINANCE (E & FS)

(SHRI NAMO NARAIN MEENA)

(a) to (b): Information is being collected and will be laid on the Table of the House.

LOK SABHA

**UNSTARRED QUESTION NO. 862
TO BE ANSWERED ON 08.08.2013**

PROJECTS UNDER CENTRAL RAILWAY

+862. SHRI SURESH KASHINATH TAWARE:

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

- (a) the details of surveys for new rail lines, work of laying of new rail lines and gauge conversion completed under the Central Railway during the last three years and the current year, separately; and**
- (b) the details of total funds allocated and spent thereon separately, project-wise?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(रेल मंत्रालय में राज्य मंत्री)

(SHRI ADHIR RANJAN CHOWDHURY)

(a) & (b): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) AND (b) OF UNSTARRED QUESTION NO. 862 BY SHRI SURESH KASHINATH TAWARE TO BE ANSWERED IN LOK SABHA ON 08.08.2013 REGARDING PROJECTS UNDER CENTRAL RAILWAY

(a): Details of surveys completed for new lines during the last three years and current year under the Central Railway are as under:-

(Rs. in crore)

S. No.	Year of completion	Name of Surveys	KM	Status
1.	2010-11	Dhule-Amalner (New Line)	39	Sent to Planning Commission for "In Principle" approval. Planning Commission refused due to resource crunch.
2.	2010-11	Ballarshah-Surjagad (Etapalli) (New Line)	122	Sent to Planning Commission for "In Principle" approval.
3.	2010-11	Khandwa-Dhar via Khargone, Barwani (New Line)	250	Sent to Planning Commission for "In Principle" approval. Planning Commission refused due to resource crunch.
4.	2011-12	Rail link from Jindal Steel Works Jaigarh Port to Konkan Railway Corporation Limited (New Line)	200	Under examination.
5.	2011-12	Jaina-Khamgaon via Buldhana (New Line)	185	Under examination.
6.	2011-12	Manmad-Indore via Malegaon & Dhule (New Line)	339	Under examination.
7.	2011-12	Feasibility study for introducing passenger services between Pen-Thal (New Line)	26	Under examination.
8.	2012-13	Solapur-Jalgaon (New Line)	454	Under examination.
9.	2013-14	Sausar-Pandhurna (New Line)	33	Under examination.

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(b): Details of work of laying of new rail lines and gauge conversion completed during the last three years and current year under the Central Railway are as under-

(Rs. in crore)

S. No.	Year of completion	Name of Project	Sanctioned cost	Funds allotted and expenditure					
				Funds allocated 2010-11	Exp. 2010-11	Funds allocated 2011-12	Exp. 2011-12	Funds allocated 2012-13	Exp. 2012-13
1.	2010-11	Amravati-Narkhed (138 km) (New Line)	728.00	126.52	129.11	87	87.24	28.49	28.85
2.	2010-11	Lonand-Phaltan (27 km) (New Line)	138.48	39.94	45.99	25.75	26.13	8.47	8.29
3.	2010-11	Miraj-Latur (Gauge Conversion)	950.00	95.44	94.12	48.90	47.52	21.70	23.9
4.	2011-12	Nil							
5.	2012-13	Nil							
6.	2013-14	Nil							

LOK SABHA

UNSTARRED QUESTION NO. 4274
TO BE ANSWERED ON 07.08.2014

SECURITY PERSONNEL IN TRAINS

4274. SHRI DUSHYANT CHAUTALA:

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

- (a) the number of Railway Protection Force (RPF) currently deployed for the safety and security of railway passengers indicating the number of women constables;
- (b) whether the railways propose to increase the deployment of security personnel at railway stations and in running trains and stations including creation of special women protection wing in trains; and
- (c) if so, the details thereof along with the present status of each of these proposals?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(रेल मंत्रालय में राज्य मंत्री)

(SHRI MANOJ SINHA)

- (a) As on 01.01.2014, there are 57116 Force personnel of Railway Protection Force (RPF), including 1403 women personnel, deployed for the safety and security of railway passengers and railway property.
- (b) & (c) Yes, Madam. In order to increase the deployment of security personnel at railway stations and in running trains, the Railways are in the process of filling up of 17087 vacancies of Constables. Apart from this, 1056 additional posts have already been created for 8 Mahila Companies. A proposal for creation of another 4192 posts of Mahila Companies is under consideration.

LOK SABHA

STARRED QUESTION NO. 61
TO BE ANSWERED ON 27.11.2014

SAFETY AND SECURITY OF RAILWAY PASSENGERS

*61 DR. A. SAMPATH:
SHRI ARJUN CHARAN SETHI:

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

- (a) the number of incidents involving robbery, theft, murder, harassment of children and women reported in running trains during the last three years and the current year, year-wise;
- (b) whether the Railways have put any comprehensive mechanism to ensure safety and security of passengers particularly women passengers in the trains;
- (c) if so, the details thereof along with the responsibilities assigned to the State Authorities and the Railways; and
- (d) the other steps taken/proposed to be taken by the Railways to improve safety and security of passengers and also prevent recurrence of such incidents in future?

ANSWER

MINISTER OF RAILWAYS

(रेल मंत्री)

(SHRI SURESH PRABHAKAR PRABHU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 61 BY DR. A. SAMPATH AND SHRI ARJUN CHARAN SETHI TO BE ANSWERED IN LOK SABHA ON 27.11.2014 REGARDING SAFETY AND SECURITY OF RAILWAY PASSENGERS

(a): The number of cases of robbery, theft, murder, harassment of children and women reported in trains over Indian Railway during the years 2011, 2012, 2013 and 2014 (Upto October) is as under:

YEAR	Robbery	Theft	Murder	Harassment of women and children
2011	225	9230	27	106
2012	448	8225	29	165
2013	532	9191	32	242
2014(Upto Oct)	276	7741	17	245

(b) & (c): At present a three tier security mechanism of Government Railway Police (GRP), Railway Protection Force (RPF) and District Police is in place over Indian Railways in which prevention and detection of crime, including crime against women passengers and children, in Railway premises and running trains are the responsibility of States through their GRPs. Accordingly, the cases of crime on Railways are reported, registered and investigated by the GRP. RPF supplements the efforts of GRP by deploying its staff for escorting of important trains in affected areas and access control duties at important and sensitive stations.

Concerned District Police are responsible for security of tracks, bridges and tunnels.

(d): The other steps taken/proposed to be taken by the Railways to improve safety and security of passengers and also to prevent recurrence of such incidents in future are as under:-

1. All the ladies special trains running in Metropolitan cities are being escorted by lady RPF constables.

2. The ladies compartments in local trains are being escorted by RPF and GRP during peak / non-peak hours. Staff deployment is made during late night and early morning local trains to ensure proper security to the lady passengers.
3. On vulnerable and identified routes/ sections, 1300 trains (on an average) are escorted by Railway Protection Force daily, in addition to 2200 trains escorted by Government Railway Police of different States daily.
4. Out of actual deployed strength 55820 RPF personnel there are 1444 lady personnel in service out of which 759 are deployed for escorting of trains.
5. In addition, 08 Mahila Vahinis consisting of 1056 lady personnel have been sanctioned.
6. Creation of 4192 lady personnel have been announced in Railway Budget 2014-15. The proposal is at present under consideration of Ministry of Finance.
7. An Integrated Security System consisting of electronic surveillance of vulnerable stations through Close Circuit Television Camera Network, access control, Anti-sabotage checks has been finalized to strengthen surveillance mechanisms over 202 sensitive Railway stations.
8. An All India Security Helpline '1800-111-322' has been operational at Railway Board to enable passengers to seek security related assistance round the clock.
9. To create a more effective security mechanism over Indian Railways, a proposal for amendment in the RPF Act has been moved by the Ministry of Railways with the approval of the Ministries of Law and Justice and Home Affairs. This will empower the RPF to deal with serious crimes in passenger areas.
10. RPF holds regular coordination meetings with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).

LOK SABHA

STARRED QUESTION NO. 61
TO BE ANSWERED ON 27.11.2014

SAFETY AND SECURITY OF RAILWAY PASSENGERS

*61 DR. A. SAMPATH:
SHRI ARJUN CHARAN SETHI:

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

- (a) the number of incidents involving robbery, theft, murder, harassment of children and women reported in running trains during the last three years and the current year, year-wise;
- (b) whether the Railways have put any comprehensive mechanism to ensure safety and security of passengers particularly women passengers in the trains;
- (c) if so, the details thereof along with the responsibilities assigned to the State Authorities and the Railways; and
- (d) the other steps taken/proposed to be taken by the Railways to improve safety and security of passengers and also prevent recurrence of such incidents in future?

ANSWER

MINISTER OF RAILWAYS

(रेल मंत्री)

(SHRI SURESH PRABHAKAR PRABHU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 61 BY DR. A. SAMPATH AND SHRI ARJUN CHARAN SETHI TO BE ANSWERED IN LOK SABHA ON 27.11.2014 REGARDING SAFETY AND SECURITY OF RAILWAY PASSENGERS

(a): The number of cases of robbery, theft, murder, harassment of children and women reported in trains over Indian Railway during the years 2011, 2012, 2013 and 2014 (Upto October) is as under:

YEAR	Robbery	Theft	Murder	Harassment of women and children
2011	225	9230	27	106
2012	448	8225	29	165
2013	532	9191	32	242
2014(Upto Oct)	276	7741	17	245

(b) & (c): At present a three tier security mechanism of Government Railway Police (GRP), Railway Protection Force (RPF) and District Police is in place over Indian Railways in which prevention and detection of crime, including crime against women passengers and children, in Railway premises and running trains are the responsibility of States through their GRPs. Accordingly, the cases of crime on Railways are reported, registered and investigated by the GRP. RPF supplements the efforts of GRP by deploying its staff for escorting of important trains in affected areas and access control duties at important and sensitive stations.

Concerned District Police are responsible for security of tracks, bridges and tunnels.

(d): The other steps taken/proposed to be taken by the Railways to improve safety and security of passengers and also to prevent recurrence of such incidents in future are as under:-

1. All the ladies special trains running in Metropolitan cities are being escorted by lady RPF constables.

2. The ladies compartments in local trains are being escorted by RPF and GRP during peak / non-peak hours. Staff deployment is made during late night and early morning local trains to ensure proper security to the lady passengers.
3. On vulnerable and identified routes/ sections, 1300 trains (on an average) are escorted by Railway Protection Force daily, in addition to 2200 trains escorted by Government Railway Police of different States daily.
4. Out of actual deployed strength 55820 RPF personnel there are 1446 lady personnel in service out of which 758 are deployed for escorting of trains.
5. In addition, 08 Mahila Vahinis consisting of 1056 lady personnel have been sanctioned.
6. Creation of 4192 lady personnel have been announced in Railway Budget 2014-15. The proposal is at present under consideration of Ministry of Finance.
7. An Integrated Security System consisting of electronic surveillance of vulnerable stations through Close Circuit Television Camera Network, access control, Anti-sabotage checks has been finalized to strengthen surveillance mechanism over 202 sensitive Railway stations.
8. An All India Security Helpline '1800-111-322' has been operational at Railway Board to enable passengers to seek security related assistance round the clock.
9. To create a more effective security mechanism over Indian Railways, a proposal for amendment in the RPF Act has been moved by the Ministry of Railways with the approval of the Ministries of Law and Justice and Home Affairs. This will empower the RPF to deal with serious crimes in passenger areas.
10. RPF holds regular coordination meetings with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).

11.01 hrs

ORAL ANSWERS TO QUESTIONS

HON. SPEAKER: Now, Q. No. 61, Dr. A. Sampath.

(Q.61)

DR. A. SAMPATH: Hon. Speaker, I am very much happy to get a reply from my old friend.

Hon. Speaker, I would like to draw your attention to the reply that has been given. In the reply, in paragraph 4, the Minister has replied that out of actual deployed strength of 55,820 RPF personnel, there are 1444 lady personnel in service, out of which 759 are deployed for escorting trains.

Hon. Speaker, with your permission I would like to ask the following question. I am coming from a place which is the capital city of Kerala where 55 trains are being operated on a daily basis. Apart from the 55 daily trains, 10 weekly trains and 8 trains from Kochuveli terminal also are being operated. So, in total 73 trains are being operated from Trivandrum district alone.

Madam Speaker, I hope the Minister may be well aware of the fact that there are only 21 women RPF personnel in Thiruvananthapuram Division. The total strength of men and women RPF personnel there is 460. The sanctioned strength is 700 in that Division.

Now, I would like to invite the attention of the Minister to a specific point. Will the Ministry of Railways ensure the safety of the passengers, especially women and children passengers, by posting sufficient number of Railway Protection Force personnel including RPF women personnel? From the data that I have collected from the Railway officials, I understand that at least if one RPF woman personnel is needed for one train, then 73 women personnel are needed there. From the answer it is very evident that, in one of the largest railway networks in the world, we are experiencing a particular situation where the

number of thefts, robberies, murders and harassment of women and children are on the rise. They are increasing in the Indian Railways.

I want to know whether my friend, the new Railway Minister, will take urgent steps to ensure the safety of the passengers in the Indian Railways.

SHRI SURESH PRABHU: Madam Speaker, it is a bounden responsibility of a carrier to protect all those who travel by that carrier. In this particular case, it is the bounden and inherent responsibility of the Indian Railways to make sure that whoever travels on the Railways are well protected. I will assure the House that we will be very happy to take whatever steps which are necessary to be taken in addition to what we have taken already in the limited budgetary constraints and also limited legal space that is available to the Railways.

Let me explain it to the hon. Member as he comes from a very important State of Kerala where fortunately the literacy rate is high. So, I hope that the nature of crime is also not as high as in other States. But still we must protect all the travellers from whichever State they come and in whichever train they travel.

The legal point is, there is a Government Railway Police which is the responsibility of the State Government. The Indian Railways pay 50 per cent of the amount of cost that is incurred for running this service from their own budget. But still the primary responsibility of maintaining law and order as is enshrined in the Constitution of India being with the State, the personnel of GRP operate under the State control, supervision and direction.

As regards the Railway Protection Force which is directly under the Railways, the Railway Protection Force has been getting a mandate only to protect the railway property passenger and passenger area. Lately, we realise that GRP has not been able to protect as much as they should. To supplement that effort, we have been deploying the personnel of Railway Protection Force in the Railways.

There are about 3500 trains which are always being escorted of which 2200 trains are escorted by the GRP and 1300 trains by the RPF. But I will also try to find out as to how we could increase the security more.

Madam, if you permit me, I would just like to present to you some of the new initiatives which we would like to take to make sure that this is done. One initiative is, we would like to, of course, pursue with the State Governments to allow the GRP to function under the Railways so that we can have an integrated system. Today, what is happening is that the RPF as well as the GRP do not work together. We are thinking on whether we can integrate them. We have already circulated a note to the State Governments in this regard. Several State Governments have opposed it. I hope that the Government of Kerala would not oppose it. Only a few States are supporting it. I am intending to write a letter to the hon. Chief Ministers requesting them to allow us to do this.

Secondly, we are going to give mobile phones to all the personnel who escort the trains so that they can have a better communication with each other.

Thirdly, we are also thinking of introducing a system of spot fine. If we notice that somebody is really misbehaving, with women, then how can we tackle such a situation?

Most importantly, the Railways do not maintain a forensic lab. We are looking into the modus operandi in committing certain crimes. Each State has a Modus Operandi Branch. What we are hoping and intending to do is to tie up with a forensic lab of the State which will be connected to the National Forensic Lab maintained by the Ministry of Home Affairs. If the State Governments also maintain their forensic labs, then we will be able to actually track the criminals in a much better way and find out how to proceed with the case. In terms of providing security to women, we have started new Mahila Vahinis. Hopefully in the next few months, subject to sanction from my colleague, the Finance Minister, we would be able to recruit more women constables for this. We are starting a

special training programme which was not there to make sure that we will be able to work on that.

If the House agrees and if you think that we should do it, we can even install CCTVs in the individual compartments. Of course, some sensitivities are involved in this. People feel that there are some privacy issues here. But if you all feel that it should be done, we will be more than happy to do it.

DR. A. SAMPATH : I will be very brief.

HON. SPEAKER: I think it is because you have got enough response.

DR. A. SAMPATH : He has the privilege. I also got the privilege. I am lucky that I got some answers from him.

Now-a-days, many of the passengers experience certain difficulties in getting some food items, like tea, snacks or even drinking water, from outside. The number of vegetarian and non-vegetarian refreshment stalls have been reduced. Food plazas are coming up. If an elderly citizen, particularly a woman, travelling in a train wants to fetch a cup of tea or coffee or snacks from the food plaza, a two-minute stoppage is not enough. She has to get down and she has to walk up to the food plaza. In the mean time, her luggage would vanish or she herself would be attacked. So, you can imagine their plight. Previously, there were vendors. Now, their numbers have been curtailed. I do not know the reason.

So, my question to the Minister, through you, is whether the Minister will revamp the whole system to ensure the passengers' safety without depriving their right to get snacks, tea, coffee and drinking water. We cannot compromise their safety and at the same time we cannot compromise their liberty also. They have the freedom to get snacks, tea, coffee and drinking water.

HON. SPEAKER: You said you will be brief!

DR. A. SAMPATH : It is the grievance of the people, especially of the women who are travelling in the trains, particularly of those who are travelling alone. That is why I am seeking your help.

So, I would like to know whether the Minister will be kind enough to allow more licenced vendors to provide snacks and other food items in the platforms in order to ensure their safety. It may be provided in the compartments also if the pantry is not available.

SHRI SURESH PRABHU: I am really impressed and also thankful to him for being so concerned about the women passengers. I am sure all women will vote for him in the next election.

This is a very interesting idea. I would revisit this aspect to find out the real issue I am sure you wanted more constables on the train. If you think that vendors can also add to the safety of the women passengers, that would also be a good idea. But we will revisit this issue to find out how we could increase the customer satisfaction in terms of giving them food as close as possible to the place where they travel.

SHRI ARJUN CHARAN SETHI : The hon. Minister stated in his written reply that the Government has already moved the Ministry of Law and the State Governments to give more powers to the RPF. This is the thinking of the Ministry.

May I know from the hon. Minister as to how soon this coordination between different Departments of the Government will be done so that RPF will get more powers and they can apprehend the culprits on the trains and try to save the passengers from the harassment, robbery, theft, etc.?

SHRI SURESH PRABHU: This is something which is to deal with the States and the Central Government. It is not so much among the various arms of the Central Government itself. Therefore, as I told you, there are 17 States which opposed this. Unfortunately, the State of Odisha, which the hon. Member represents, also opposed it. I would request the hon. Member to pursue with his State Government to make sure that they support this idea so that we can put it into reality as soon as possible. Also, the other State which has opposed is the State of Kerala. If we can make sure that all the States agree to this, we could have a seamless policing of

the railway compartments as well as railway travel in a manner that enhances the security of all the travellers in the most appropriate manner.

श्रीमती पूनम महाजन : माननीय अध्यक्ष जी, अभी आरपीएफ के विषय पर चर्चा हो रही थी। उसी विषय को आगे बढ़ाते हुए मैं कहना चाहती हूँ कि महिलाओं के संरक्षण के लिए ही यह मुद्दा उठाया गया है। दो महीने पहले कल्याण में ऐसी ही घटना हुई थी, जहाँ पर स्कूल जाने वाली दो लड़कियों को रेलवे की पुलिस ने पकड़ लिया था। उन्होंने उनको इल्लोगली डिटेन कर लिया था तथा वहाँ पर उनका उत्पीड़न हुआ। यह विषय महाराष्ट्र में बहुत चलता रहा। इस विषय को मैं पहले रेल मंत्री जी के पास लेकर गई। उन्होंने यह कहा कि यह विषय आरपीएफ के अंदर नहीं आता है। यह विषय महाराष्ट्र की रेल पुलिस के अंदर आता है। जब इस तरह के उत्पीड़न की बातें होती हैं तो महिलाओं और लड़कियों को पकड़ने के लिए महिला कर्मचारियों की भी बहुत ज्यादा जरूरत होती है। मैं चाहती हूँ कि आरपीएफ लॉ बहुत जल्दी अमेंड हो और सारे राज्य एक साथ आएँ। लेकिन do we have any kind of mechanism where, apart from district police which has other kind of mechanism to work on, the State Police, the Railway Police and the RPF work? इन लोगों के द्वारा महिलाओं के उत्पीड़न की बहुत सारी घटनाएँ होती हैं और आपके पास आती भी होंगी। उसके लिए क्या आपके पास कोई ऐसा विभाग है कि जिससे जो वहाँ के अधिकारी उन महिलाओं या लड़कियों का उत्पीड़न करते हैं और यह बहुत बार होता है, क्योंकि, किसी को पिक-पॉकेटर करके जता लेते हैं और लड़कियों को मारा भी गया है। यह विषय मुम्बई में बहुत चला था, इसलिए मैं पूछना चाहती हूँ कि क्या पुलिस में ऐसा कोई मैकेनिज्म हो सकता है, जिससे हम ये तीनों प्रकार की पुलिस में पैसंजर्स की सुरक्षा के लिए जिनको डैप्यूट किया गया है, उस सुरक्षा को छोड़कर विशेषकर महिलाओं की सुरक्षा खतरे में आ जाती है। तो क्या हम इस दिशा में कुछ कर सकते हैं? मैं यही सवाल माननीय मंत्री जी से पूछना चाहती हूँ।

SHRI SURESH PRABHU: It is correct that we have to improve the image of the police in a manner that people feel very comfortable when they approach the police for help. Therefore, this is a larger issue in terms of sensitising all the police forces, training them properly, making them accountable and also making sure that they would be always perceived as a protector, not a threat to the passenger himself. So, I am aware of the incident that you have just pointed out in the case of Kalyan Station. We are already taking corrective steps in terms of training them. As I said earlier, we want to really launch a massive training programme

particularly for those where there is an interface between a passenger and the police. I hope we succeed. We need a lot of cooperation from the State Governments. Unfortunately, I have to repeat the same thing again that the State Governments have a primary responsibility in respect of law and order under the Constitution of India. If we all can work together, we can do something. This is not just the issue of State and the Central Government. The issue is related to our citizens. The issue is related to the passengers. So, this is a common responsibility of both the Governments to make sure that we take care of them and do not bring in small rigidities and technicalities about who has the turf over deciding this. I hope we will be able to work on that.

✓ SHRI K.C. VENUGOPAL : Madam, a lot of robberies and thefts are taking place in the trains, especially in the long-distance train, for example, from Delhi to Thiruvananthapuram Kerala Express in which a lot of incidents have been reported about theft and robbery. The reason is – our hon. Member Sampath pointed out already – lack of RPF personnel. The hon. Minister raised the issue of cooperating with the State Government for getting sufficient police force but the State Police is also facing some problems – lack of adequate police personnel. I do not think it will work. Therefore, my point is this. You have only 1429 women RPF constables. How can you manage safety of women by using only these many RPF personnel? I am putting a question. Is the Government ready to recruit more women RPF personnel?

✓ SHRI SURESH PRABHU: You are absolutely right. We are actually starting a new *Mahila Vahini*, the dedicated squadron of women police. There is a new recruitment drive. As I have already said, I already approached my colleague in the Finance Ministry to make sure that we get sanctioned strength. I assure the House that we will take all the necessary steps to make sure that we fill in all these posts for women constables on a priority basis.

Coming back to the point again, you are saying that the State Police is also stressed because of policing duty. But they are dedicated police force, Government Railway Police (GRP) who are supposed to work 100 percent only for Railways. Sir, 50 per cent of the salaries are paid by the Central Government to State Governments to take care of them. But administratively they are under the control of State Governments. So, we are not asking State Governments to release more police for policing of Railways. We are only asking and requesting State Government to please allow us to take care of security on the Railways. If you want to bring an amendment to the law, the law cannot be amended, we have to take State Governments on board because law and order problem is the primary responsibility of State Governments.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1125
TO BE ANSWERED ON 02.03.2015

SAFETY OF PASSENGERS

1125. **SHRIMATI RANJANBEN BHATT:**
SHRI K.N. RAMACHANDRAN:
SHRI NITYANAND RAI:
SHRI JAGDAMBIKA PAL:
SHRI ARJUN MEGHWAL:
SHRI P. KARUNAKARAN:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI DUSHYANT CHAUTALA:
SHRI A.T. NANA PATIL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of incidents involving robbery, theft, murder, harassment of children and women reported in moving trains during the last three years and the current year, year-wise;
- (b) whether the Railways have established any comprehensive mechanism to ensure safety and security of passengers particularly women passengers in the trains;
- (c) if so, the details thereof along with the responsibilities assigned to the State Authorities and the Railways;
- (d) the other steps taken/proposed to be taken by the Railways to improve safety and security of passengers and also prevent recurrence of such incidents in future; and
- (e) whether the Railways propose to launch any Helpline Service for women and if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI MANOJ SINHA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.1125 BY SHRIMATI RANJANBEN BHATT, SHRI K.N. RAMACHANDRAN, SHRI NITYANAND RAI, SHRI JAGDAMBIKA PAL, SHRI ARJUN MEGHWAL, SHRI P. KARUNAKARAN, SHRI ADHALRAO PATIL SHIVAJIRAO, SHRI DUSHYANT CHAUTALA, AND SHRI A.T. NANA PATIL TO BE ANSWERED IN LOK SABHA ON 02.03.2015 REGARDING SAFETY OF PASSENGERS

(a): The number of cases of robbery, theft, murder, harassment of children and women reported in trains over Indian Railway during the years 2012, 2013, 2014 and 2015 (Upto January) is as under:

YEAR	Robbery	Theft	Murder	Harassment of women and children
2012	448	8225	29	165
2013	532	9191	32	242
2014	471	11460	30	312
2015 (Upto January)	47	966	3	28

(b) and (c): At present a three tier security mechanism of Government Railway Police (GRP), Railway Protection Force (RPF) and District Police is in place over Indian Railways in which prevention and detection of crime, including crime against women passengers and children, in Railway premises and running trains are the statutory responsibility of States which they discharge through their GRPs. Accordingly, the cases of crime on Railways are reported, registered and investigated by the GRP.

RPF supplements the efforts of GRP by deploying its staff for escorting of important trains in affected areas and access control duties at important and sensitive stations.

Concerned District Police are responsible for security of tracks, bridges and tunnels.

(d): The other steps taken/proposed to be taken by the Railways to improve safety and security of passengers and also to prevent recurrence of such incidents in future are as under:-

- 1. All the ladies special trains running in Metropolitan cities are being escorted by lady RPF constables.**

2. The ladies compartments in local trains are being escorted by RPF and GRP during peak / non-peak hours. Staff deployment is made during late night and early morning local trains to ensure proper security to the lady passengers.
 3. On vulnerable and identified routes/ sections, 1300 trains (on an average) are escorted by Railway Protection Force daily, in addition to 2200 trains escorted by Government Railway Police of different States daily.
 4. 12 Mahila Vahinis (women RPF companies) have been sanctioned to strengthen security of women passengers in suburban section of metropolitan cities.
 5. Creation of 4192 posts of lady RPF personnel has been announced in Railway Budget 2014-15. The proposal is at present under consideration of Ministry of Finance.
 6. An Integrated Security System consisting of electronic surveillance of vulnerable stations through Close Circuit Television Camera Network, access control, Anti-sabotage checks has been finalized to strengthen surveillance mechanism over 202 sensitive Railway stations.
 7. To empower the RPF to create a more effective security mechanism over Indian Railways, a proposal for amendment in the RPF Act has been moved by the Ministry of Railways with the approval of the Ministries of Law and Justice and Home Affairs.
 8. RPF holds regular coordination meetings with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police (GRP).
- (e) An All India Security Helpline '1800-111-322' has been operational at Railway Board from August, 2014 to enable all rail passengers including ladies in distress to seek security related assistance round the clock.

LOK SABHA

STARRED QUESTION NO. 65
TO BE ANSWERED ON 27.11.2014

OLD RAILWAY BRIDGES

* 65. SHRI B.V. NAIK:
SHRIMATI JAYSHREEBEN PATEL:

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

- (a) whether the Railways have identified old and distressed bridges in the country and if so, the details thereof, zone-wise;
- (b) whether the Railways have any established mechanism of maintenance and repair of such bridges and if so, the details thereof including the number of such bridges replaced, repaired and retrofitted during the last three years and the current year, year and zone-wise;
- (c) whether the High Level Safety Review Committee under the chairmanship of Dr. Anil Kakodkar had recommended scientific assessment of the conditions of bridges, if so, the details thereof;
- (d) the action taken to implement the said recommendation; and
- (e) the other steps taken / proposed to be taken for renovation of old and distressed bridges?

ANSWER

MINISTER OF RAILWAYS

(रेल मंत्री)

(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. 65 BY SHRI B.V. NAIK AND SHRIMATI JAYSHREEBEN PATEL TO BE ANSWERED IN LOK SABHA ON 27.11.2014 REGARDING OLD RAILWAY BRIDGES

(a), (b) & (e): Inspection of bridges on Indian Railways is a well established regular process. All the bridges are inspected twice a year, one before the onset of monsoon and one detailed inspection after the monsoon. Repair / strengthening / rehabilitation / rebuilding of bridges is undertaken whenever so warranted by their physical condition as ascertained during these inspections. If the corrective/remedial measures are expected to take a long duration due to the complexity of the site situation etc., suitable safety measures like imposing speed restrictions and keeping such bridge under close watch are taken till the bridge is repaired/strengthened/ rehabilitated/ rebuilt. As on 01.04.2014, 2885 bridges have been sanctioned for strengthening/rehabilitation/rebuilding. The zone-wise details are as under:

Railway	Central	Eastern	East Central	East Coast	Northern	North Central	North Eastern	North-east Frontier
No. of bridges sanctioned	106	284	479	96	204	75	4	154

Railway	North Western	Southern	South Central	South Eastern	South East Central	South Western	Western	West Central
No. of bridges sanctioned	130	203	235	205	74	76	294	266

...2/-

No. of bridges repaired/strengthened/rehabilitated/rebuilt during the last three years and the current year (till October, 2014) is as under:

Railway	Year-wise details of number of bridges repaired/strengthened/rehabilitated/rebuilt			
	2011-12	2012-13	2013-14	2014-15 (till October, 2014)
Central Railway	23	31	26	13
Eastern Railway	105	87	01	26
East Central Railway	56	43	29	9
East Coast Railway	39	40	40	15
Northern Railway	90	74	87	39
North Central Railway	43	32	47	18
North Eastern Railway	5	0	4	0
Northeast Frontier Railway	71	32	28	27
North Western Railway	66	69	37	23
Southern Railway	38	38	45	29
South Central Railway	95	89	77	30
South Eastern Railway	47	86	106	33
South East Central Railway	69	46	33	30
South Western Railway	72	60	23	7
Western Railway	38	32	46	29
West Central Railway	67	57	50	46
Total	924	806	739	374

(c) & (d) Yes, Madam. High Level Safety Review Committee (HLSRC) has recommended certain items like uploading the photographs of bridges on MIS for bridge health monitoring, measurement of bridge girder deflection / camber and water level. Pilot project has already been taken for the bridge management system which will have the facility for uploading of photographs, bridge design data and all inspection details. Another pilot project for measurement of bridge girder deflection / camber and water level has also been taken up. Indian Railways has also developed the scientific numerical rating system for various bridge components and overall numerical rating for the complete bridge for indicating the health of the bridges.

(Q. 65)

SHRI B.V. NAIK : Madam Speaker, the Indian Railways seem to have left safety a century behind. The official figures say there were over 50,000 railway bridges which are over 100 years old and many more are over 60 years old. As many as 48 bridges were identified as distressed on 1st April, 2009. Little is being done to renovate these bridges for safer travel. Also, Dr. Anil Kakodkar Review Committee on Safety made certain observations and recommended fitting these bridges with water-level gauges and turbine flow meters to measure flow and warn train drivers.

माननीय अध्यक्ष : कृपया प्रश्न पुष्टि। प्रश्न काल का समय समाप्त हो रहा है।

...(व्यवधान)

SHRI B.V. NAIK : I would like to know whether the Railways have any established mechanism for maintenance and repair of such bridges. If so, the details thereof, including the number of such bridges replaced, repaired and re-shifted during the last three years.

श्री मनोज सिन्हा : महोदया, एक तो पुलों की उम्र से सुरक्षा का कोई संबंध नहीं है, इस बात को माननीय सदस्य समझ लें। दूसरी बात, पुलों का मानसून के पहले भी और उसके बाद भी रेगुलर इंटरवल पर तकनीकी इंजीनियरों के द्वारा निरीक्षण होता है, इसलिए रेलवे पूरी तरह सतर्क है और जितने ब्रिजेज हैं, जो डिस्ट्रेस शब्द का इस्तेमाल किया गया है, मैं समझता हूँ कि रेलवे में डिस्ट्रेस ब्रिज कोई नहीं है। जो ब्रिजेज हैं, वे पूरी तरह सुरक्षित हैं और रेलवे उनकी पूरी चिंता करती है और उनके तकनीकी पक्ष का ध्यान रखती है। जहाँ तक "श्री अनिल काकोदकर समिति" की रिपोर्ट का सवाल है, हमने उनमें से कुछ रिपोर्टें लागू कर दी हैं और अधिकांश रिपोर्टें इस वित्तीय वर्ष में हम ब्रिजों की सुरक्षा के लिए लागू कर देंगे।

LOK SABHA

STARRED QUESTION NO.205
TO BE ANSWERED ON 08.12.2014

TRAINS FOR TOURISTS

†*205. SHRI OM BIRLA:

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

- (a) the details of trains being run by the Railways to boost domestic tourism in the country;
- (b) whether Railways have received any proposal to link certain places of tourists' interest with the Special Tourist Train Circuit including Kota and Boondi districts of Rajasthan;
- (c) if so, the details thereof along with the present status of the proposals; and
- (d) the fresh steps taken by the Railways for promotion of tourism by providing connectivity to more number of tourist destinations across the country by including these places in Special Tourist Train Circuit ?

ANSWER

MINISTER OF RAILWAYS

(रेल मंत्री)

(SHRI SURESH PRABHAKAR PRABHU)

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF
STARRED QUESTION NO.205 BY SHRI OM BIRLA TO BE ANSWERED
IN LOK SABHA ON 08.12.2014 REGARDING TRAINS FOR TOURISTS**

(a): Indian Railways promotes tourism by providing connectivity through trains to tourist destinations across the country. In addition, exclusive tourist trains / packages are also operated. The details of exclusive tourist trains presently in operation are at Appendix.

(b) & (c): Promotion of tourism by linking tourist places with tourist trains is a continuous process based on market demand, operational feasibility and availability of resources. No proposal has been received by Railways in the recent past for inclusion of Kota and Boondi districts of Rajasthan in the itinerary of tourist trains.

(d): Pilgrim special tourist trains were announced in Railway Budget 2014-15 with the purpose of connecting various pilgrim destinations across India. Indian Railway Catering and Tourism Corporation (IRCTC) have operated 5 Pilgrim special tourist trains from 25.10.2014 to 8.12.2014 and further 5 trains are planned till 12.1.2015. IRCTC plans to continue operating these trains in the year 2015-16. New pilgrim destinations covered are Bijapur, Solapur, Badami, Melmeruvathur, Vaitheeswarankoll, Thiruvankadu, Keelaperumpallam, Thirunallar, Alangudi, Surianarkoll, Kanjanur, Thirunageshwaram, Thingalur, Parasnath, St. Francis Xavier (Old Goa), Mecca Masjid (Hyderabad), Manded sahib, Nanak Jhira Gurudwara, Sri Patna Sahib, Kanchipuram etc.

APPENDIX REFERRED TO IN REPLY TO PART (a) OF STARRED QUESTION NO.205 BY SHRI OM BIRLA TO BE ANSWERED IN LOK SABHA ON 08.12.2014 REGARDING TRAINS FOR TOURISTS

Train	Itinerary
Palace on Wheels	Delhi - Jaipur - Sawai Madhopur - Chittorgarh - Udaipur - Jaisalmer - Jodhpur - Bharatpur - Agra - Delhi.
Royal Rajasthan on Wheels	Delhi - Jodhpur - Udaipur - Chittorgarh - Sawai Madhopur - Jaipur - Khajuraho - Varanasi - Agra - Delhi.
Deccan Odyssey	<p><u>Itinerary 1:</u> Mumbai - Sindhudurg - Goa - Vasco - Kolhapur - Aurangabad (Ellora) - Jalgaon (Ajanta) - Nasik - Mumbai.</p> <p><u>Itinerary 2:</u> Mumbai - Aurangabad (Ellora) - Jalgaon (Ajanta) - Udaipur - Sawai Madhopur - Jaipur - Agra - Delhi</p> <p><u>Itinerary 3:</u> Delhi - Sawai Madhopur - Agra - Jaipur - Jodhpur - Udaipur - Vadodara - Mumbai</p> <p><u>Itinerary 4:</u> Delhi - Sawai Madhopur - Agra - Jaipur - Vidisha - Jalgaon (Ajanta) - Aurangabad (Ellora) - Mumbai</p> <p><u>Itinerary 5:</u> Mumbai - Jalgaon (Ajanta) - Chandrapura - Aurangabad (Ellora) - Mumbai</p> <p><u>Itinerary 6:</u> Delhi - Sawai Madhopur - Agra - Jaipur - Delhi</p> <p><u>Itinerary 7:</u> Mumbai - Shirdi - Rahuri - Mumbai</p> <p><u>Itinerary 8:</u> Mumbai - Nasik - Shirdi - Rahuri - Mumbai</p> <p><u>Itinerary 9:</u> Mumbai - Jalgaon (Ajanta) - Vidisha - Sawai Madhopur - Jaipur - Bharatpur - Agra - Delhi</p>
Golden Chariot	<p><u>Itinerary 1:</u> Bengaluru - Mysore - Hassan - Hospet - Badami - Goa - Bengaluru</p> <p><u>Itinerary 2:</u> Bengaluru - Chennai - Pondicherry - Thanjavur - Madurai - Trivandrum - Alleppey - Ernakulam - Bengaluru</p>

... 2/-

Maharajas' Express	<p>Itinerary 1: Delhi - Agra - Sawai Madhopur - Jaipur - Bikaner - Jodhpur - Udaipur - Mumbai</p> <p>Itinerary 2: Mumbai - Bhusawal - Udaipur - Jodhpur - Bikaner - Jaipur - Sawai Madhopur - Fatehpur Sikri - Agra - Delhi</p> <p>Itinerary 3: Delhi - Jaipur - Sawai Madhopur - Fatehpur Sikri - Agra - Gwalior - Khajuraho - Varanasi - Lucknow - Delhi</p> <p>Itinerary 4: Delhi - Agra - Sawai Madhopur - Jaipur - Delhi</p>
Mahapari-nirvan Express	<p>Delhi - Gaya (<i>Gaya, Bodhgaya, Nalanda & Rajgir</i>) - Varanasi (<i>Varanasi & Samath</i>) - Gorakhpur (<i>Gorakhpur, Kushinagar & Lumbini</i>) - Gonda (<i>Sravasti</i>) - Agra - Delhi</p>
Steam Express	<p>Delhi - Rewari - Alwar - Rewari - Delhi</p>
Bharat Darshan	<p>Itineraries planned and operated by IRCTC based on demand, popularity and operational feasibility.</p>
Pilgrim Special	<p>Itineraries planned and operated by IRCTC based on demand, popularity and operational feasibility on pilgrim circuits like Devi circuit, Jyotirling circuit, Jain circuit, Christian circuit, Muslim / Sufi circuit, Sikh circuit, Buddhist circuit, Famous temple circuit etc and other circuits, as announced in Railway Budget 2014-15.</p>

(Q.205)

श्री ओम बिरला : माननीय अध्यक्ष जी, रेल मंत्रालय और पर्यटन मंत्रालय ने साथ मिलकर पर्यटक रेल चलाई है, माननीय मंत्री महोदय बताने का कष्ट करें कि क्या इसकी कोई समीक्षा की है? उस समीक्षा में पर्यटकों को कितना आकर्षित कर पाए हैं? याणिज्य रूप से रेल को कितना नुकसान हुआ है?

श्री सुरेश प्रभु: माननीय अध्यक्ष जी, यह सरकार की नीति रही है कि किसी भी तरह से ज्यादा से ज्यादा टूरिज्म को बढ़ावा दिया जाए। इसके लिए अलग-अलग उपाय किए जाते हैं, इसमें एक उपाय यह भी है कि रेलवे अपना योगदान दे। हमें इस बात से पूरी तरह संतुष्ट नहीं है कि भारत ऐसा देश है कि जहाँ बहुत कम विदेशी टूरिस्ट आते हैं। आपको पता होगा कि एक विदेशी टूरिस्ट आता है तो 10-15 अलग तरह की जॉब का निर्माण होता है। इसलिए जब हम मुनाफा या नुकसान का अनुमान करते हैं तो इस बात पर ध्यान देने की आवश्यकता है कि उसके इकोनॉमिक रिटर्न्स क्या हैं। यदि समाज को, देश को और वहाँ काम करने वाले लोगों को उसमें से कुछ इकोनॉमिक रिटर्न्स मिल रहे हैं तो मुझे लगता है कि इस बात को भी हमें ध्यान में रखना होगा। इसलिए टिकट का कलेक्शन कितना होगा, हम इसी बात पर सीमित नहीं रह सकते हैं। मेरे पास अभी इसकी जानकारी नहीं है कि कितना नुकसान हुआ है, लेकिन यदि आप चाहेंगे तो इसकी जानकारी मैं आपको जरूर दे दूंगा। मेरी आपसे विनती यह है कि टूरिज्म को बढ़ाने से देश को बहुत लाभ होगा, इसके लिए उस ओर कदम उठाने की आवश्यकता है। हमारे पास इतने अच्छे-अच्छे टूरिस्ट स्पॉट्स हैं जहाँ पहुंचने के लिए यातायात की सुविधा न होने के कारण लोग नहीं पहुंच पाते हैं। इसलिए हमारा मंत्रालय टूरिज्म डिपार्टमेंट और राज्य टूरिज्म कॉर्पोरेशन के साथ मिलकर ऐसी नीति बनाने जा रहा है जिससे और ज्यादा से ज्यादा टूरिज्म को बढ़ावा मिले।

श्री ओम बिरला : माननीय अध्यक्ष महोदय, मैं माननीय मंत्री जी को बहुत-बहुत धन्यवाद देना चाहूंगा। सरकार की पॉलिसी सही है कि रेल की सुविधा हो न हो, लेकिन किस तरीके से पर्यटकों को आकर्षित करके उनको गंतव्य स्थान तक पहुंचा सकें, इतना ही नहीं इस माध्यम से हम विदेशी पर्यटकों को देश की रेल सेवाओं के बारे में भी बताना सकते हैं। राजस्थान की जो पैलेस ऑन व्हिल्स रेल सेवा है, यह देश में सबसे पहले चली जिसके माध्यम से देश और विदेश के पर्यटक आए। मेरा माननीय मंत्री महोदय से निवेदन है कि वर्ष 2012 से 2015 तक पाँच रेलगाड़ियाँ तीर्थस्थलों और पर्यटक स्थलों के लिए शुरू करने के लिए कहा है, लेकिन उसमें से राजस्थान के लिए एक भी रेलगाड़ी नहीं है, जबकि राजस्थान पर्यटक स्थल के रूप में जाना जाता है। कोटा-दूंदी लोक सभा क्षेत्र में दूंदी और कोटा को पर्यटन सर्किट में डेबलप कर सकते हैं। मेरी मंत्री महोदय से मांग है कि पैलेस ऑन व्हिल्स और रॉयल राजस्थान ऑन व्हिल्स, इन दोनों

ट्रेनों का ठहराव बुंदी स्टेशन पर हो, क्योंकि हमारा मकसद है कि ज्यादा से ज्यादा विदेशी पर्यटकों को लाकर हिन्दुस्तान में राजस्थान के पर्यटन सर्किट को ज्यादा से ज्यादा विकसित करना। पर्यटन सर्किट को डेवलप करना है तो नये गंतव्य स्थान पर ट्रेनों का ठहराव होना चाहिए।

श्री सुरेश प्रभु : मैडम, यह बिल्कुल सही है कि वर्ष 1981 से इस प्रकार की पहली ट्रेन राजस्थान जाती है और वहाँ से वापस आती है। मैं आपको कहना चाहूँगा कि जो छ-सात मेजर ट्रेन्स हैं, जैसे पैलेस ऑन व्हिल्स राजस्थान जाती है, रॉयल राजस्थान ऑन व्हिल्स राजस्थान जाती है, डेक्कन ओडिशी राजस्थान जाती है, महाराजा एक्सप्रेस राजस्थान जाती है, स्टीम एक्सप्रेस भी राजस्थान जाती है, लेकिन बहुत सारी जो ट्रेनें हैं वे राजस्थान ही जाती हैं क्योंकि राजस्थान ही हमारे देश के लोगों के लिए बहुत ही अट्रैक्टिव डेस्टिनेशन है। इसलिए मैं समझता हूँ कि जल्द राजस्थान में ज्यादा ट्रेनें चलनी चाहिए। मैं आपकी मांग को मानने के लिए तैयार हूँ। यदि राजस्थान सरकार चाहेगी कि और ट्रेनें राजस्थान में चले तो हम जल्द उस पर विचार करेंगे, लेकिन कहीं ट्रेन रुकनी चाहिए, इस बिन्दु को टूरिज्म डिपार्टमेंट पर ही छोड़ देना चाहिए। क्योंकि ज्यादा जगहों पर ट्रेन रुकेगी, चूंकि आप अभी पूछ रहे थे कि किस तरह से नुकसान हो रहा है, तो ट्रेनें ज्यादा रुकने से लाभ होता है या नुकसान होता है, इस बात को भी ध्यान में रखने की आवश्यकता है।

श्री भगवंत मान : माननीय अध्यक्ष महोदया, मैं माननीय रेल मंत्री जी से पूछना चाहता हूँ कि सिख धर्म के पाँच तख्त हैं जहाँ पर लाखों की संख्या में हर वर्ष श्रद्धालु दर्शनार्थ जाते हैं। इनमें अमृतसर में तख्त श्री अकालतख्त साहिब हैं, आनंदपुर साहिब में तख्त श्री केशगढ़ साहिब हैं, पटना में तख्त श्री पटना साहिब हैं, तख्त श्री हुजूर साहिब हैं और तख्त श्री दमदमा साहिब हैं। सिर्फ सचखण्ड एक्सप्रेस इन जगहों पर जाती है जिसमें दो-दो महीने तक की वेटिंग रहती है। क्या रेल मंत्रालय ऐसा प्रावधान कर सकता है कि धार्मिक टूरिज्म को बढ़ावा देने के लिए, इन सभी तख्तों के दर्शन करवाने के लिए पैलेस ऑन व्हिल्स की तर्ज पर एक ऐसी रेलगाड़ी चलाई जाए, जो बहुत ही कामयाब रहेगी और लोगों की धार्मिक भावनाओं का भी सत्कार हो जाएगा। क्या निकट भविष्य में रेल मंत्रालय इस पर विचार कर सकता है?

श्री सुरेश प्रभु : मैं आपसे सहमत हूँ। मैं सदन को आश्चर्य करना चाहता हूँ कि स्पेशल ट्रेन के तहत इस प्रकार की जितनी भी ट्रेनों की मांग है, उसमें यह भी देखना होगा कि कितनी डिमांड है, किस प्रकार से उसकी आपूर्ति की जाएगी, लेकिन यदि हम चाहते हैं, खासकर सिख धर्म के लिए, सिख ही नहीं, जैन धर्म के लिए भी अभी कुछ ट्रेनें शुरू की गयी हैं, मुस्लिम धर्म में अज़मेर जाने के लिए सूफ़ी सर्किट पर भी लोग जा सकते हैं, चार धाम के लिए भी यात्रा का प्रबंध किया जा सकता है, लेकिन मैं आपसे यह विनती कर रहा हूँ कि यदि इस तरह का प्रस्ताव पंजाब सरकार हमारे साथ बैठकर करने को तैयार है तो मैं अभी

आपको आश्वासन करना चाहूंगा कि इस तरह की स्पेशल ट्रेन हम जल्द पूरी शिखर सर्किट के लिए चलाएंगे। हमारी एक कंपनी है - इंडियन रेलवे कंटरिंग एंड टूरिज्म कारपोरेशन, आईआरसीटीसी - वह कंपनी जल्दी ही इस तरह की ट्रेन शुरू करेगी। ... (व्यवधान)

SHRI GAURAV GOGOI : Hon. Speaker, Madam, thank you for giving me this opportunity. The recent cases of women being sexually assaulted and molested on the streets and buses and trains of India have shocked the entire nation and the world. With rising number of rapes and sexual assaults it has become difficult for woman tourists to travel single, unaccompanied or in groups on trains in India. I would like to ask the hon. Minister whether there is adequate force to protect female tourists on trains from all forms of harassment. Can the hon. Minister assure the House, the nation and the world that what has happened with the woman who was sexually assaulted in a cab in Delhi will not happen to woman travelling in trains in India?

12.00 hrs.

श्री सुरेश प्रभु : मैडम, महिलाओं की सुरक्षा सुनिश्चित करने के लिए एक महिला बल, महिला वाहिनी बनाई जा रही है, वह इसे देखेगी। साथ ही, हम ट्रेन में सीसीटीवी लगाकर अगर कोई इस तरह की हरकत करने की कोशिश करे, तो उसे रोकेंगे। खासकर महिलाओं के लिए हम एक एप डेवलप करने जा रहे हैं, मुझे लगता है कि अगले कुछ दिनों में वह रेडी हो जाएगा। मैं समझता हूँ कि यदि वह एप जल्दी रेडी हो जाएगा तो वह महिलाओं की सुरक्षा के लिए जरूर काम आएगा।

श्री गणेश सिंह : मैडम, घरेलू पर्यटन को बढ़ावा देने के लिए मध्य प्रदेश सरकार ने एक निशुल्क तीर्थयात्रा योजना शुरू की है और वे रेलवे की स्पेशल ट्रेन लेकर देशभर में सभी धर्मों के विभिन्न तीर्थस्थलों में लोगों को भेजते हैं। लेकिन जो मध्य प्रदेश को तीर्थस्थल हैं, पर्यटन स्थल हैं, वहाँ के लिए रेलवे की तरफ से आज तक कोई सुविधा नहीं दी गयी है। मैं आपसे निवेदन करूँगा, विशेष रूप से सतना मेरा लोक सभा क्षेत्र है, जहाँ चित्रकूट है, मेशर है, कई राष्ट्रीय उद्यान हैं, वहाँ से मुंबई के लिए एक ट्रेन देने की कृपा करेंगे।

श्री सुरेश प्रभु : हाँ, जल्द ही हम इसके बारे में सोचेंगे।

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3364
TO BE ANSWERED ON 10.08.2015**

RAILWAY PROTECTION FORCE

**3364. SHRI SANJAY DHOTRE:
SHRI BHARTRUHARI MAHTAB:
SHRI KRUPAL BALAJI TUMANE:
SHRI VENKATESH BABU T. G.:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of Railway Protection Force (RPF) and Government Railway Police (GRP) personnels deployed at all the railway stations in the country, State-wise;**
- (b) whether the Railways have issued guidelines to Railway Protection Force (RPF) regarding security and safety of passengers and their belongings from time to time and if so, the details thereof;**
- (c) whether the incidents of attacks on railway infrastructure by various extremist groups and other outfits have increased and if so, the details thereof during the last three years including current year, Zone-wise along with the reasons therefor;**
- (d) the corrective measures taken/being taken by the Railways in this regard;**
- (e) whether the Railways propose to set up Commando Training Centres for RPF personnel on sensitive routes and if so, the details thereof; and**
- (f) the time by which such Centres are likely to be set up?**

**ANSWER
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

(SHRI MANOJ SINHA)

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

STATEMENT REFERRED IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 3364 BY SHRI SANJAY DHOTRE, SHRI BHAKTRUHARI MAHTAB, SHRI KRUPA BALAJI TUMANE AND SHRI VENKATESH BABU T. G. TO BE ANSWERED IN LOK SABHA ON 10.08.2015 REGARDING RAILWAY PROTECTION FORCE

(a): Railway Protection Force (RPF), which functions under the Ministry of Railways, has been deployed zone-wise whereas Government Railway Police (GRP), a wing of State Police, functions within the State limit. Zone-wise deployment of RPF is placed as Appendix-I and State-wise deployment of Government Railway Police is placed at Appendix-II.

(b): Yes, Madam. Guidelines are issued to RPF from time to time to ensure safety and security of passengers and their belongings in coordination with GRPs of respective States. It is pertinent to mention that prevention of crime, registration of cases, their investigation and maintenance of law and order over Railways are the statutory responsibility of the States, which they discharge through the GRP.

(c)&(d): No, Madam. Cases of attacks on railway infrastructure by extremist groups and outfits have marginally decreased. Position of attacks on railway infrastructure during last three years, including current year, is as under-

Year	Cases of attack
2013	20
2014	18
2015	13

Steps initiated by the RPF to ensure security over Railways include escorting of trains, access control at major stations, prosecution of offenders under relevant provisions of the Railways Act and the Railway Property (Unlawful Possession) Act, guarding of platforms, surveillance through Close Circuit Television Cameras, coordination with GRP and District Police, etc.

(e)& (f): Setting up of one Commando Training Center has been approved for the RPF under Works Programme of Railways. Matter is under process for identification of suitable and adequate land for setting up of the Commando Training Center. Efforts are being made for early setting up of the RPF Commando Training Center.

APPENDIX-I REFERRED IN REPLY TO PART (a) OF UNSTARRED QUESTION NO. 3364 BY SHRI SANJAY DHOTRE, SHRI BHARTRUHARI MAHTAB, SHRI KRUPAL BALAJI TUMANE AND SHRI VENKATESH BABU T. G. TO BE ANSWERED IN LOK SABHA ON 10.08.2015 REGARDING RAILWAY PROTECTION FORCE

Railways	Total
Railway Board	12
Central Railway	3837
East Coast Railway	1748
East Central Railway	2902
Eastern Railway	6552
North Central Railway	2414
North Eastern Railway	2854
Northeast Frontier Railway	3004
Northern Railway	6450
North Western Railway	1631
South Central Railway	2467
South East Central Railway	1207
South Eastern Railway	3000
Southern Railway	3813
South Western Railway	1247
Western Central Railway	1393
Western Railway	3751
Railway Protection Special Force (RPSF)	7985
Total	56267+16388

Note:

Initial training of 16388 Constables has been completed and at present they are under practical training with various zones/RPSF.

APPENDIX-II REFERRED IN REPLY TO PART (a) OF UNSTARRED QUESTION NO. 3364 BY SHRI SANJAY DHOTRE, SHRI BHARTRUHARI MAHTAB, SHRI KRUPAL BALAJI TUMANE AND SHRI VENKATESH BABU T. G. TO BE ANSWERED IN LOK SABHA ON 10.06.2015 REGARDING RAILWAY PROTECTION FORCE

S.No.	Name of State	Total
1	Andhra Pradesh (including Telangana)	1907
2	Assam	758
3	Bihar	2372
4	Chhattisgarh	464
5	Delhi	271
6	Goa	38
7	Gujarat	2088
8	Haryana	1595
9	Himachal Pradesh	66
10	Jammu and Kashmir	364
11	Jharkhand	2218
12	Karnataka	1024
13	Kerala	483
14	Maharashtra	6073
15	Madhya Pradesh	2145
16	Odisha	870
17	Punjab	1346
18	Rajasthan	1472
19	Tamil Nadu	1591
20	Tripura	50
21	Uttar Pradesh	5536
22	Uttrakhand	219
23	West Bengal	4119
Grand Total		37069

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA

UNSTARRED QUESTION NO. 623
TO BE ANSWERED ON 02.11.2015

NEW CLASS OF LOCOMOTIVES

623. **SHRI SHRIRANG APPA BARNE:**
SHRIMATI VANAROJA R.:
SHRI BHAGWANTH KHUBA:
SHRI NAGENDRA KUMAR PRADHAN:
SHRI DILIP PATEL:
SHRI ANANDRAO ADSUL:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI DHARMENDRA YADAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether railways is developing a new class of locomotives which will be capable of running on both electricity and diesel;
- (b) if so, the details thereof; and
- (c) the time by which it will be developed?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

- (a) Yes, Madam.
- (b) Indian Railways is planning to develop a diesel locomotive with dual mode capability, which would be able to work as an electric locomotive in electrified area. Research, Design and Standards

Organization (RDSO) has developed a specification for dual mode passenger locomotive in July, 2015. Specification for the dual mode freight locomotive is under finalization.

- (c) Proposal for development is still under examination in Railway Board. Prototype will be ready by March, 2017.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1668
TO BE ANSWERED ON 09.12.2015**

SECURITY AT RAILWAY STATIONS

1668. SHRI RAJESHBHAI CHUDASAMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken measures to ensure security at railway stations and has stepped up their efforts for installing CCTV cameras and metal detectors at the sensitive stations in the country;**
- (b) if so, the details thereof;**
- (c) the details of places where the need for CCTV cameras have been identified and installed to tackle the possibility of terror attacks in the country; and**
- (d) the details of the number of Railway Protection Force (RPF) and Government Reserve Police (GRP) personnel deployed at stations in the country, zone-wise details thereof?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI MANOJ SINHA)**

(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. 1668 BY SHRI RAJESHBHAI CHITASANA TO BE ANSWERED IN LOK SABHA ON 09.12.2015 REGARDING SECURITY AT RAILWAY STATIONS

(a) and (b): Prevention of crime, registration of cases and maintenance of law and order over station premises and trains is the statutory responsibility of States, which is being discharged by them through Government Railway Police (GRP) and 50% cost of GRPs is born by Railways. The Railway Protection Force (RPF) is supplementing efforts of GRPs to ensure security at Railway stations, which includes strengthening and upgradation of security infrastructure at sensitive stations, viz., installation of Close Circuit Television (CCTV) Cameras and metal detectors. CCTV cameras have been provided at 311 railway stations for round the clock surveillance. In addition, about 750 Door Frame Metal Detectors (DFMDs) have also been installed by zonal railways at sensitive stations over Indian Railways.

Besides, the following steps are being taken by the Railways to provide security at Railway Stations:-

1. RPF holds regular coordination meetings with State Police at all levels to ensure proper registration and investigation of crime by Government Railway Police.
2. RPF Crime prevention and detection squads and special teams are formed to keep vigil on the criminals in trains/ stations to prevent crime.
3. Joint drives by RPF/GRP and Commercial Department are conducted from time to time against the unauthorized entry of passengers in trains and at railway premises.
4. Passenger outreach programmes have been launched including announcement through loudhailers / PA system, pasting of stickers and providing Security Help Line Number 182 of RPF Security Control Room for security related assistance.

A-

(c): Total 202 Railway stations have been identified for installation of Close Circuit Television (CCTV) cameras etc. under Integrated Security System (ISS) over Indian Railways, out of which so far, CCTV cameras have been installed over 88 stations under ISS and at 114 stations installation of CCTVs is under process.

(d): As many as 33423 RPF personnel are deployed at Railway Stations daily. The zone-wise detail is appended. In addition on an average 2000 trains are escorted by RPF personnel daily. The escorts in long distance trains run in continuity in batches, covering the whole distance during the nights. Further RPSF is also deployed to strengthen security in vulnerable areas.

Government Railway Police (GRP) is a wing of State Police and functions within respective State boundaries. At present, about 38,000 GRP personnel are deployed by different States over Indian Railways. They are at stations as well as they escort 2200 nos. of trains daily.

APPENDIX REFERRED TO IN REPLY TO PART (d) OF UNSTARRED QUESTION NO.1668 BY SHRI RAJESHBHAI CHUDASAMA TO BE ANSWERED IN LOK SABHA ON 09.12.2015 REGARDING SECURITY AT RAILWAY STATIONS

(d): The number of RPF personnel deployed at Railway Stations over different zonal railways of Indian Railway is as under:

Railways	No. of RPF personnel deployed at Railway stations
Central	3418
Eastern	3816
East Central	3828
East Coast	1689
Northern	5843
North Central	2438
North Eastern	1428
Northeast Frontier	2071
North Western	886
Southern	950
South Central	1582
South Eastern	638
South East Central	1039
South Western	640
Western	2237
West Central	1120
Total	33423

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 344
TO BE ANSWERED ON 23.12.2015**

MODERNISATION OF RAILWAYS WORKSHOPS

***344. SHRI NISHIKANT DUBEY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of Railways workshops, zone-wise;**
- (b) whether the Railways proposes to revamp/modernise and upgrade their workshops and induct new technology and if so, the details thereof;**
- (c) the details of priority areas considered for the purpose, zone-wise; and**
- (d) the action plan chalked out by the Railways in this regard?**

ANSWER

MINISTER OF RAILWAYS

(SHRI SURESH PRABHAKAR PRABHU)

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF
STARRED QUESTION NO. 344 BY SHRI NISHIKANT DUBEY TO BE
ANSWERED IN LOK SABHA ON 23.12.2015 REGARDING
MODERNISATION OF RAILWAYS WORKSHOPS**

(a): The number of Railway workshops, zone-wise are given below:-

Zone	No. of Railway Workshops
CENTRAL	EIGHT
EASTERN	FIVE
EAST CENTRAL	FOUR
EAST COAST	TWO
NORTHERN	TEN
NORTH CENTRAL	SIX
NORTH EASTERN	FIVE
NORTHEAST FRONTIER	SIX
NORTH WESTERN	SIX
SOUTHERN	SIX
SOUTH CENTRAL	SEVEN
SOUTH EASTERN	FIVE
SOUTH EAST CENTRAL	THREE
SOUTH WESTERN	THREE
WESTERN	EIGHT
WEST CENTRAL	THREE

(b) to (d) Yes, Madam. The Indian Railways are regularly upgrading and modernizing their workshops to enable them to cater to maintenance/manufacture of modern design coaches, wagons, locomotives and equipments being inducted from time to time, as well as to augment facilities for increased workloads. Special Committees have been formed to provide focused attention in the areas of, inter alia, upgradation and induction of technology and leveraging "Make in India" for Railways; upgradation of technical capabilities in workshops and streamlining of business processes for induction of new technology; and Innovation Council (Kavayalpa) for incubation of innovative ideas etc. Besides, quality audits are conducted in workshops to identify infrastructural, procedural and skill deficiencies for rectification of the same in a planned manner. Technical and infrastructural inputs in workshops are guided based on inputs received from such mechanisms.

Some priority areas in which Railways are modernizing rolling stock workshops and inducting new technologies are enumerated below:-

1. Induction of modern machines including robotic welding, laser cutting and welding, CNC machining centres, etc. to equip workshops for repair and production of modern stainless steel wagons and augmentation of capacities of existing workshops to meet the requirements of increasing population of such wagons.
2. Augmenting facilities for periodic overhauling and intermediate overhauling (POH/IOH) of modern LHB coaches at major coach repair workshops. Computerized test stands have been introduced for testing of brake system for such coaches.
3. Upgradation of workshops for periodic overhauling of modern high horse power diesel electric locomotives and high horse power electric locomotives.
4. Modernisation/revamping of layouts, process re-engineering, introduction of Enterprise Resource Planning (ERP).
5. Provision of facilities for generation of alternate energies.
6. Training of manpower for upgradation of skill for better absorption of new technologies.
7. Upgradation of workshop infrastructure and compliance to international norms for quality, pollution control and factory safety.
8. Augmentation of bogie and roller bearings repairing facilities for improving safety.

At present, modernization works have been sanctioned in 29 rolling stock workshops in 14 zones across Indian Railways. Zone wise details for these modernization works for various thrust areas are appended.

APPENDIX REFERRED TO IN REPLY TO PARTS (b) TO (d) OF STARRED QUESTION NO. 344 BY SHRI NISHIKANT DUBEY TO BE ANSWERED IN LOK SABHA ON 23.12.2015 REGARDING MODERNISATION OF RAILWAYS WORKSHOPS

<u>S.No.</u>	<u>Zonal Railway</u>	<u>Railway Workshop Location</u>	<u>Thrust area of modernisation / upgradation being undertaken</u>
1	CENTRAL	Carriage Workshop, Matunga	Upgradation of assets & Infrastructure.
		Electric Loco Workshop, Bhusawal	Augmentation of wheel sets manufacturing facility
		Locomotive Workshop, Parel	Facilities for Mid-life rehabilitation of coaches
		Kurdwadi Workshop, Kurdwadi	Augmentation of facilities for Rehabilitation of wagons
2	EASTERN	Carriage and Wagon Workshop, Lilluah	Augmentation of facilities for Periodical / Intermediate overhauling of LHB coaches from 10 to 30 coaches per month.
		Carriage and Wagon Workshop, Lilluah	Upgradation of assets & Infrastructure.
		Locomotive Workshop, Jamalpur	Upgradation of assets & Infrastructure.
		Carriage Workshop, Kanchrapara	Augmentation of Workshop capacity for periodical overhauling of 40 motor and 80 trailer coaches per month

		Carriage Workshop, Kanchrapara	Augmentation of POH capaci- from 72 to 96 electric locos
		Carriage and Wagon Workshop, Lilluah	Facilities for overhauling of new generation coaches including upto 26 meter long coaches
3	NORTHERN	Carriage and Wagon Workshop, Jagadhari	Augmentation of facilities for Periodic/intermediate overhauling capacity from 15 to 35 LHB coaches.
		Carriage and Wagon Workshop, Alambagh	Upgradation of assets & infrastructure.
		Locomotive Workshop, Charbagh	Facilities for intermediate overhauling of 60 coaches per month in loco shop
		Locomotive Workshop, Charbagh	Optimisation of capacity of shops, Improvement in infrastructure decongestion, crane gantries etc.
4	NORTH CENTRAL	Wagon repair Workshop, Jhansi	Upgradation of assets & infrastructure.
5	NORTH EASTERN	Mechanical Workshop, Izzatnagar	Facilities for augmenting periodic overhauling by 50 broad gauge coaches/ month.
		Mechanical Workshop, Gorakhpur	Augmentation of Broad Gauge coach periodic overhauling capacity from 125 to 175 coaches per month
6	NORTH EAST	Mechanical Workshop,	Creation of facilities for Periodical overhauling of LHB

	FRONTIER	Dibrugarh	coaches.
7	NORTH WESTERN	Carriage and Wagon Workshop, Bikaner	Additional shed for bogie repair and roller bearing workshop . . .
		Carriage and Wagon Workshop, Bikaner	Creation of Periodical Overhauling facilities for BCN & BLC wagons.
		Carriage Workshop, Jodhpur	New Shed for augmenting periodical overhauling of Air- conditions coaches.
		Wagon and Loco Workshop, Ajmer	Upgradation of assets & infrastructure.
		Wagon and Loco Workshop, Ajmer	Upgradation of assets & infrastructure.
8	SOUTHERN	Loco Workshop, Perambur	Upgradation of assets & infrastructure.
		Carriage and Wagon Works, Perambur	Upgradation of assets & infrastructure.
		Diesel Locos, Ponmalai	Facilities for overhauling high horse power new generation diesel locos
		Carriage and Wagon Works, Perambur	Extension of paint shop from line 1 to 9 on Eastern side
9	SOUTH CENTRAL	Carriage Workshop, Lallaguda	Creating facilities for maintenance of LHB coaches.
		Carriage Workshop, Lallaguda	Upgradation of assets & infrastructure.
		Wagon Workshop, Rayanapadu	Upgradation of assets & infrastructure.

10	SOUTH EASTERN	Carriage, Wagon and Locomotive Workshop, Kharagpur	Upgradation of assets & infrastructure.
11	SOUTH EAST CENTRAL	Motibagh Workshop, Nagpur	Setting up of Periodical overhauling shed for non-air conditioned BG coaches.
12	SOUTH WESTERN	Carriage Repair Workshop, Hubli	Upgradation of assets & infrastructure.
13	WESTERN	Loco, Carriage and Wagon Workshop, Dahod	Augmentation of wagon shop maintenance capacity from 450 to 750 wagon per annum.
		Carriage Repair Workshop, Lower Parel	Augmentation of Periodic /Intermediate overhauling capacity from 15 to 30 LHB coaches per month.
		Loco, Carriage and Wagon Workshop, Dahod	Facilities to POH 54 electric locos per annum
		Loco, Carriage and Wagon Workshop, Dahod	Augmentation of POH capacity from 54 to 108 electric locos per annum
		Loco, Carriage and Wagon Workshop, Dahod	Modernisation and augmentation of POH capacity to 150 wagons per month
14	WEST CENTRAL	Wagon Repair Workshop, Kota	Upgradation of assets & infrastructure.

(Q.344)

श्री निशिकान्त दुबे : अध्यक्ष महोदय, मंत्री जी ने जिस स्थिति में रेल मंत्रालय का भार संभाला, उस समय देश की हालत बहुत खराब थी। (व्यवधान) माननीय प्रधान मंत्री जी और माननीय रेल मंत्री जी रेल को ठीक करने का बहुत प्रयास कर रहे हैं। (व्यवधान) उन्होंने 87 वर्कशॉप्स की लिस्ट दी है। इन 87 वर्कशॉप्स के साथ-साथ कायदे से 368 सेट्स और 6 प्रोडक्शन यूनिट्स रेलवे के पास मौजूद हैं। (व्यवधान) आज के दिन में इनकी जो सबसे बड़ी समस्या है, वह यह है कि उसकी लेबर फोर्स को पूरा काम में मॉडर्नाइजेशन यूनिट्स नहीं दे पा रही हैं। (व्यवधान) दूसरा, जो मॉडर्नाइजेशन है, उसके लिए रेलवे इक्विपमेंट्स तो खरीद लेती है, लेकिन उसका प्रॉपर यूटीलाइजेशन कैसे होगा, उसका यूज कैसे होगा, यह भी रेलवे नहीं करती है और इसके बारे में लगातार कमेटीयां बनती रही हैं। (व्यवधान) अगर मैं इनका जिक्र करूं, तो वर्ष 1969 की जो मिनाबाला रिक्मेंडेशन है, वह आज तक लागू नहीं हो पाई है। (व्यवधान) वर्ष 1968 की जो सिकरी कमेटी थी, उसके रिक्मेंडेशंस लागू नहीं हुए। (व्यवधान) उसके बाद सैन पित्रोवा कमेटी और खन्ना कमेटी बनीं। (व्यवधान) लेकिन जो सबसे महत्वपूर्ण है, वह यह है कि वर्ष 1997-98 में रेलवे की स्टैब्लिंग कमेटी ने एक रिक्मेंडेशन किया और कहा कि इसके आधार पर काम करिए। (व्यवधान) लेकिन, इसके बावजूद भी वर्ष 2007 से वर्ष 2012 तक की वर्कशॉप्स की जो लिस्ट हमारे पास है, वहां 10,420 एक्सीडेंट्स हुए और उसमें 9,747 कर्मचारी इंजर्ड हुए। (व्यवधान) उनमें 49 डेथ हुईं और उसमें से 11 वेस्टर्न रेलवे को थे, जिस पर माननीय मंत्री जी का पूरा झुकाव रहा है। (व्यवधान) उसी तरह से, प्रोडक्शन यूनिट्स में 775 एक्सीडेंट्स हुए। (व्यवधान) मेरा यह कहना है कि वर्कशॉप्स की जो पर्सनल प्रोटेक्टिव डिवाइसेज यूज करना है और जिस तरीके से यह पूरा जो वर्कशॉप है, अब यह एक रिहायशी एरिया में आ गया है। (व्यवधान) इस तरह के मैकेनिज्म को रोकने के लिए जो विभिन्न कमेटीयां बनीं हैं, उसके आधार पर रेलवे ने क्या प्लान बनाया है, क्योंकि 10,000 एक्सीडेंट्स होना अपने आप में बहुत खतरनाक है? (व्यवधान)

श्री सुरेश प्रभु : मैडम, मैं सम्माननीय सदस्य को धन्यवाद देता हूँ कि इन्होंने हमारा ध्यान इस ओर आकर्षित किया कि वर्कशॉप्स या मॉडर्नाइज कैसे करना चाहिए। (व्यवधान) वर्कशॉप्स की मॉडर्नाइजेशन की जो प्रक्रिया है, उसमें दो तरीके की चीजें आती हैं। (व्यवधान) एक बात तो यह है कि मैनेजेरियल प्रैक्टिस को किस तरीके से चेंज किए जाएं? (व्यवधान) उसमें किस तरीके से बदलाव लाया जाए? (व्यवधान) दूसरी बात यह है कि जो तकनीकी ज्ञान आज हमारे देश में है या विश्व में जो उससे अच्छा तकनीकी ज्ञान है, उसे हमारी आज की वर्कशॉप्स में कैसे लाया जाए? (व्यवधान) मैं माननीय सदस्य को बताना चाहता हूँ कि

उसका एक्सीडेंट्स से कोई ताल्लुक नहीं है।... (व्यवधान) आपने जो कहा, वह बात अलग है।... (व्यवधान) हमने जो सबसे पहले तय किया, वह यह है कि हमारे देश में प्रयोग होने वाली जो 1 हैं, वे सब ज्यादा से ज्यादा हमारे देश में ही बनें।... (व्यवधान) जैसा हमारे प्रधान मंत्री जी ने एक मिशन 'मेक-इन-इंडिया' बनाया है, उसके तहत यह है कि रेलवे में जिन चीजों का सबसे ज्यादा आयात किया जाता है, उसे किस तरह से अपने देश में बनाया जाए और बाद में उसे निर्यात भी किया जाए।... (व्यवधान) यह करने के लिए एक चीज सबसे ज्यादा आवश्यक होगी कि हमें हमारी टेक्नॉलोजी की ग्लोबल बेंचमार्किंग करनी पड़ेगी।... (व्यवधान) जब तक हम हमारी टेक्नॉलोजी की ग्लोबल बेंचमार्किंग नहीं करेंगे, तब तक न तो हमारे देश में ग्लोबल लेवल की टेक्नॉलोजी आएगी और न ही हम उसे विदेशों में निर्यात कर पाएंगे।... (व्यवधान) उसे करने के लिए हमने ग्लोबल बेंचमार्किंग का काम भी शुरू कर दिया।... (व्यवधान) दूसरी बात, इसे करने के लिए हमारी टेक्नॉलोजी अपग्रेड नहीं हो पाएगी, जब तक कि विदेश में, जहां सबसे अच्छी टेक्नॉलोजी है, उसके साथ हम कोलैबोरेशन न करें।... (व्यवधान)

अभी हमारे प्रधान मंत्री जी ने जापान के प्रधान मंत्री जी के साथ वार्ता में हमारी जो आर.डी.एस.ओ. नामक रिसर्च ऑरगेनाइजेशन है, उसका वहां के रिसर्च ऑरगेनाइजेशन के साथ टाइ-अप किया है, जिसके आधार पर हमारी टेक्नॉलोजी जापानी टेक्नॉलोजी की तरह होगी और हमारे देश में जो हादसे होते हैं उसे रोकने में कामयाब हो पाएगी, क्योंकि सबसे कम हादसे जापान में होते हैं।... (व्यवधान) इसीलिए, हमारा जापान के साथ जो एग्रीमेंट बना है, वह सिर्फ एक बुलेट ट्रेन तक सीमित नहीं है, हम पूरे जापान की टेक्नॉलोजी, जापान की सेफ्टी अपने देश में लाना चाह रहे हैं।... (व्यवधान) इसके लिए हमारी कोशिश जारी है।... (व्यवधान) इसके साथ ही हमने दूसरे देशों के साथ, जैसे कोरिया के साथ हमने रिसर्च डेवलपमेंट आर्गनाइजेशन के साथ नै टाइ-अप किया है। मुझे कहते हुए खुशी है कि हर बर्कशाप को मॉडल बनाने के लिए हमारे जो डॉक्टर सारस्वत नीति आयोग में हैं, मैं मानता हूँ कि वह देश के एक बहुत ही प्रख्यात वैज्ञानिक भी हैं।... (व्यवधान) उनके साथ मिलकर हमारी पूरी बर्कशाप की टीम काम करने जा रही है।... (व्यवधान) मैं कहना चाहता हूँ कि बहुत ही जल्द हम ई.आर.पी. को लाकर भी इसे पूरी तरह से लाने में कामयाब रहेंगे।... (व्यवधान) हर बर्कशाप के माडर्नाइजेशन का एक प्लान बनाया जा रहा है।... (व्यवधान) मैं विश्वास रखता हूँ कि आगे आने वाले दिनों में ऐसी स्थिति नहीं रहेगी।... (व्यवधान) हमारे बर्कशाप काम के लिए चलेंगे लेकिन उन्हें सेंटर ऑफ एक्सीलेंसी किस तरह से बनाया जाए, इसके ऊपर भी हमने काम करने की शुरुआत की है।... (व्यवधान)

श्री निशिकान्त दुबे : महोदय, मंत्री जी ने डिटेल्ड जवाब दिया। ... (व्यवधान) हमारी सरकार निश्चित तौर पर काम कर रही है। ... (व्यवधान) सीएजी की रिपोर्ट वर्ष 2014 में हमारी सरकार बनने के पहले आई। ... (व्यवधान) उसने कहा है कि रेलवे बोर्ड समय-समय पर गाइडलाइन जारी करता है। ... (व्यवधान) जो obligation of Consent to Establishment (CTE) and Consent for Operation है, सेंट्रल पॉल्युशन कंट्रोल बोर्ड से वर्कशाप को या प्रोसेशन यूनिट को जो कन्सेंस आई है, 88 पर्सेंट और 89 पर्सेंट सीटीई और सीएफओ में नहीं लिया गया है। ... (व्यवधान) उसी तरह से जो डिसचार्जिंग ऑफ एन्वायर्नमेंट मटेरियल है, उसमें 99 पर्सेंट कंसेंस में इस तरह की कोई जागकारी ली गई है, कोई क्लियरेंस नहीं ली गई है। ... (व्यवधान) उसी तरह से आईएसओ सर्टिफिकेशन है, जिसके बारे में नाननीय मंत्री जी ने कहा है। ... (व्यवधान) मैं सीएजी की रिपोर्ट को कोट कर रहा हूँ। ... (व्यवधान) वर्ल्ड क्लास यदि बनना है ... (व्यवधान) आईएसओ के ही सर्टिफिकेशन 22 पर्सेंट में ही केवल वर्कशाप और शेड्स में लिए गए हैं। ... (व्यवधान) उसी तरह से रिन्युएबल एनर्जी जिसका यूज मंत्री जी करना चाहते हैं, मैं सीएजी रिपोर्ट के संबंध में कह रहा हूँ कि वर्ल्ड क्लास कैसे बनना चाहेंगे? इसी तरह से जो मेडिकल यूनिट्स हैं, 89 पर्सेंट जगह पर मेडिकल यूनिट्स वर्कशाप में काम नहीं करती हैं। ... (व्यवधान) जब इस सिचुएशन में आप रेलवे को जाए हैं तो किस तरह से वर्ल्ड क्लास आप बनाएंगे? ... (व्यवधान) सीएजी रिपोर्ट के आधार पर आप यदि देश को बताएंगे तो अच्छा होगा। ... (व्यवधान)

श्री सुरेश प्रभु : महोदय, वर्ष 2014 की जो सीएजी की रिपोर्ट है, हमारी सरकार बनने के पहले जो आई थी, उसको हमने एक्शन टेकन रिपोर्ट करने के लिए जितनी भी हमारी वर्कशाप्स हैं, उनको आदेश पहले ही दे चुके हैं। ... (व्यवधान) उनको कहा गया है, क्योंकि यह लोकलाइज ईश्यु है। ... (व्यवधान) एन्वायर्नमेंट क्लियरेंस लेना है या नहीं लेना है, यह तो वर्कशाप को मैनेजर की रिस्पॉसिबिलिटी होती है। ... (व्यवधान) उन्होंने अभी तक क्या किया, उसके लिए भी ऑनलाइन प्रोसेस चलती है। ... (व्यवधान) मेबर मैकेनिकल जो बहुत सारे वर्कशाप्स के इंचार्ज हैं, मेबर इलेक्ट्रिकल और कुछ वर्कशाप्स के इंचार्ज हैं, उनको भी हमने कह दिया है कि उनकी एक जिम्मेदारी है, पर्सनल रिस्पॉसिबिलिटी है कि सब जगह पर जो भी रेग्युलेंस हैं, रूल्स हैं, उनका पूरी तरह से पालन करना उनकी जिम्मेदारी है और ऐसा करने के लिए उनको आदेश भी दे दिया है। ... (व्यवधान)

श्री एस.एस.अहलुवालिया: महोदय, इन्होंने जो वर्कशाप्स की लिस्ट दी है, उसमें नार्दन क्रॉटियर, एनएफ रेलवेज के जो 8 वर्कशाप्स के नाम देने की बात कही है, उसमें हमारे इलाके का एक वर्कशाप तीनघरिया है। ... (व्यवधान) यहां पर दार्जिलिंग हिमालयन रेल, हेरिटेज रेलवेज चलती है। ... (व्यवधान) उस तीनघरिया

वर्कशॉप के बारे में बार-बार मंत्री जी से मैं आग्रह कर रहा हूँ कि उसका अपग्रेडेशन हो। ... (व्यवधान) एक सौ से ज्यादा साल उस लाइन को हो गए। ... (व्यवधान) यूनीसेफ ने उसको हैरिटेज रेल डिक्लेयर किया है। ... (व्यवधान) उसकी साइनिंग सैरेमनी होने वाली है। ... (व्यवधान) साइनिंग सैरेमनी से विश्व में यह जाना जाएगा कि एक मीटर की रेलवे लाइन पर हिलकार्ट रोड पर सिनीगुडी से या न्यू जलपाईगुडी से दाजिलिंग जाती है। ... (व्यवधान) उस तीनघारिया वर्कशॉप के बारे में उल्लेख नहीं है। ... (व्यवधान) तीनघारिया वर्कशॉप को कब अपग्रेड करेंगे? कृपया यह बताने की कृपा करें। ... (व्यवधान)

श्री सुरेश प्रभु : महोदया, मैं सम्मानीय सदस्य को कहना चाहूँगा कि यह यूनीसेफ नहीं यूनेस्को है। ... (व्यवधान) यूनीसेफ बच्चों के लिए काम करती है और यूनेस्को फर्चरल हैरिटेज के लिए काम करती है। ... (व्यवधान) यह बिल्कुल सही है कि हमारे पास विश्वास में जो हैरिटेज है, उसमें यह एक ट्रेन है। ... (व्यवधान) इसके वर्कशॉप के लिए जो पर्याप्त मात्रा में इनपुट देने की जरूरत है, वह हम दे रहे हैं। ... (व्यवधान) यदि कुछ जरूरत होगी, तो और भी देंगे। ... (व्यवधान)

✓ SHRI B. VINOD KUMAR : The main question is on modernization of railway workshops. My question is on coaches and wagons manufacturing units. It is a small supplementary. The Andhra Pradesh State Reorganization Act has assured a coach and wagon factory with the State of Telangana. I would like to know from the hon. Minister whether they are going to take initiative in establishing such unit. ... (Interruptions)

SHRI SURESH PRABHU: Madam, very recently the hon. Deputy Chief Minister of Telangana met me. I have already told him that we are evaluating the position of total requirement of wagons in the country and total capacity of these workshops to produce them. If necessary and if it is really desirable, we will definitely do it. Telangana is one of the very important States. We consider its development our responsibility. But depending upon the availability and the demand supply situation, we will take a call.... (Interruptions)

SHRI PRALHAD JOSHI : Madam, in the upgradation of workshops the South Western Railway, Hubli is also enlisted in the hon. Minister's reply. The Government is aware that there is a growing demand for trains from all over the country and there is a constraint of rolling stocks. The Hubli workshop is the rolling stock workshop. Though the upgradation has been announced, number one, it is going in a very slow phase; two, a lot of work is outsourced.

In comparison to the manpower, the workload in Hubli workshop is too less and still the work is outsourced. For example, at present, Hubli workshop is manufacturing 61 brake vans whereas its capacity is of manufacturing 100 units. Still the orders are not being given. If the workshop is upgraded further, they can manufacture wagons and bogies as well. I would like to know from the hon. Minister through you, Madam, whether there is any plan with the Ministry to upgrade it further because it is more than hundred year old workshop.

SHRI SURESH PRABHU: Madam, we consider upgradation and modernization depending upon the needs. We will definitely look into this. It is a hundred years old workshop. Obviously, it is one of the very ancient traditions of Indian Railways. So, we will take it forward.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3156
TO BE ANSWERED ON 16.03.2016**

APPROVAL TO HUBLI-ANKOLA RAILWAY LINE

3156. SHRI PRATHAP SIMHA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the National Green Tribunal has given approval to the Hubli-Ankola railway line, which passes through the eco-sensitive Western Ghats in Karnataka;
- (b) if so, whether Karnataka has submitted an appropriate proposal for diversion of forest land for this important project and if so, the details thereof;
- (c) whether a number of railway projects in Karnataka have been referred to the Ministry of Environment and Forests for its clearance;
- (d) if so, the details of dates of sending these proposals and the details of projects which have been granted forest clearance; and
- (e) the reasons for non-implementation of the approved projects?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 3158 BY SHRI PRATHAP SIMHA TO BE ANSWERED IN LOK SABHA ON 16.03.2016 REGARDING APPROVAL TO HUBLI-ANKOLA RAILWAY LINE.

(a): Hubli-Ankola New Line project was sanctioned in 1987-88 and land acquisition was taken up. In 2005, a proposal for diversion of forest land was submitted to the Forest Department by Railways and a joint inspection with Ministry of Environment & Forest(MOEF) (Now Ministry of Environment, Forest and Climate Change) was completed in June, 2007. In September 2008, Central Empowered Committee (CEC) advised Ministry of Railways to stop all works on the project. CEC submitted its report to the Hon'ble Supreme Court of India on 03.08.2015, recommending MOEF not to reconsider/approve the proposal for the diversion of forest land. The Hon'ble Supreme Court transferred the matter to the National Green Tribunal(NGT) and after a series of hearings, the NGT has disposed off the case with liberty to the Project proponent i.e. Railways to move the State Government by submitting an appropriate proposal for diversion of land for this project.

(b): Matter has been taken up with Government of Karnataka for diversion of forest land as per fresh proposal.

(c) & (d): In addition to Hubli-Ankola new line project, a proposal for diversion of 2.22 hectare of forest land for Tinalghat-Castle Rock (part of Hospet-Vasco-de-Gama doubling) Project has been submitted for approval of Ministry of Environment, Forest and Climate Change through Government of Karnataka by Rail Vikas Nigam Limited on 02.02.2016.

(e): All the approved projects have been taken up for implementation. However, some works have been delayed/stalled due to non-availability of land, shifting of services, construction of road over bridges and road under bridges by road maintaining agencies, apart from availability of adequate funds.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1628
TO BE ANSWERED ON 04.05.2016**

CONSUMPTION OF DIESEL AND ELECTRICITY BY RAILWAYS

**1628. SHRIMATI VANAROJA R.:
SHRI K. PARASURAMAN:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways consumes around 2.8 billion litres of diesel annually costing Rs.18000 crore and also spends around Rs.12,000 crore annually to purchase 17.5 billion units of electricity;**
- (b) if so, the details thereof;**
- (c) whether the Government is exploring the policy to procure crude oil and take refinery capacity on lease to improve its finances which would reduce diesel inventories by a third;**
- (d) if so, the details thereof; and**
- (e) the steps taken by the Railways particularly Northern Railway to reduce consumption of diesel and electricity?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 1628 BY SHRI SHRIMATI VANAROJA R. AND SHRI K. PARASURAMAN TO BE ANSWERED IN LOK SABHA ON 04.05.2016 REGARDING CONSUMPTION OF DIESEL AND ELECTRICITY BY RAILWAYS

(a) & (b) For the year 2014-15 Indian Railways consumed 2.9 billion litres of Diesel costing ₹ 16804.63 crores and paid ₹ 12316 crores to purchase 18.24 billion units Electrical Energy.

(c) Yes, Madam.

(d) Pros and cons are being studied and decision will be taken based on outcome of the study.

(e) The following steps have been taken:-

- (1) Shutting down of diesel locos where detention is likely to exceed 30 minutes.
- (2) Super checks of outgoing locos at the level of officers and supervisors of the shed for proper maintenance practice.
- (3) Provision of Auxiliary Power Units on Diesel locomotives.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 495
TO BE ANSWERED ON 20.07.2016

RAILWAY LINE TO ANDHRA PRADESH CAPITAL

495. **SHRI Y.S.AVINASH REDDY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways has considered the request of the Government of Andhra Pradesh to lay a new railway line to connect its new Capital Amaravati and if so, the details thereof; and
- (b) the quantum of funds earmarked and the status of the work execution done so far?

ANSWER

**MINISTER OF STATE (INDEPENDENT CHARGE)
OF THE MINISTRY OF COMMUNICATIONS AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

(SHRI MANOJ SINHA)

(a) & (b): Yes, Madam. On request of Government of Andhra Pradesh, a Reconnaissance Engineering Cum Traffic Survey (RETS) for new line between Vijayawada and Guntur via Amravati (67 km) has been included in Budget of Railway for the year 2016-17. This survey is being carried out by M/s Rail Vikas Nigam Limited. Budget outlay for the survey for the year 2016-17 is ₹. 7.00 lakhs. Execution of this work has not been taken up as the project is yet to be sanctioned.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.592
TO BE ANSWERED ON 20.07.2016**

DEVELOPMENT OF RAILWAY STATIONS

592. SHRI RAJESH KUMAR DIWAKER:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways proposes to develop twenty or more railway stations in partnership with the Ministry of Tourism;
- (b) if so, the details and the status of the proposal;
- (c) whether these stations have since been identified and if so, the details thereof; and
- (d) whether the Railways is planning to develop any stations in the State of Uttar Pradesh and if so, the details thereof?

ANSWER

**MINISTER OF STATE (INDEPENDENT CHARGE)
OF THE MINISTRY OF COMMUNICATIONS AND
MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

(SHRI MANOJ SINHA)

(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.592 BY SHRI RAJESH KUMAR DIWAKER TO BE ANSWERED IN LOK SABHA ON 20.07.2016 REGARDING DEVELOPMENT OF RAILWAY STATIONS

(a) to (d): In Railway Budget 2011-12, 24 railway stations of tourist importance were identified for upgradation of passenger amenities in association with Ministry of Tourism (MOT) on a cost sharing basis of 50:50 subject to a ceiling of ₹240 Cr. from MOT and MOR together. The stations are Hyderabad, Hospet, Agra, Rae Bareilly, Varanasi, Kamakhya, Haridwar, Gaya, Madurai, Tarapith, Thiruvananthapuram, Amritsar, Delhi Safdarjung, Kurukshetra, Aurangabad, Nanded, Puri, Tarakeshwar, Rameshwaram, Tirupati, Guwahati, Jaipur, Ajmer and New Jalpaiguri. Agra Cantt., Rae Bareilly and Varanasi are in the State of Uttar Pradesh.

Out of the 24 stations, 15 stations (i.e. Amritsar, Agra Cantt., Gaya, Rae-Bareilly and Thiruvananthapuram (first phase), Jaipur, Ajmer, Puri, Delhi Safdarjung, Kurukshetra, Varanasi, Hyderabad, Tirupati, Hospet and Haridwar) have been jointly inspected. Out of these 15 stations, estimates for 13 stations (i.e. Amritsar, Agra Cantt., Gaya, Rae-Bareilly and Thiruvananthapuram, Jaipur, Ajmer, Delhi Safdarjung, Kurukshetra, Varanasi, Hyderabad, Tirupati and Puri) have been sent to MOT for release of funds.

MOT has released part funds for 5 stations (i.e. Amritsar, Agra Cantt., Gaya, Rae-Bareilly, Thiruvananthapuram) amounting to ₹12.50 Cr on 11.02.2014, for 2 stations (i.e. Ajmer and Jaipur) amounting to ₹5.2 Cr. on 10.10.2014 and for Puri station amounting to ₹3.07 Cr. on 2.5.2016. The work at Puri station was completed by IR with its own resources and work has been taken up at the other stations also where funds have been released by MOT.

The works at Agra Cantt. and Varanasi stations are in progress.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.344
TO BE ANSWERED ON 10.08.2016**

MULTIPLE BOOKINGS

***344. SHRI KIRTI AZAD:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether instances of mischievous elements making multiple bookings favouring people's representatives without their knowledge and impersonation have been reported and if so, the details thereof;**
- (b) the number of impersonation and no show cases reported in first class air-conditioned coaches during the last two years and the current year;**
- (c) whether connivance of railway officials have also been reported in these cases and if so, the details thereof; and**
- (d) the steps taken or proposed to be taken by the Railways to check this practice of multiple bookings?**

ANSWER

MINISTER OF RAILWAYS

(SHRI SURESH PRABHAKAR PRABHU)

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF
STARRED QUESTION NO.344 BY SHRI KIRTI AZAD TO BE ANSWERED
IN LOK SABHA ON 10.08.2016 REGARDING MULTIPLE BOOKINGS.**

(a) & (b): Some instances of multiple booking being made in the names of Hon'ble Members of Parliament do come to notice. However, no case of impersonation has been reported. The details of persons non-turned up in the train are not maintained.

(c): No, Madam.

(d): Although improvement /rationalization of computerised Passenger Reservation System(PRS) so as to reduce the scope of its misuse is a continuous and ongoing process, the steps taken with a view to keep a check on such activities in recent past are as under-

- (i)** To streamline the system of confirming of berths/seats out of Emergency Quota on the requests received from Members of Parliament/Union Ministers, a letter has been issued to them requesting to send the details of the persons authorised by them on this account indicating the name, designation and signatures of two such persons, to Ministry of Railways.
- (ii)** Instructions have been issued to ticket checking staff to be more vigilant and conduct proper and thorough checks of prescribed ID proofs of passengers undertaking journey in reserved coaches.
- (iii)** A decision has been taken to feed a few of the key details of profile of Members of Parliament in the computerised Passenger Reservation System (PRS) to validate the inputs at the time of booking of tickets in their favour.

...2/-

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- (iv) Carrying of prescribed original Identity Proof has been made compulsory for one of the passenger while undertaking journey in any reserved class.
 - (v) Refund rules have been revised with a view to deter fictitious booking.
 - (vi) Computerised reservation system has been streamlined by making a provision for automatic preparation of reservation charts at least four hours before the scheduled departure of train and to allow booking of vacant accommodation thereafter till preparation of second reservation charts through internet as well as any computerised Passenger Reservation System (PRS) counter.
 - (vii) The timings of opening of booking under Tatkal scheme on the opening day of reservation have been staggered to 1000 hours & 1100 hours on the previous day of journey from train originating station for AC and non-AC classes respectively.
 - (viii) Authorised ticketing agents have been restricted from booking Tatkal tickets during the first thirty minutes of opening of Tatkal booking i.e. from 1000 hours to 1030 hours and from 1100 hours to 1130 hours.
 - (ix) Joint as well as independent checks are conducted by Commercial, Vigilance & Security Departments at Reservation Offices, which are supplemented by checks on the train to detect the cases of misuse of reserved tickets.

...3/-

- 5
- (x) To curb malpractices by Railway staff in connivance with authorised/ unauthorised agents, checks are conducted in booking offices, reservation offices, trains etc. Stringent action is taken against the railway staff under Disciplinary and Appeal Rules, if found including in malpractices.
- (xi) Misuse of reservation system generally occur due to gap between demand and supply of reserved accommodations. To meet the additional demand of passengers, especially during festivals and peak rush periods, including Deepawali, Chhat Pooja, Durga Puja, and Eid, special trains are run, carrying capacity of existing trains is augmented, keeping in view the pattern of traffic, operational feasibility and availability of resources.
- (xii) Surveillance at reservation offices has also been stepped up by installing Close Circuit Television at important PRS locations to keep watch on any possible misuse of reservation system.

In addition, various measures have also been taken to facilitate passengers in getting reserved/unreserved tickets, some of which are as under:-

- (i) Computerised PRS centers have been provided at around 3604 locations.
- (ii) The Next Generation e-Ticketing system (NGeT) has been designed and implemented on Indian Railway Catering & Tourism Corporation (IRCTC) website www.irctc.co.in to enhance overall customer experience.

...4/-

- 4
- (iii) The timings for e-ticket booking have been extended and now this facility is available from 0020 hours to 2345 hours.
 - (iv) To minimize difficulties to passengers who do not have access to internet or are not used to internet working and online payments, more than 85,000 sub agents have been permitted to book e-tickets as IRCTC authorised e-ticket agents.
 - (v) To meet the requirement of those persons who are reluctant to use their bank/credit card to book the ticket and also those who do not have net banking enabled bank account or cards, IRCTC has launched another mode of payment gateway "Cash on Delivery (CoD)" on pilot basis for booking online rail tickets.
 - (vi) A cheaper, reliable and smoother payment option for e-ticketing - E-wallet was introduced in 2012 as a pilot project. With several technical changes now almost round the clock booking of e-tickets is possible through the wallet whose success rate is more than 99%.
 - (vii) Mobile applications have also been developed in Android, IOS, Windows and Blackberry through which on an average, daily around 30,000 tickets are booked through the mobile applications.

(Q. 344)

श्री कीर्ति आज़ाद: अध्यक्ष महोदय, अभी हमने देखा था कि एल.टी.सी. स्कैम हुआ था और दूसरे सदन के सदस्य के ऊपर सी.बी.आई. इन्क्वायरी भी हुई थी और उनको अपनी सदस्यता छोड़नी भी पड़ी... (व्यवधान) मैंने मूल रूप से जो प्रश्न पूछा था, उसी विषय से संबंधित एक आर.टी.आई. के जवाब में लोक सभा सचिवालय, राज्य सभा सचिवालय एवं रेलवे के अधिकारियों ने कहा है कि उनके पास कोई भी ऐसे आंकड़े नहीं हैं जिसमें यह कहा जा सकता है कि सांसदों ने कब अपनी टिकट बुक करायी। ऐसे लोग, जो अशामाजिक तत्व हैं, जो उनके नाम से अनेक बुकिंग कराते हैं, उसके बारे में इनके पास आंकड़ा नहीं है।

साथ ही साथ, दुःख के साथ मैं यह कहना चाहता हूँ कि मेम्बर्स ऑफ पार्लियामेंट का जो पूरा पैसा होता है, उसे लोक सभा सचिवालय या राज्य सभा सचिवालय पे करता है। इससे डबल नुकसान होता है। मेरा मंत्री जो से यह जानना है और मैं लोक सभा सचिवालय से भी यह जानना चाहूंगा कि कौन-से मानक हैं, जिनसे यह पता लगता है कि संसद सदस्य ने जो रेल का अपना टिकट बुक कराया है, उस पर उन्होंने ट्रैवल किया या नहीं। यदि उन्होंने ट्रैवल नहीं किया तो फिर उनको पैसा लोक सभा सचिवालय और राज्य सभा सचिवालय से मिलता है। यह किस प्रकार से तय किया जाता है कि सांसदों ने ट्रैवल किया या नहीं किया? जो मल्टीपल बुकिंग्स होती है, उसके ऊपर शोक लगाने का कोई मैकेनिज्म तो होनी चाहिए। इससे नुकसान तो सरकार का ही होता है।

श्री सुरेश प्रभु : मैडम, यह बिल्कुल सही है कि आज जो व्यवस्था चल रही है, इस व्यवस्था के अनुसार हमारे सम्माननीय सदस्यगण एक ही समय में एक से ज्यादा ट्रेनों में बुकिंग करते हैं, जिसे माननीय सदस्य ने मल्टीपल बुकिंग कहा है। इसके कारण बहुत बार ऐसा भी होता है कि अलग-अलग दिशाओं में चलने वाली ट्रेनों में मल्टीपल बुकिंग की गयी होगी तो कौन-से सांसद ने कब-कब ट्रैवल किया, उसके बारे में सही जानकारी रेलवे के पास नहीं है, यह बात सही है। यह भी सही है कि इसके कारण इसका कोई न कोई दुरुपयोग होने की भी संभावना है।

मैं आपके माध्यम से कहना चाहता हूँ कि पिछले कुछ महीने से इस पर बगरबाई चल रही है। इस संबंध में पिछली मीटिंग दिनांक 08 जुलाई को हुई थी, जिसमें लोक सभा सचिवालय और राज्य सभा सचिवालय के लोग भी आए थे।

हमने अभी एक नया फैसला किया है कि हर मेम्बर ऑफ पार्लियामेंट और हर एक्स मेम्बर ऑफ पार्लियामेंट को भी हम एक यूनिक आईडेंटिटी देंगे। वे जो टिकट बुक करेंगे, वह उसी आईडेंटिटी से किया जाएगा। उसका पासवर्ड भी उन्हीं के पास होगा। यदि उसका किसी ने गलत तरीके से उसका इस्तेमाल

10.08.2016

किया तो ऑनरेबल मेम्बर ऑफ पार्लियामेंट के पास जो उनका रजिस्टर्ड मोबाइल होगा, उसके ऊपर उन्हें सूचना दी जाएगी कि आपका यह बुकिंग हुआ है, अगर आपने इसे नहीं किया है तो हमें फॉरन बता दीजिए। यह व्यवस्था हम जल्द से जल्द लागू करने वाले हैं।

ऑनरेबल एक्स मेम्बर ऑफ पार्लियामेंट के लिए स्थिति अच्छी नहीं थी। मुझे भी मालूम है कि मैं भी एक दिन एक्स मेम्बर ऑफ पार्लियामेंट बनने वाला हूँ। उनकी तरफ से भी हमें शिकायतें आती थीं कि उन्हें टिकट के लिए खड़े रहना पड़ता है और उन्हें दिक्कतें आती हैं। इसलिए उसे दूर करने के लिए यह व्यवस्था सभी के लिए लागू होगी। हमारे सेक्रेटेरियट ने हमें इफॉर्मली बता दिया है कि यह व्यवस्था लोक सभा और राज्य सभा, दोनों के मेम्बर्स ऑफ पार्लियामेंट के लिए रहेगी। मुझे लगता है कि इसके बाद लोगों को जो आज दिक्कतें आती हैं, वह नहीं रहेगी। साथ ही, माननीय सदस्य की जो आशंका है, उनकी जो चिंता है, इसके ऊपर भी सही मायने में कार्रवाई की जाएगी।

श्री कीर्ति आजाद: अध्यक्ष महोदय, माननीय मंत्री जी ने बहुत अच्छा जवाब दिया। लेकिन, मैं कौन्सिलेशन की स्थिति के बारे में जानना चाहता हूँ। अगर एक आम आदमी हवाई जहाज या रेलवे की टिकट बुकिंग कराता है और अगर उसे वह कौन्सिल कराता है तो उसे कौन्सिलेशन चार्जज लगते हैं। अगर वह उस टिकट पर यात्रा नहीं करता है तो उसके पूरे टिकट के पैसे ले लिए जाते हैं। यदि कोई संसद सदस्य और मैं चाहता हूँ कि इस विषय पर सभी आत्ममंथन करें कि हम टिकट की बुकिंग करें और बुकिंग करने के बाद यदि उस पर ट्रैवल नहीं करें तो फिर लोक सभा सचिवालय की तरफ से कौन्सिलेशन या टिकट के पैसे नहीं दिए जाएं, बल्कि सभी सांसद अपनी जेब से उस कौन्सिलेशन का पैसा दें... (व्यवधान) क्या इसके बारे में मंत्री जी कुछ बताएंगे?... (व्यवधान)

श्री सुरेश प्रभु : मैडम, लोक सभा सदस्यों के लिए क्या व्यवस्था होनी चाहिए, इसके बारे में जो आदेश आप देंगी, उसका हम पूरी तरह से पालन करेंगे। मैं इसकी व्यवस्था भी बताना चाहता हूँ कि बहुत बार ऐसा होता है कि लोक सभा के सदस्य यहां पर चर्चा में यदि हिस्सा ले रहे हैं, उनको भी पता नहीं है कि लोक सभा कब एडजर्न होगी, उनको अपने संसदीय कार्य क्षेत्र में पहुंचना होता है, इसमें उनको दिक्कतें आती हैं। इन सभी बातों को ध्यान में रखते हुए यह व्यवस्था है। जो आपकी चिंता है कि उसका मिसगूज न हो, उसे टालने के लिए हम व्यवस्था बना रहे हैं। मुझे लगता है कि यह व्यवस्था बरकरार रहेगी। वैसे भी मेम्बर ऑफ पार्लियामेंट की जो दिक्कत है, उसको भी ध्यान में रखते हुए हम काम करेंगे।

माननीय अध्यक्ष : कोई शौक से ऐसा नहीं करता है।

10.08.2016

SHRI M. CHANDRAKASI : Madam, I would like to know from the hon. Minister whether the Railways has any plan to further review and reform the existing system of booking and sale of train tickets so as to remove any chance for the rôle of a middleman, a broker or an agent. If so, I would request him to give details thereof.

SHRI SURESH PRABHU: Madam, this is also a valid concern. We have noticed lot of abuse taking place by the middlemen, whom we call touts, who claim to be representing the Railways but have nothing to do with the Railways. There are such rackets which have been going on. We are constantly raiding them and trying to take action against them. At the same time, we need some sort of agents.

We already have almost 86,000 sub-agents of IRCTC. All these sub-agents also need to be properly monitored. But we are taking a number of steps now. The technology is an answer, but technology is also a challenge. As we develop more technology, the abuse of technology will happen and people will try to score over it. Constantly, we have to keep upgrading our technology. That is the only way we can do it and we are constantly trying to do it.

Madam, I will tell you what we have done recently in the last few months. The ticket booking rate per minute has now been increased to 12,900 tickets which earlier was only 2,000 tickets. This has helped people to book the tickets. Secondly, we have also tried to increase the PRS locations where people can actually go and make the reservation by almost 300 in the last few months.

We are also increasing the ways by which people can actually book e-tickets easily. Then, there was abuse which was possible, particularly between 10 a.m. and 11 a.m. When tatkal booking was opening, people were abusing it. So, we have stopped agents from entering the system for the first half an hour during which time it is available only for general public. Of course, thereafter, they can also book tickets. We have taken a number of such measures.

We are also taking measures to find out how people can cancel their tickets. Another major abuse which was happening was that the people used to claim that they had not travelled and were canceling the tickets because we did not have the

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system. Now, this whole system is getting overhauled. We are giving the TTE a hand-held device whereby we can know on real time basis how many seats are vacant, but this is in the initial stages. It has not covered universally. Once this happens, this also will reduce the abuse.

माननीय अध्यक्ष : श्री श्रीरंग आप्पा बारणे, शार्ट क्वेश्चन पूछिए, अक्का डिटेल् उत्तर आ गया है।

श्री श्रीरंग आप्पा बारणे: महोदया, मंत्री महोदय ने लिखित उत्तर में दिया है कि आरक्षित एक्कोमोडेशन की मांग और आपूर्ति में अंतर होने के कारण आरक्षण का दुरुमयोग होता है। मैं मंत्रों जी से पुछना चाहता हूँ कि टिकट एजेंट्स एंड ट्रेवल कंपनियों द्वारा रेलवे टिकट बेचने की कई गतिविधियाँ चलती हैं। इसे रोकने के लिए सरकार क्या कदम उठा रही है और इस साल ऐसे कितने मामले सामने आए, जिनके ऊपर कानूनी कार्रवाई की गई?

श्री सुरेश प्रभु : मैडम, यह ओरिजनल क्वेश्चन में नहीं था, इसलिए मेरे पास एम्बैक्ट नंबर नहीं है कि कितने लोगों के ऊपर कार्रवाई की गई। लेकिन मैं जरूर कहता हूँ कि हम लगातार कार्रवाई करते रहते हैं, कल भी कई जगह पर कार्रवाई की गई। ई-टिकट में बोगस ई-टिकट को प्रकटा गया, इस तरह की कार्रवाई हमेशा होती रहती है। मैं आपको आश्वासित करना चाहता हूँ कि इसमें लांग टर्म सोल्यूशन यही है कि आज हमारी मांग और आपूर्ति में जो अंतर है, उसको पूरा करने के लिए कॅपेसिटी आग्युमेंटेशन हम करें। हमारे सांसद को जानकारी मिल जाएगी कि हर रेलवे स्टेशन के ऊपर क्या कॅपेसिटी आग्युमेंटेशन हम कर रहे हैं, इसके बारे में जानकारी पूरी मात्रा में लगाई जाएगी। आपको भी इसके बारे में पता होगा। मुझे लगता है कि दो-तीन सालों में जब आग्युमेंटेशन की कॅपेसिटी का काम पूरा होगा, जैसा कि हमारी स्टैंडिंग कमेटी ने बताया। यह पूरा होने के बाद मुझे विश्वास है कि जो अंतर है, वह पूरी तरह से कम हो जाएगा और उसके कारण इस तरह का एब्जुज करने की सम्भावना भी कम हो जाएगी।

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 over shooting of signals, failure of signaling systems or due to human failures.

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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.

- 8 -
- I. TPWS is functional on Chennai to Gummidipundi (50 RKM) and Chennai (Basin Bridge) to Arakkenam (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 Dum Dum (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).

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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.

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Measures to Reduce Derailments including new technology

1) 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 Manganese 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	384356
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-Nagalsarai 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.

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An elaborate schedule of inspections of track has been laid down for Keyman, 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:

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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 (₹5.55 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

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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 Durantoes 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:

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- 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	892

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

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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,

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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

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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.

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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 सर्वोदास 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 साइकिल 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 किमिनल 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 समपार्श्व पर दुर्घटनाओं से संबंधित है। आजकल प्रधानमंत्री सड़क योजना के तहत हर जगह सड़कें बन रही हैं। मेरे यहां सुगीली 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 हेवी इंडस्ट्रीज मंत्री, उस समय के स्टील मंत्री, उस समय के खाद्य मंत्री, सब ने मिलकर उसका शिलान्यास किया था। उसमें शीतलपुर ज्वला रेलवे क्रॉसिंग आता है। प्रधानमंत्री सड़क योजना जब बनती है तो उसमें यह ध्यान रखना चाहिए कि अगर यहां 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 लेवल क्रॉसिंग नहीं है। मेरा, खासकर, शीतलपुर ज्वला के संघ में यह प्रश्न है कि क्या आप उसको लेवल 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-लेवल लेवल क्रॉसिंग को पूरी तरह से दूर करने के बारे में हमने जो एलान किया था, उसके बारे में हमने सबको 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 BAJAYANT 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 कॉन्फ्लिक्ट 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 आपको ऐसा कुछ प्लान है कि उस लाइन को या तो फॉरिस्ट 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 : मैडम, यह एनिमल्स की सेफ्टी का भी इश्यू है और यह बिल्कुल सही है कि बहुत सारे प्रॉटेक्टेड एरिया से भी रेलवे लाइन गुजरती है। आपको पता होगा कि हमारे जो वाइल्ड एनिमल्स हैं, वे भी कॉरिडोर से जाते हैं। अगर एक एलीफेंट 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 वातचीत 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 वातचीत की है। हम लोग इसमें कुछ रास्ता निकलाने की कोशिश कर रहे हैं।

दूसरा, एक यह भी चैलेंज 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।

SHRIMATI APARUPA PODDAR : Thank you Speaker Madam for allowing me to put a supplementary. रेल एक बहुत महत्वपूर्ण मींस ऑफ ट्रांसपोर्ट है। It is the cheapest means of transport. हमारी अभी की ऑनरेबल सीएम और उस टाइम की जो रेल मंत्री थी, उन्होंने लोगों के लिए काफी काम किए, इज्जत मंथली से लेकर बहुत से प्रोग्राम्स किए।

महोदया, मैं आपके द्वारा एक ही प्रश्न सेफ्टी मैजर्स पर पूछना चाहूंगी। 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.

SHRI SURESH PRABHU: First, the question is about conducting the survey. As I have mentioned, it is already in the body of the answer itself. सभी जो अलग-अलग बिंदु हैं, उनके ऊपर ध्यान देते हुए हम लोगों ने सेफ्टी के लिए काम किया है। एक बिंदु, जिस पर शायद मैंने पहली बात में नहीं कहा कि हमारे पास 55 हजार कोचेज हैं। इनमें से सिर्फ पांच हजार कोचेज ऐसे हैं, जो एलएचबी कोचेज हैं। जो रिमेनिंग पचास हजार कोचेज हैं, ये भी सेफ्टी के एंगल से वलनरेबल हैं। हमने तय किया है कि दो तरह से उसके ऊपर अटैक करेंगे। 1 अप्रैल, 2018 से नॉन एलएचबी कोचेज का मैन्यूफैक्चरिंग हम बंद कर देंगे। जो बचे हुए पचास हजार कोचेज हैं, उनको रेट्रोफिटिंग करेंगे। उनकी कम्प्लिश करके, जो आपने सर्वे की बात की तीन साल में, तो हम पूरी मात्रा में, अगले चार-पांच सालों में यह पूरा काम करेंगे। आप सोच सकते हैं कि सिर्फ दस प्रतिशत एलएचबी कोचेज हमारे देश में चलते हैं। इसके ऊपर हम काम करेंगे।

आपने चुनाव क्षेत्र के बारे में आपने जो पूछा है, उसको मैं देखूंगा। अभी मेरे पास उसकी डिटेल्स नहीं हैं।

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 282
TO BE ANSWERED ON 22.03.2017**

PROJECTS ON COST SHARING BASIS

†*282. SHRI RAMDAS C. TADAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of Railway projects on cost sharing basis with States under execution;**
- (b) whether the Government of Maharashtra has submitted a proposal for construction of 84 Km. long rail line along Wardha, Yavatmal, Pusood and Nanded with 40 per cent cost sharing by the State Government and if so, the time by which the said proposal is likely to be sanctioned;**
- (c) whether the Government of Maharashtra has also agreed to mobilise funds for other rail projects and if so, the details thereof; and**
- (d) the time by which the said project is likely to be started?**

ANSWER

MINISTER OF RAILWAYS

(SHRI SURESH PRABHAKAR PRABHU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 282 BY SHRI RAMDAS C. TADAS TO BE ANSWERED IN LOK SABHA ON 22.03.2017 REGARDING PROJECTS ON COST SHARING BASIS

(a)(i): The details of 42 ongoing sanctioned projects taken up on 'cost sharing' basis with the State Governments are as given below:-

S. N.	Project	Plan Head	Project falling in State	State Entity sharing cost	Length (in km)	Total Latest Cost (₹ in cr.)	Share (%)
1	Ahmednagar-Beed-Parle Vajinath	NL	MAH	MAH	250	2826	50
2	Wardha-Nanded	NL	MAH	MAH	284	3168	40
3	Wadsa-Gadchiroli	NL	MAH	MAH	50	469	50
4	Kotipalli-Narsapur	NL	AP	AP	57	2125	25
5	Nadikude-Srikalahasti	NL	AP	AP	309	2299	50+ Land
6	Vijaywada-Gudivada-Bhimavaram-Nidadavolu-Narsapur, Machilipatnam with RE	DL	AP	AP	221	1503	50
7	Guntur-Tenali DL with RE	DL	AP	AP	24	168	50
8	Bhadrachalam-Kovvur	NL	AP, TEL	AP, TEL	161	923	50
9	Cuddapah-Bangalore (Bangarapet)	NL	AP, KAR	AP	255	2050	50
10	Rayadurg-Tumkur via Kalyandurg	NL	AP, KAR	AP, KAR	213	2000	50
11	Mandirhasaud-Naya Raipur-Kendri	NL	CG	CG	20	100	Land
12	Dallirajahara-Jagdarpur	NL	CG	CG, SAIL, NMDC	235	3400	Land
13	Rewari-Rohtak including elevated	NL	HAR	HAR	81	1025	50

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S. N.	Project	Plan Head	Project falling in State	State Entity sharing cost	Length (in km)	Total Latest Cost (₹ In cr.)	Share (%)
	track between Rohtak and Gohana						
14	Rohtak-Mehem-Hansi	NL	HAR	HAR	69	576	50+ Land
15	Bhanupalli-Bilaspur-Beri	NL	HP, PUN	HP	63	5000	25
16	Chandigarh-Baddi	NL	HP, PUN	HP	33	1672	50
17	Giridih-Koderma	NL	JHA	JHA	103	952	66
18	Hansdih-Godda	NL	JHA	JHA	30	589	50
19	Koderma-Ranchi	NL	JHA	JHA	169	3021	66
20	Ranchi-Lohardaga with extension to Tori	GC	JHA	JHA	113	596	66
21	Koderma-Tilaiya	NL	BIH, JHA	JHA	68	649	66
22	Rampurhat-Mandarhill via Dumka & 3rd line Rampurhat-Murara	NL	BIH, WB, JHA	JHA	159	1350	66
23	Pirpainti-Jassidih	NL	BIH, JHA	JHA	127	1536	50
24	Bagalkot-Kudachi	NL	KAR	KAR	142	1065	50+ Land
25	Bangalore-Satyamanglam	NL	KAR, TN	KAR	260	1524	50+ Land
26	Gulberga-Bidar	NL	KAR	KAR	140	1544	50
27	Hassan-Bangalore via Shravanabelgola	NL	KAR	KAR	166	1290	50
28	Kadur-Chickmagalur-Sakleshpur (land for Chickmagalur-Sakleshpur - 47 km)	NL	KAR	KAR	93	1156	50+ Land
29	Munirebad-Raichur (163 km) of	NL	KAR, TEL	KAR	246	2641	50

S. N.	Project	Plan Head	Project falling in State	State Entity sharing cost	Length (in km)	Total Latest Cost (₹ in cr.)	Share (%)
	Munirabad-Mahabubnagar						
30	Shimoga-Harihar	NL	KAR	KAR	79	832	50+ Land
31	Tumkur-Chitradurg-Davangere	NL	KAR	KAR	200	2193	50+ Land
32	Whitefield-Kolar	NL	KAR	KAR	53	375	50+ Land
33	Gadag-Wadi	NL	KAR	KAR	252	2617	50+ Land
34	Ramanagaram-Mysore(91.5 km) with RE	DL	KAR	KAR	92	875	66
35	Khurda road-Bolangir (289 km) new line	NL	ODI	ODI	177	2000	Cost sharing of part project km 112-289) with Land + 50%
36	Rama Mandi (Raman)-Sada Singh Wala via TalwandiSaboo (29.11 km) of Mansa-Bhatinda Doubling	NL	PUN	PUN	29	218	Land
37	Ratlam -Dungarpur via Banswara	NL	MP, RAJ	RAJ	176	3450	50+ Land
38	Ajmer (Nasirabad)-Sawai Madhopur (Chauth Ka Banwara) via Tonk	NL	RAJ	RAJ	165	874	Land
39	Akkanapet-Medak	NL	TEL	TEL	17	118	50+ Land

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S. N.	Project	Plan Head	Project falling in State	State Entity sharing cost	Length (in km)	Total Latest Cost (₹ in cr.)	Share (%)
40	Manoharabad-Kotapalli	NL	TEL	TEL	149	1160	33+ Land+ Annuity 1st 5 years
41	Deoband (Muzzafer Nagar)-Roorkee	NL	UP, UTRA	UTRA	27	700	50
42	Kichha-Khatima	NL	UTRA	UTRA	58	584	Land
				TOTAL	5,625	63,213	

AP- Andhra Pradesh
 GO- Odisha
 GG- Gujarat
 KR- Karnataka
 MH- Maharashtra
 MP- Madhya Pradesh
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 TN- Tamil Nadu
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 WB- West Bengal

(ii) In addition, consent of State Govt. has been received for the following three projects, which are under requisite approvals.

S. N.	Project	Plan Head	Project falling in State	State Entity sharing cost	Length (in km)	Total Latest Cost (₹ in cr.)	Share (%)
1	Ferozepur-Patti	NL	PUN	PUN	25	450	Land
2	Jeypore-Nabarangpur	NL	ODI	ODI	38	485	Land + 50
3	Jeypore-Malkangiri	NL	ODI	ODI	130	1277	25
				TOTAL	193	2212	

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(iii) The following metropolitan projects (MTP) have also been taken up on cost sharing basis with state Govt.

S. N.	Project	Plan Head	Project falling in State	State Entity sharing cost	Total Latest Cost (₹ In cr.)	Share (%)
1	Belapur-Seawood-Uran-electrified double line.	MTP	MAH	MAH	1781.98	66
2	Mumbai Urban Transport Project(MUTP) Phase-II	MTP	MAH	MAH	8087	50
3	CSTM-Panvel/Andheri-Running of 12 coach EMU train on Harbour corridor.	MTP	MAH	MAH	714.1	50
4	Mumbai Urban Transport Project(MUTP) Phase-III	MTP	MAH	MAH	10947	54
5	Chennai-Extension of mass rapid transit system phase-II from Velachery to St. Thomas Mount	MTP	TN	TN	732.9	66
6	Hyderabad-Secunderabad-Multi modal transport system (Phase-II)	MTP	TEL	TEL	816.55	66

(iv) In addition, consent of State Govt. of Maharashtra has been received for the following three projects, which are under requisite approvals:-

> New suburban rail corridor between Virar-Vasai-Panvel(140 T-Km):

This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government.
Total estimated cost of the projects is ₹ 8767 crore.

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- **Fast elevated corridor between CSTM-Panvel with Spur to Navi Mumbai International Airport (104 Track Km):**

This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government. Total estimated cost of the projects is Rs 12,131 crore.

- **New suburban corridor on 3rd and 4th line between Pune-Lonavala(128 Track Km):**

This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government. Total estimated cost of the projects is ₹ 4,253 crore.

- (v) **Formation of Joint Venture Company:** Ministry of Railways have embarked upon cooperative federalism by giving active representation to States in planning, development, financing and implementation of Railway projects through formation of State Joint Ventures (State JVs). State JV, a 100% owned Corporation of Ministry of Railways and concerned State Government will mutually identify Railway projects, undertake survey, prepare Detailed Project Report (DPR) and will arrange statutory approvals & sanction.

Ministry of Railways will take equity upto 50% in each of such State JVs. However, Project shall be implemented through Project Specific Subsidiary (Project SPV) wherein a minimum of 26% equity will be ensured by the concerned State JV. Financial closure of each project will be achieved through a mix of Debt and Equity (minimum 26% from State JV) & other stakeholders. Ownership of the land acquired for the project will vest with the Project SPV.

Presently, Joint Venture company have been formed with 3 State Govt i.e. Chhattisgarh, Gujarat, Kerala. Similar company with State of Karnataka already exist. In addition, Joint Venture agreements have been signed with 5 State Govts i.e. AP, Haryana, Odisha, Maharashtra

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& Jharkhand and Govt of Madhya Pradesh has also approved Joint Venture agreement.

(b): Yes, Madam. The work of New Line between Wardha and Nanded via Yavatmal & Pusood (284 Km) has been sanctioned in 2008-09. The latest anticipated cost of the project is ₹ 3168 cr. The Government of Maharashtra has agreed to share 40% of the total cost of project.

(c): Yes, Madam. The Government of Maharashtra has agreed to share the cost of other projects also. The details of all these projects are given as under:

S. N.	Project	Plan Head	Total Latest Cost (₹ in cr)	Share (%)
1	Ahmednagar-Beed-Parle Vajjnath	NL	2826	50
2	Wardha-Nanded	NL	3168	40
3	Wadsa-Gadchiroli	NL	469	50
4	Belapur-Seawood-Uran- electrified double line.	MTP	1781.98	66
5	Mumbai Urban Transport Project(MUTP) Phase-II	MTP	8087	50
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This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government. Total estimated cost of the projects is ₹ 4,253 crore.

- (d): **Wardha-Nanded New Line (284 km):**

The work on this new line has already been taken up as Land for New Line between Wardha and Nanded has been acquired in 43 Km from Wardha end except two small patches of 1 km length. One major bridge and 14 minor bridges have been completed. Further, work on 3 major bridges, 29 minor bridges and 9 Road under Bridges are in progress. Land acquisition in remaining length is being done through State Govt.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 282
TO BE ANSWERED ON 22.03.2017

PROJECTS ON COST SHARING BASIS

†*282. **SHRI RAMDAS C. TADAS:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of Railway projects on cost sharing basis with States under execution;
- (b) whether the Government of Maharashtra has submitted a proposal for construction of 84 Km. long rail line along Wardha, Yavatmal, Pusood and Nanded with 40 per cent cost sharing by the State Government and if so, the time by which the said proposal is likely to be sanctioned;
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7	Mumbai Urban Transport Project(MUTP) Phase-III	MTP	10947	54

In addition, consent of State Govt. of Maharashtra has been received for the following three projects, which are under requisite approvals:-

➤ New suburban rail corridor between Virar-Vasai-Panvel(140 T-Km):

This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government. Total estimated cost of the projects is ₹ 8787 crore.

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- > **Fast elevated corridor between CSTM-Panvel with Spur to Navi Mumbai International Airport (104 Track Km) :**

This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government. Total estimated cost of the projects is ₹ 12,131 crore.

- > **New suburban corridor on 3rd and 4th line between Pune-Lonavala(128 Track Km):**

This project is included in Pink Book 2017-18 and is proposed to be taken up after obtaining requisite approvals of the Government. Total estimated cost of the projects is ₹ 4,253 crore.

- (d): **Wardha-Nanded New Line (284 km):**

The work on this new line has already been taken up as Land for New Line between Wardha and Nanded has been acquired in 43 Km from Wardha and except two small patches of 1 km length. One major bridge and 14 minor bridges have been completed. Further, work on 3 major bridges, 29 minor bridges and 9 Road under Bridges are in progress. Land acquisition in remaining length is being done through State Govt.

(Q. 282)

श्री रामदास सी. तडस : अध्यक्ष महोदय, वर्धा-यवतमाल-नांदेड़ रेल मार्ग को काफी दिन से भांग खी। मैं मंत्री महोदय को धन्यवाद देता हूँ कि इस काम की शुरुआत हो गई है। इस ट्रेन रूट का कार्य काफी विलम्ब से चल रहा है, साथ ही साथ रेलवे पुलों का निर्माण कार्य जो रुका हुआ है, वह कब तक पूरा होगा? मेरा प्रश्न यह है कि इस कार्य के लिए अभी तक महाराष्ट्र सरकार तथा केन्द्र सरकार से कितनी राशि मिली है?

श्री सुरेश प्रभु : मैडम, महाराष्ट्र सरकार के साथ हम लोगों ने एक समझौता किया है। उरा समझौते के तहत बहुत सारे प्रोजेक्ट्स हम लोग महाराष्ट्र के लिए कार्यान्वित कर रहे हैं। जैसा माननीय सदस्य ने कहा है, तो उसमें यह लाइन भी है और साथ ही सब-अर्बन रेलवे के कुछ स्टेशंस और लाइन भी हैं और मुंबई अर्बन ट्रांसपोर्ट प्रोजेक्ट के तहत भी कुछ कार्यक्रम चल रहे हैं। इसीलिए, जैसा आपने कहा कि इसमें बिल्कुल धन नहीं दिया गया था, तो पर्याप्त मात्रा में इस बजट में उसका प्रावधान किया गया है। कुछ दिन पहले ही मैंने खुद राज्य सरकार के अधिकारियों के साथ, रेल के अधिकारियों के साथ एक सियु बैठक इस प्रोजेक्ट के बारे में थी। उसके ऊपर भी काम चल रहा है। मैं आपको आश्वस्त करना चाहता हूँ कि हम इसमें ज़रूर पूरा ध्यान देकर इस प्रोजेक्ट को पूरा करेंगे। विदर्भ महाराष्ट्र का ऐसा क्षेत्र है, जहाँ बहुत सालों से बहुत सदियों से सही मायने में निवेश न करने के कारण यह बेकवर्ड रीजन भी रहा है, उसको डेवलप करने के लिए हम पूरी मात्रा में कोशिश कर रहे हैं।

श्री रामदास सी. तडस : महोदय, वर्धा-यवतमाल-नांदेड़ प्रस्तावित रेल मार्ग, पूरी तरह से महाराष्ट्र के पिछड़े इलाके समझे जाने वाले विदर्भ और मराठवाड़ा से जोड़ता है। इस रेल मार्ग को पूरा करने के लिए क्या कोई समय-सीमा निर्धारित करने की योजना है? यदि हाँ, तो तत्संबंधी ब्यौरा दें?

श्री सुरेश प्रभु : मैडम, जैसा मैंने कहा कि इस प्रोजेक्ट की कॉस्ट 3168 करोड़ रुपये है, इसमें महाराष्ट्र सरकार को जो सालीस प्रतिशत पैसा देना है, उस संबंध में उनको साथ समझौता भी हो गया है। आज तक जो काम हो रहा है, उससे मुझे लगता है कि अगले तीन-चार सालों में वह पूरा होने चाहिए। लैंड एक्विजिशन को जो इसपूज है, उनको भी शॉर्ट करने के बाद मुझे लगता है कि इस काम में और भी तेजी आ जाएगी।

श्रीमती भायना गवली (पाटील) : महोदय, वर्धा-नांदेड़-यवतमाल रेलवे लाइन को सन् 2009-10 में मंजूरी मिली थी, लेकिन तकरीबन आठ-नी साल के बाद भी अभी भी उसके लैण्ड एक्विजिशन का काम ही चल रहा है। मंत्री जी से मेरा एक प्रश्न है कि जैसे गडकरी साहब ने रोड हाइवेज में लैण्ड एक्विजिशन करने के

लिए जो कानून लागू किया है, चार गुना पैसे चिन्तनों को उसको जमीन को दिए जाएंगे, इसी प्रकार से क्या हम सोच रहे हैं, क्या हमारे पास ऐसा कोई प्रस्ताव है कि यह प्रोजेक्ट हम जल्दी से जल्दी पूरा कर सकें? जैसा कि मंत्री जी ने खुद बोला है और विदर्भ हे भी एक बैकवर्ड रीजन। क्या बायरेक्ट खरीदी पद्धति से हम इस पर कार्यवाही करेंगे, यह मेरा प्रश्न है?

श्री सुरेश प्रभु: मैडम, रेलवे जो भूमि अधिग्रहण करती है, जो कानून आज भी लागू है, उसी कानून के तहत करती है, इसलिए राज्य सरकार जो अमार्चेंट तय करती है, यदि महाराष्ट्र सरकार तय करेगी कि इतनी फॉरवर्ड लैंड एक्विजिशन होगी, वह पूरी मात्रा में रेल की तरफ से दिया जाता है। मुझे नहीं लगता है कि रेल की तरफ से उसकी कीमत को लेकर कोई इश्यू है। यह इश्यू इतना ही है कि लैंड एक्विजिशन करने के लिए लोगों की कन्सेंट भी लेनी चाहिए। आप भी वहाँ के सांसद हैं, तो यदि आप लोगों की कन्सेंट लेने में हमें सहायता करेगी तो मुझे लगता है कि राज्य सरकार भी इमिडिएटली लैंड एक्विजिशन में सहयोगी रहेगी।

श्री राजीव सातव: महोदया, मैं यहाँ से प्रश्न पूछने की अनुमति चाहूँगा।

माननीय अध्यक्ष : जी, वह तो हमेशा है।

श्री राजीव सातव: महोदया, यह जो सवाल है, वह मराठवाड़ा और विदर्भ को जोड़ने वाले यवतमाल, पुस्तक के संस्ते से नांदेड़ और वधा के बीच में जो नई लाइन जा रही है, उसके सम्बन्ध में है। मंत्री जी ने जिस प्रकार से इसके लिए अलॉटमेंट किया है, उसके लिए मैं उन्हें धन्यवाद देना चाहूँगा। मंत्री जी, मुख्य सवाल यह है कि अगर लैंड एक्विजिशन के इश्यूज अगले 10-10 साल तक पेन्डिंग रहेंगे या टाइम बाउन्ड तरीके में हम इसे नहीं लेंगे तो 15 साल तक यह परियोजना पूरी नहीं हो पायेगी। इसलिए आपके रेलवे बोर्ड के ऑफिसर्स और स्टेट गवर्नमेंट, अगर ये दोनों मिलकर इसके बारे में अभी से काम करेंगे तो यह टाइम बाउन्ड तरीके से होगा। मेरा इसमें मूल सवाल यह है कि वधा की तरफ से तो आपने काम शुरू किया है, नांदेड़ की तरफ का लैंड एक्विजिशन का काम हो रहा है, तो अगर दोनों तरफ से काम शुरू हो जायेगा तो यह परियोजना जल्दी हो पायेगी। आप इसमें टाइम बाउन्ड तरीके में कुछ करेंगे, इसके बारे में सरकार एन्स्योर करे।

श्री सुरेश प्रभु : जैसा मैंने कुछ समय पहले बताया कि इसके बारे में रिव्यू कुछ समय पहले हमने किया था। जो भी लैंड एक्विजिशन को लेकर इसमें इश्यूज आ रहे थे, उनसे किस तरह से निपटा जाये, उसके बारे में भी विस्तृत चर्चा हुई है। हर जिले के एक-एक अधिकारी को भी उसके बारे में कहा गया है। जितना भी धन उसके लिए पर्याप्त मात्रा में जरूरी है, वह भी ट्रांसफर करने के लिए हम लोगों ने उसको आदेश दे दिया है।

आपका जो सुझाव है, उसके बारे में भी हमने सोचा था कि क्या दूरी तरफ से भी काम शुरू किया जा सकता है, तो लैंड एक्विजिशन का थोड़ा प्रोग्रेस होगा तो दोनों तरफ से करके हम इसको बहुत जल्द समय सीमा निर्धारित करके उसको पूरा करेंगे।

DR. SHRIKANT EKNATH SHINDE: Let me start by congratulating the hon. Finance Minister and the Railway Minister for sanctioning three major projects of Mumbai suburban railway, namely CST-Panvel elevated link, Bandra-Virar elevated link and Vasai-Diva-Panvel quadrupling, the total cost of which amounts to Rs.28,546 crore.

Along with these specific projects many projects for capacity expansion have been undertaken on the suburban section under MUTP II and MUTP III. Similarly, there have been demands from various sections for quadrupling the section between Kalyan and Karjat as this section of suburban railway has seen rapid growth in terms of population in the last few years. Recently, there was a big agitation by commuters at Badlapur station because of the frequent failure in services. There was a riot like situation. It was really a pressure cooker like situation there.

Therefore, my specific question to the hon. Railway Minister is whether there is any plan to undertake quadrupling of Kalyan-Karjat section and whether it will consider any such project if the State Government is ready to share the expenditure.

श्री सुरेश भ्रु : महोदय, यह प्रश्न कौन्सिल शेयरिंग के अन्तर्गत है। यदि कोई भी स्टेट गवर्नमेंट आकर हमारे साथ जो भी सहजता करने को तैयार है, तो मैं सदन को कहना चाहता हूँ कि हम उसके साथ समझौता करेंगे। मैं आप सबकी जानकारी के लिए एक बात और कहना चाहता हूँ कि हम लोगों ने जो पहला बजट प्रेजेंट किया था तो हमारे प्रधान मंत्री जी का एक कान्सेप्ट कोऑपरेटिव फेडरलिज्म है, उसके तहत सभी राज्यों के मुख्यमंत्रियों को मीने खत लिखा था और मुझे कहने में खुशी है कि 17 राज्यों ने इस बात को मान लिया है कि हम कोऑर्डिनेट वेंचर बनावेंगे, सिर्फ कौन्सिल शेयरिंग नहीं, तो ऑनरशिप शेयरिंग भी और उसके तहत नई-नये जो प्रोजेक्ट लिये जा रहे हैं, उसमें भी एक बहुत बड़ी मात्रा में नये प्रोजेक्ट इम्प्लिमेंटेशन करने के लिए गति जा जायेगी। हम जरूर इसके अन्तर्गत भी विचार करेंगे कि और भी जब कोई योजना आती

है, जैसे कि हमारे खड़गे साहब के समय में कर्नाटक गवर्नमेंट के साथ भी इस तरह का समझौता हुआ था, उसको भी हम लोग तेजी से ज्यादा से ज्यादा लाने की कोशिश करेंगे।

माननीय अध्यक्ष : गोपाल रोदटी जी, पूना में कौन सा कॉस्ट शेयरिंग है?

श्री गोपाल रोदटी : महोदया, मैं एकदम शॉर्ट क्वेश्चन करूँगा। मैं मंत्री महोदय जी को सन्तुष्ट करना चाहूँगा कि उन्होंने बहुत डिटेल्स में उत्तर दिया है। मुम्बई शहर के बारे में (एमयूटीपी) फेज-टू का उल्लेख है, (एमयूटीपी) फेज-थ्री का उल्लेख है और बड़े पैमाने पर मुम्बई शहर में काम चल रहा है। मेरा सवाल यह है कि एलिक्ट्रिक कॉरिडोर का जो प्रोजेक्ट है, उसके बारे में थोड़ा प्रकाश डालेंगे तो मुम्बई शहर के लोगों को बहुत बड़ी दिलासा मिलेगी, क्योंकि महोदया, प्रधान मंत्री जी भी यहाँ पर बैठे हैं, वे बहुत ही संवेदनशील हैं। मुम्बई शहर में आज भी प्रतिवर्ष तीन हजार से भी ज्यादा लोग रेल से गिरकर और कटकर मरते हैं। सभी कामों में प्रोग्रेस है, लेकिन मृत्यु की दर में भी प्रोग्रेस होती जा रही है। यह अच्छी बात नहीं है। इस मृत्यु दर को मंत्री जी कैसे कम करेंगे, उसके बारे में थोड़ा प्रकाश डालेंगे तो मुम्बई शहर के लोगों को बहुत बड़ी दिलासा मिलेगी।

माननीय अध्यक्ष : एफ्युअली यह प्रश्न अलग है, लेकिन अगर आपको उत्तर देना ही तो दीजिए।

श्री सुरेश प्रभु : मैडम, जैसा कि मैंने कहा, छत्रपति शिवाजी टर्मिनस से लेकर पनवेल तक, विशार-बसई-पनवेल 140 किलोमीटर और बांद्रा से विशार तक जो एलीक्ट्रिक कॉरिडोर बनेंगे तो उसके कारण ट्रेनों में गति भी आ जाएगी। मुम्बई शहर में जो दुर्भाग्यपूर्ण घटनाएँ होती हैं, उससे हमें भी दुःख होता है, मैं भी मुम्बई का रहने वाला हूँ। लोगों की जो मौतें गिरने से होती हैं, इसके लिए तो भीड़ ही कारण है। इस कॉरिडोर की वजह से ट्रेनों में भीड़ कम हो जाएगी। साथ ही, मौत की दूसरी जो वजह है, वह यह है कि यहाँ रेल लाइन के दोनों साइड्स पर झुग्गी-झोपड़ियाँ बसी हैं। लोग लाइन को ट्रेसपास करते हैं। उसके लिए बॉल भी बनाया गया। हमने नया बॉल बनाने की भी शुरुआत की है। इसके लिए भी अगर राज्य सरकार के साथ कुछ समझौता होता है कि उन लोगों को अच्छी जगह पर कैसे रि-सेटल किया जाए तो मुझे लगता है कि मौत का यह जो कारण है, वह कारण भी उससे हल हो जाएगा।

माननीय अध्यक्ष : जय प्रकाश जी, बिहार में अगर किसी प्रदेश की कॉस्ट शेयरिंग है तो उसके बारे में प्रश्न पूछिए।

श्री जय प्रकाश नारायण यादव : अध्यक्ष महोदया, आपके माध्यम से माननीय विद्वान मंत्री से हम जानना चाहते हैं कि नई रेल लाइन सुलतानगंज से बांका-बैलहर, जो झारखण्ड में देवघर तक जाती है और बरिगारपुर से मननपुर - खड़गपुर - बरहट नई रेल लाइन, जिसकी स्वीकृति भी है, योजना में भी यह दिया

हुआ है, इसके लिए सर्वे भी हुआ है, तो यह योजना कब से शुरू होगी? इसमें चर्चा आबंटित कर इसे कब से पारित किया जाएगा?

माननीय अध्यक्ष : केवल कौन्सिल शेरिंग के ऊपर ही प्रश्नों के उत्तर देना है। इधर-उधर पूरी रेलवे मिनिस्ट्री के ऊपर प्रश्नों के उत्तर नहीं देना है।

श्री सुरेश प्रभु : मैडम, यदि जय प्रकाश जी अपनी राज्य सरकार से बात करके उनके साथ समझौता करने की बात करें, जैसा कि यह प्रश्न है, इसमें अन्य राज्यों ने मान लिया है, आपका राज्य भी अगर इसके लिए मान जाए, तो इसके बारे में कार्रवाई की जा सकती है।

माननीय अध्यक्ष : सुरेश अंगडी जी, अगर कौन्सिल शेरिंग से संबंधित प्रश्न हो, तो प्रश्न पूछिए। पूरी रेलवे मिनिस्ट्री के बारे में जवाब नहीं पूछना है।

SHRI SURESH C. ANGADI: Thank you, Madam. A long pending survey has been done for construction of a direct rail line between Dharwad and Belgaum. Now, we are wasting around four hours' time for reaching Belgaum from Dharwad. The State Government is ready to share the 50 per cent of the cost including land for this. I would like to request the hon. Minister, on behalf of Shri Pralhad Joshi and myself, to expedite the said work. I would also like to request that the Belgaum Railway Station be modernized. Thank you.

श्री सुरेश प्रभु : मैडम, कुछ दिनों पहले इस सदन में दस घंटे से भी ज्यादा समय तक अच्छी बहस हुई। माननीय सदस्यों ने रेल के बारे में अच्छे सुझाव दिए हैं। हम लोगों ने उसे पूरा नोट किया है और उसके बारे में जो भी काम करने की आवश्यकता होगी, वह करेंगे।

मैडम, सभी सदस्यों की जानकारी के लिए मैं आपके माध्यम से एक ही बात कहना चाहता हूँ कि ये सभी सवाल इसलिए आ रहे हैं, क्योंकि मांग और आपूर्ति में बहुत बड़ा अन्तर है। बहुत सालों से रेल की परियोजनाएँ पूरी न होने के कारण लोगों की समस्या बढ़ी हुई है। लोगों की सबसे ज्यादा जो मांग है, वह डबलिंग के बारे में है। इंडियेडेंस से लेकर आज तक सिर्फ 15,000 किलोमीटर डबलिंग का काम हुआ था। पिछले डेढ़ सालों में परेश मोदी जी की सरकार ने 12,600 किलोमीटर डबलिंग के काम को सँवधान किया। पहले 40-50 हजार करोड़ रुपए का इसमें सालाना निवेश किया जाता था। सिर्फ पिछले डेढ़ सालों में इसके लिए इसी संसद ने 3,50,000 करोड़ रुपए के बजट को मान्यता दी। हम लोगों ने इसकी स्पीड बढ़ाने के लिए काम किया। पहले जो दिन में चार किलोमीटर होता था, उसे बढ़ाकर हमने आठ किलोमीटर किया। अगले साल हम इसे दस किलोमीटर करेंगे।



मैडम, मैं इसके लिए ज्वायंट वेन्चर को ऊपर इसीलिए हल दे रहा था। इसके लिए जो ज्वायंट वेन्चर कंपनी फॉर्म हो रही है, 17 राज्यों के साथ जो फॉर्म हुआ है, इसमें आठ-दस राज्यों से आगे काम चल गया है। इससे उसको इम्प्लीमेंट करने की ज्वायंट वेन्चर कंपनी की कंपैसिटी बढ़ेगी, क्योंकि उनकी वैरिबिलिटी बढ़ेगी। अलग-अलग लोग काम करेंगे और हर ज्वायंट वेन्चर के लिए अलग-अलग बैंक बनाकर हमने बैंकों को ही उसकी प्रोजेक्ट रिपोर्ट बनाने को कहा है। इसलिए, यह काम भी बढ़ेगा। एक ज्वायंट वेन्चर द्वारा प्रतिदिन दस किलोमीटर का काम करने की जो आज हमने स्पीड हासिल की है तो दस स्टेट्स अगर दस-दस किलोमीटर का काम करेंगे और ऐसे ही चलता रहा तो आने वाले दिनों में यह 100 किलोमीटर भी हो सकता है। तीन सालों के बाद ऐसा हो सकता है। ऐसा होने पर ही हमारे देश की और सारी समस्याएं हल होंगी। हम राज्य सरकारों को ज्वायंट वेन्चर के साथ जुड़ने के लिए इसीलिए कह रहे हैं, क्योंकि बहुत सारी समस्याएं हैं। जैसा कि माननीय सदस्य ने भी कहा कि कहीं लैंड एक्वीजिशन का इश्यू आता है, जैसे कुछ राज्यों में लैंड एण्ड ऑर्डर के इश्यूज आते हैं, कहीं पर इन्वायरनमेंट क्लियरेंस के इश्यूज आते हैं तो इन सभी इश्यूज के ऊपर हम और राज्य सरकार लड़े नहीं और यदि हम साथ में काम करेंगे तो आज जो अलग-अलग प्रश्न आ रहे हैं, और जो बजट पर डिस्कशन के समय भी आए थे, इन सबके ऊपर मूलगामी उपाय यही हो सकता है।

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.3372
TO BE ANSWERED ON 22.03.2017**

SPEEDY IMPLEMENTATION OF RAILWAY PROJECTS IN KERALA

3372. SHRI M.B. RAJESH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has formed a Joint Venture Company with the Government of Kerala for the speedy implementation of rail projects in Kerala;
- (b) if so, the details thereof;
- (c) whether all projects implemented by this company will be on cost sharing basis;
- (d) if so, the major projects to be implemented in Kerala by this company along with cost of each project;
- (e) whether budget allocations for all projects will require matching allocations by the State Government; and
- (f) if so, the reasons for changing the pattern of budget allocations?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) & (b): Yes Madam. Ministry of Railways and State Government of Kerala have incorporated a Joint Venture Company namely "Kerala Rail Development Corporation Limited" (KRDCL) on 03.01.2017 for

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undertaking survey and development of mutually identified viable railway projects including projects with viability gap funding in the State of Kerala.

(c)&(d): The following projects have been identified by KRDCCL for taking up their viability studies:

1. Rapid Rail Transit System (Suburban Rail Project) between Thiruvananthapuram-Chengannur 125.56 km.
2. Thalassery-Mysore Rail Project 298 km.
3. Rail line to Cochin International Airport(CIAL)
4. Emakulam Old Railway Station Development.

The cost of Project(s) and their financing pattern will be known only after the study is carried out by KRDCCL and estimates prepared.

(e) & (f): Individual Project(s) will be implemented by Project Specific Special Purpose Vehicle (SPV). Funds shall be arranged through a mix of debt and equity. KRDCCL will keep a minimum of 26% equity in each of such Project SPV.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4481
TO BE ANSWERED ON 29.03.2017**

HIRAKUND EXPRESS TRAIN ACCIDENT

4481. SHRIMATI BUTTA RENUKA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the train accident of Hirakund express is on account of sabotage or because of mechanical or technical fault and if so, the details thereof;**
- (b) the number of casualties in the accident;**
- (c) the amount of compensation proposed to be paid to the victims' families and the injured;**
- (d) whether any concrete steps are being taken to avoid such accidents in future and if so, the details thereof; and**
- (e) the action taken against those responsible for the accidents?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 4481 BY SHRIMATI BUTTA RENUKA TO BE ANSWERED IN LOK SABHA ON 29.03.2017 REGARDING HIRAKUND EXPRESS TRAIN ACCIDENT

(a): In the derailment of Train No. 18448 Jagdalpur-Bhubaneswar Hirakhand Express near Kureru station on Singapuram Road-Vizianagaram Section of East Coast Railway on 21.01.2017, Government Railway Police (GRP)/Vizianagaram has registered a case vide No.08/2017 u/s 174 Cr.P.C. dated 22.01.2017 which was transferred to CID/Andhra Pradesh where a case vide No.CID/17/1308 dated 07.02.2017 has been registered. Investigation of the case has now been taken up by National Investigation Agency (NIA) and statutory inquiry into the said derailment has been ordered to determine the causes and responsible factors of the accident to be conducted by the Commissioner of Railway Safety (CRS), South Central Circle, Secunderabad under the Ministry of Civil Aviation.

(b): 40 persons lost their lives, 17 sustained grievous injuries and 21 sustained simple injuries

(c): An amount of ₹ 08 lakh for death and ₹ 64,000/- to ₹ 06 lakh for injury depending upon the gravity of injury is paid by the Railways as per decree of Railway Claims Tribunal. However, on humanitarian grounds, an ex-gratia amount of ₹ 02 lakh to the next of kin of each

deceased and ₹ 50,000/- to each of the persons who sustained grievous injuries and ₹ 25,000/- to each of the persons who sustained simple injuries has been paid in the said train accident. Hon'ble Prime Minister also announced ex-gratia relief of ₹ 02 lakh to the next kin of each deceased and ₹ 50,000/- to each of the persons who sustained grievous injury in the accident.

(d): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis including upgradation of technology to aid safe running of trains. These include replacement of over-aged assets, elimination of unmanned level crossings, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Train Protection Warning Systems (TPWS), Colour Light LED Signals, Vigilance Control Device (VCD), usage of 60 kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, digital types of machines for ultrasonic flaw detection (USFD), electronic monitoring of tracks using track

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recording cars (TRC) and portable oscillation monitoring system (OMS), progressive use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Coupler with Integral Coach Factory (ICF) Coaches, etc. Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examinations etc. Besides, periodic safety drives, inspections as per laid down schedules, patrolling of tracks, footplate inspections and safety reviews at various levels are regularly conducted to continuously monitor and improve safety aspects of the Railways.

(e) Action would be taken against those who are held responsible for the accident after finalization of statutory inquiry by the Commissioner of Railway Safety, South Central Circle, Secunderabad.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO.6436
TO BE ANSWERED ON 12.04.2017

LEVEL CROSSINGS IN KARNATAKA

6436. SHRI PRATHAP SIMHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there are 1270 level crossings in Karnataka and if so, the details of Manned and Unmanned Level Crossings (UMLCs) in Karnataka as of June 2016, division-wise;

(b) whether 49 UMLCs have been manned in the last two years;

(c) if so, the time likely to be taken to man or eliminate/close all the UMLCs at this pace; and

(d) whether there are any plans to make special financial provisions to man the above UMLCs and if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a): As on 01.04.2016, there are 1027 level crossings in the State of Karnataka out of which 727 are manned level crossings and 300 are unmanned level crossings. Division-wise data of level crossings in a particular State is not maintained.

(b): Yes, 49 unmanned level crossings have been manned during 2014-15 and 2015-16 in the State of Karnataka.

(c): Ministry of Railways has announced a specific sub-mission to eliminate all unmanned level crossings on Broad Gauge by March 2020.

(d): Adequate fund is being provided.

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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

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
THIRD SITTING
(19.01.2021)

The Committee sat from 1500 hours to 1630 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - **Chairperson**

MEMBERS

2. Shri Nihal Chand Chauhan
3. Shri Ramesh Chander Kaushik
4. Shri Kaushalendra Kumar
5. Shri Santosh Pandey
6. Shri Pashupati Kumar Paras
7. Shri M.K. Raghavan

SECRETARIAT

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

WITNESSES**Ministry of Railways**

1. Shri Suneet Sharma - Chairman and Chief Executive Officer, Railway Board
2. Shri P.S. Mishra - Member (Operations & Business Development)
3. Shri Rajesh Tiwari - Member (Traction & Rolling Stock)
4. Shri Pradeep Kumar - Member (Infrastructure)
5. Shri Arun Kumar - Director General (RPF)

Ministry of Parliamentary Affairs

1. Shri P.K. Haldar - Under Secretary

	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
2.	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
3.	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX

4. Thereafter, the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs were ushered in. Welcoming the witnesses to the sitting of the Committee, the Chairperson impressed upon them not to disclose the deliberations of the Committee to any outsider. The Committee then took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances. The Committee were perturbed to note the long pendency of a large number of Assurances of the Ministry which amounted to 172 as on date. The Chairperson asked the Chairman and CEO, Railway Board to give an overview of the pending Assurances of the Department and also enquired about the internal mechanism and system of monitoring and reviewing the implementation of pending Assurances in the Railway Board/Ministry.

5. The Chairman and CEO, Railway Board accordingly briefed the Committee on the above issues. The Chairperson asked the representatives of the Ministry to furnish the Minutes of their review meetings for monitoring of pending Assurances.

6. The Chairperson and Members thereafter raised various queries and sought certain clarifications on the pending Assurances (Annexure-III) taken up for the day. The witnesses responded to these queries and also provided clarifications. As some queries required detailed reply and inputs from various quarters, the Chairperson asked the witnesses to furnish written replies on the same in due course.

7. The evidence was completed.

8. The Chairperson thanked the witnesses for deposing before the Committee and furnishing the available information on the queries raised and clarifications sought by them.

9. The witnesses, then, withdrew.

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

The Committee then adjourned.

COMMITTEE ON GOVERNMENT ASSURANCES (2020-2021), LOK SABHA

Statement of pending Assurances pertaining to the Ministry of Railways discussed during oral evidence held on 19.01.2021

S.No.	SQ/USQ No. dated	Subject
1.	USQ No. 4176 dated 22.03.2013	Abolition of Residential Help
2.	USQ No. 862 dated 08.08.2013	Projects Under Central Railway
3.	USQ No. 4274 dated 07.08.2014	Security Personnel in Trains
4.	SQ No. 61 dated 27.11.2014	Safety and Security of Railway Passengers
5.	SQ No. 61 dated 27.11.2014 (Supplementary by Shri K. C. Venugopal, M.P.)	Safety and Security of Railway Passengers
6.	USQ No. 1125 dated 02.03.2015	Safety of Passengers
7.	SQ No. 65 dated 27.11.2014 (Supplementary by Shri B.V. Nayak, M.P.)	Old Railway Bridges
8.	SQ No. 205 dated 08.12.2014 (Supplementary by Shri Gaurav Gogoi, M.P.)	Trains for Tourists
9.	USQ No. 3364 dated 10.08.2015	Railway Protection Force
10.	USQ No. 623 dated 02.12.2015	New Class of Locomotives
11.	USQ No. 1668 dated 09.12.2015	Security at Railway Stations
12.	SQ No. 344 dated 23.12.2015 (Supplementary by Shri Vinod Kumar Boianapalli, M.P.)	Modernisation of Railways Workshops
13.	USQ No. 3156 dated 16.03.2016	Approval to Hubli-Ankola Railway Line
14.	USQ No. 1628 dated 04.05.2016	Consumption of Diesel and Electricity by Railways
15.	USQ No. 495 dated 20.07.2016	Railway Line to Andhra Pradesh Capital

16.	USQ No. 592 dated 20.07.2016	Development of Railway Stations
17.	SQ No. 344 dated 10.08.2016 (Supplementary by Shri Kirti Azad, M.P.)	Multiple Bookings
18.	SQ No. 82 dated 08.02.2017 (Supplementary by Dr. Sanjay Jaiswal, M.P.)	Safety Technology
19.	SQ No. 282 dated 22.03.2017	Projects on Cost Sharing Basis
20.	SQ No. 282 dated 22.03.2017 (Supplementary by Shri Ramdas Chandrabhanji Tadas, M.P.)	Projects on Cost Sharing Basis
21.	USQ No. 3372 dated 22.03.2017	Speedy Implementation of Railway Projects in Kerala
22.	USQ No. 4481 dated 29.03.2017	Hirakund Express Train Accident
23.	USQ No. 6436 dated 12.04.2017	Level Crossings in Karnataka

Appendix

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
EIGHTH SITTING
(29.07.2021)

The Committee sat from 1500 hours to 1545 hours in Chairperson's Chamber, Room No. 216, Block-B, Extension to Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

Members

2. Shri Nihal Chand Chauhan
3. Shri Nalin Kumar Kateel
4. Shri Ramesh Chander Kaushik
5. Shri Santosh Pandey
6. Shri Chandra Sekhar Sahu
7. Dr. Bharatiben Dhirubhai Shiyal

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 regarding the day's agenda. Thereafter, the Committee considered and adopted the following Three (03) draft Reports without any amendments:-

- (i) Draft Forty-Fifth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Railways';
- (ii) Draft Forty-Sixth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and
- (iii) Draft Forty-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.

XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX

The Committee then adjourned.