

**COMMITTEE**

**ON**

**GOVERNMENT ASSURANCES  
(2021-2022)**

**(SEVENTEENTH LOK SABHA)**

**FIFTY-SEVENTH REPORT**

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

*Presented to Lok Sabha on 15/03/2022*



सत्यमेव जयते

**LOK SABHA SECRETARIAT  
NEW DELHI**

**March, 2022/ Phalgun, 1943 (Saka)**

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\* Implementation Report of the Assurance laid on Table of the House 01.12.2021.

**COMPOSITION OF THE COMMITTEE  
ON GOVERNMENT ASSURANCES\*  
(2021 - 2022)**

**SHRI RAJENDRA AGRAWAL** - Chairperson

**MEMBERS**

2. Shri Sudip Bandyopadhyay
3. Shri Nihal Chand
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 D. Shiyal
13. Shri Indra Hang Subba
14. Smt. Supriya Sule
15. Vacant

**SECRETARIAT**

1. Shri Pawan Kumar - Joint Secretary
2. Shri S. L. Singh - Deputy Secretary

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\* The Committee has been constituted w.e.f. 09 October, 2021 *vide* Para No. 3202 of Lok Sabha Bulletin Part-II dated 18 October, 2021

## INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2021-2022), having been authorized by the Committee to submit the Report on their behalf, present this Fifty-Seventh Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2020-2021) at their sitting held on 28 September, 2021 *inter-alia* considered Memorandum Nos. 89 to 108 containing requests received from various Ministries/Departments for dropping of 47 pending Assurances and decided to pursue 08 Assurances.

3. At their sitting held on 20 December, 2021, the Committee on Government Assurances (2021-2022) considered and adopted this Report.

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

NEW DELHI;

21 December, 2021

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Agrahayana 30, 1943 (Saka)

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

## REPORT

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

2. The Committee on Government Assurances (2020-2021) considered Twenty Memoranda (Appendix-I) containing requests received from various Ministries/Departments for dropping of 47 pending Assurances at their sitting held on 28 September, 2021.

3. After having considered the requests of the Ministries/Departments, the Committee are not convinced with the reasons furnished for dropping of the following 08 Assurances:-

Sl. No.	SQ/USQ No. & Date	Ministry	Subject
1.	USQ No. 2929 dated 11.03.2020	Railways	Dedicated Freight Corridor (Appendix –II)
2.	USQ No. 2823 dated 11.03.2020	Railways	Incidents of Chain Pulling (Appendix –III)
3.	USQ No. 1277 dated 25.11.2019	Finance (Department of Expenditure)	Revision of IFA Charter (Appendix –IV)
4.	(i) USQ No. 5148 dated 24.04.2015  (ii) SQ No. 189 dated 06.05.2016	Finance (Department of Revenue)	(i) Overvaluation and Undervaluation of Imports  (ii) Over Valuation of Coal Imports (Appendix –V)

Sl. No.	SQ/USQ No. & Date	Ministry	Subject
5.	SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.)	Railways	Safety Technology (Appendix –VI)
6.*	Discussion on General Budget (Railway) regarding Demand for Grants dated 12.07.2019	Railways	Various MoUs signed by Railways with France and China and MoC signed with Russia to enhance facilities in Railways (Appendix –VII)
7.	SQ No. 447 dated 24.07.2019 (Supplementary by Shri Ravi Kishan, M.P.)	Railways	Environment Friendly Technology (Appendix –VIII)

4. The details of the Assurances arising out of the replies and the reason(s) advanced by the Ministries/Departments for dropping of the above mentioned 08 Assurances are given in Appendices -II to VIII.

5. The Minutes of the sitting of the Committee dated 28 September, 2021, whereunder the requests for dropping of the Assurances were considered, are given in Appendix- IX.

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

NEW DELHI;

21 December, 2021

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Agrahayana 30, 1943 (Saka)

**RAJENDRA AGRAWAL,  
CHAIRPERSON,**

**COMMITTEE ON GOVERNMENT ASSURANCES**

\* Implementation Report of the Assurance laid on Table of the House 01.12.2021.

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

Statement showing summary of requests received from various Ministries/Departments regarding dropping of Assurances and considered by the Committee on 28 September, 2021

<b>Sl. No.</b>	<b>Memo No.</b>	<b>Question/Discussion References</b>	<b>Ministry</b>	<b>Department</b>	<b>Brief Subject</b>
1	89	(i) USQ No. 1903 dated 17.07.2009 (ii) USQ No. 462 dated 23.11.2009 (iii) USQ No. 517 dated 23.11.2009 (iv) USQ No. 563 dated 23.11.2009 (v) USQ No. 3448 dated 16.08.2010 (vi) USQ No. 3620 dated 16.08.2010 (vii) USQ No. 1950 dated 22.11.2010 (viii) USQ No. 4200 dated 06.12.2010 (ix) USQ No. 4331 dated 06.12.2010 (x) USQ No. 2945 dated 18.08.2011 (xi) USQ No. 4444 dated 30.08.2011 (xii) USQ No. 3621 dated 15.12.2011	Rural Development	Department of Land Resources	(i) Land Reforms (ii) Achievement in Land Reforms (iii) Land Reform Policy (iv) Committee on Agrarian Land Reforms (v) Acquisition of Land for SEZs (vi) Transfer of Land (vii) Acquisition of Cultivable Land (viii) Resources in Tribal Land (ix) Land Ceiling (x) Land Reforms (xi) Contract Farming (xii) Land Banks

Sl. No.	Memo No.	Question/Discussion References	Ministry	Department	Brief Subject
		(xiii) USQ No. 2646 dated 29.03.2012 (xiv) USQ No. 6739 dated 17.05.2012 (xv) USQ No. 302 dated 09.08.2012 (xvi) USQ No. 4352 dated 06.09.2012 (xvii) USQ No. 1014 dated 29.11.2012 (xviii) USQ No. 1261 dated 12.12.2013 (xix) USQ No. 3688 dated 13.02.2014 (xx) USQ No. 4231 dated 20.02.2014  (xxi) USQ No. 2723 dated 12.03.2015 (xxii) SQ No. 294 dated 15.03.2018 (xxiii) USQ No. 1398 dated 20.09.2020			(xiii) Committee on Land Reforms (xiv) Allocation of Land to Landless People (xv) National Council for Land Reforms (xvi) Land Reforms Act (xvii) Land Reforms Policy (xviii) Land Reform Policy  (xix) Waste Land Development (xx) National Land Reclamation Council  (xxi) Distribution of Land to Poor (xxii) Land Reforms  (xxiii) National Land Reform Policy 2013
2	90	USQ No. 2997 dated 16.03.2016		Department of Atomic Energy	Shifting of NPP from Haripur
3	91	USQ No. 4112 dated 18.08.2010		Department of Atomic Energy	Exploration of Uranium and Plutonium
4	92	(i) USQ No. 2410 dated 28.03.2012	Personnel, Public	Department of Personnel and	(i) Right to Privacy Bill



Sl. No.	Memo No.	Question/Discussion References	Ministry	Department	Brief Subject
		(ii) USQ No. 6496 dated 16.05.2012  (iii) USQ No. 3201 dated 12.12.2012  (iv) USQ No. 4154 dated 19.12.2012  (v) USQ No. 1714 dated 09.12.2015	Grievances and Pensions	Training	(ii) Right to Privacy Bili  (iii) Separate Legislation on Privacy  (iv) Panel on Privacy of Individuals  (v) Exemption from Right to Privacy Bill
5	93	USQ No. 2536 dated 09.07.2019	Heavy Industries		New National Auto Policy
6	94	USQ No. 7114 dated 08.05.2015	Defence	Department of Defence Research and Development Organisation	Battery Operated Chariot
7	95	USQ No. 402 dated 15.09.2020	Rural Development	Department of Rural Development	Economic Losses due to Corona Virus Pandemic
8	96	SQ No. 130 dated 27.11.2019 (Supplementary by Smt. Jyotsna Charandas Mahant, M.P.)	Railways		Railway Projects
9	97	USQ No. 3988 dated 17.07.2019	Railways		Survey Work for Broad Gauge Lines
10	98	USQ No. 2929 dated 11.03.2020	Railways		Dedicated Freight Corridor
11	99	USQ No. 2823 dated 11.03.2020	Railways		Incidents of Chain Pulling
12	100	USQ No. 1277 dated 25.11.2019	Finance	Department of Expenditure	Revision of IFA Charter

Sl. No.	Memo No.	Question/Discussion References	Ministry	Department	Brief Subject
13	101	USQ No. 1760 dated 04.05.2016	Railways		Restructuring of RPF
14	102	USQ No. 1663 dated 26.07.2017	Railways		Tejas Express
15	103	USQ No. 3669 dated 02.01.2019	Railways		Tellichery-Mysore Rail Line
16	104	(i) USQ No. 5148 dated 24.04.2015  (ii) SQ No. 189 dated 06.05.2016	Finance	Department of Revenue	(i) Overvaluation and Undervaluation of Imports  (ii) Over Valuation of Coal Imports
17	105	SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.)	Railways		Safety Technology
18	106	Discussion on General Budget (Railway) regarding Demand for Grants dated 12.07.2019	Railways		Various MoUs signed by Railways with France and China and MoC signed with Russia to enhance facilities in Railways
19	107	SQ No. 447 dated 24.07.2019 (Supplementary by Shri Ravi Kishan, M.P.)	Railways		Environment Friendly Technology
20	108	USQ No. 5631 dated 10.05.2012	Railways		Railway Medical and Nursing Colleges

*Appendix - II*

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**  
MEMORANDUM No. 98

**Subject:** Request for dropping of Assurance given in reply to Unstarred Question No. 2929 dated 11.03.2020 regarding "Dedicated Freight Corridor".

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On 11 March, 2020, Shri Rajan Vichare, M.P., addressed an Unstarred Question No. 2929 to the Minister of Railways. The text of the Question along with the reply of the Minister is as given in the Annexure.

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

3. In this regard, the Ministry of Ministry of Railways *vide* O.M. No. 2019/Infra/14/6 dated 09 February, 2021 has stated as under:-

"Ministry of Railways has recently decided to undertake preparation of Detailed Project Reports (DPR) for new Dedicated Freight corridors on the following routes :

1. East Coast corridor- Kharagpur to Vijayawada

2. East-West Sub-corridor:

(i) Bhusavai- Wardha - Nagpur - Rajkharswan - Kharagpur- Uluberia-Dankuni

(ii) Rajkharswan-Kalipahari-Andal

3. North - South sub-corridor - Vijayawada- Nagpur-Itarsi

The work of preparation of Detailed Project Reports (DPR) of the above mentioned new Dedicated Freight Corridors were entrusted to Dedicated Freight Corridor Corporation of India Limited (DFCCIL) well before the question raised by the Hon'ble Member of the Parliament in Lok Sabha on 11-03-2020, therefore, the reply given may not be treated Assurance."

4. In view of the above, the Ministry, with the approval of the Minister of Railways, has requested the Committee to drop the above Assurance.

The Committee may consider.

DATED:- 27/08/2021  
NEW DELHI

Annexure

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2929  
TO BE ANSWERED ON 11.03.2020**

**DEDICATED FREIGHT CORRIDOR**

**†2929. SHRI RAJAN VICHARE:**

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

- (a) whether the Government has any concrete policy for dedicated freight corridor;**
- (b) if so, the details thereof;**
- (c) the number of trains to be handed over to private sector during the last five years; and**
- (d) the details thereof?**

**ANSWER**

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

**(a) & (b) Presently, Ministry of Railways is implementing two Dedicated Freight Corridors namely, Eastern Dedicated Freight Corridor from Ludhiana to Dankuni (1856 km.) and Western Dedicated Freight Corridor from Dadri to Jawaharlal Nehru Port Trust (1504 km.). These corridors are targeted to be completed in phases by December 2021. In addition, Ministry of Railways has decided to undertake Detailed Project Reports (DPR) for new Dedicated Freight corridors on the following routes :**

- 1. East Coast corridor- Kharagpur to Vijayawada**
- 2. East-West Sub-corridor (i) - Bhusaval-Wardha-Nagpur-Rajkharswan-Kharagpur-Uluberia-Dankuni**  
**East-West Sub-corridor (ii) - Rajkharswan-Kalipahari-Andai**
- 3. North - South sub-corridor - Vijayawada- Nagpur-Itarsi**

*Appendix - III*

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**  
MEMORANDUM No. 99

**Subject:** Request for dropping of Assurance given in reply to Unstarred Question No. 2823 dated 11.03.2020 regarding "Incidents of Chain Pulling".

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On 11 March, 2020, Shrimati Darshana Vikram Jardosh and Shri Sunil Kumar Mondal, M.Ps., addressed an Unstarred Question No. 2823 to the Minister of Railways. The text of the Question along with the reply of the Minister is as given in the Annexure.

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

3. In this regard, the Ministry of Ministry of Railways *vide* O.M. No. 2020/Sec(Spl)/120/13 dated 19 January, 2021 has stated as under:-

"A policy decision has been taken by Ministry of Railways to empower authorized officers to deal with certain passenger related offences. The implementation of the policy decision is under way and entails following of legal procedure and consultation with stakeholders. Completion of many steps in the legal procedure are beyond the competence of the Ministry of Railways and likely to take considerable time."

4. In view of the above, the Ministry, with the approval of the Minister of Railways, has requested the Committee to drop the above Assurance.

The Committee may consider.

DATED:- 27/08/2021  
NEW DELHI

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

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

**INCIDENTS OF CHAIN PULLING**

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

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

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

**ANSWER**

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

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

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

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

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

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

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

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

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

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

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

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

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

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Appendix - IV

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**  
MEMORANDUM No. 100

Subject: Request for dropping of Assurance given in reply to Unstarred Question No. 1277 dated 25.11.2019 regarding "Revision of IFA Charter".

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On 25 November, 2019, Smt. Rita Bahuguna Joshi, M.P., addressed an Unstarred Question No. 1277 to the Minister of Finance. The text of the Question alongwith the reply of the Minister is as given in the Annexure.

2. The reply to the Question was treated as an Assurance by the Committee and required to be implemented by the Ministry of Finance (Department of Expenditure) within three months from the date of reply but the Assurance is yet to be implemented.

3. In this regard, the Ministry of Finance (Department of Expenditure) vide O.M. No. 2(19)/E.Coord/2019 dated 20 July, 2021 has stated as under:-

"The point (a) and (b) of the question asked by Smt. Rita Bahuguna Joshi was about getting details of the revision of IFA Charter Functions of 2005-06 only, if it was being done by this Department. Therefore, the relevant information about the action taken for the revision of IFA Charter along with the current status (i.e., the recommendations are currently being examined in the Department) of the matter was provided in the reply. The information supplied in the reply is full and complete in all respect with respect to the question asked.

The statement the recommendations are currently being examined in the Department may be read in totality with the reply vis-a-vis question asked. As the Hon'ble Minister of State (Finance) has not committed any information for providing at the later stage, the reply of the question or the above stated statement may not be treated as an Assurance."

4. In view of the above, the Ministry, with the approval of the Minister of State in the Ministry of Finance, has requested the Committee to drop the Assurance.

The Committee may consider.

Dated:- 27/08/2021

New Delhi

GOVERNMENT OF INDIA  
MINISTRY OF FINANCE  
DEPARTMENT OF EXPENDITURE

LOK SABHA  
UNSTARRED QUESTION NO. 1277

TO BE ANSWERED ON MONDAY, 25<sup>th</sup> NOVEMBER, 2019  
AGRAHAYANA 4, 1941 (SAKA)

REVISION OF IFA CHARTER

1277. SHRIMATI RITA BAHUGUNA JOSHI:

Will the Minister of FINANCE be pleased to state:

- (a) Whether the IFA charter Functions of 2005-06 is being revised by the Government considering the complexities of the functions;
- (b) if so, the details thereof;
- (c) Whether there is any proposal in the Ministry to restrict the IFA posts to the organized accounts and finance services of the Government; and
- (d) If so, the details thereof and if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF FINANCE

(SHRI ANURAG SINGH THAKUR)

(a) and (b): Yes. The Department of Expenditure, Ministry of Finance had issued the redefined Charter for Financial Advisers in 2006 with the objective to keep pace with the changes in Indian Economy as well as the world then. To adapt the innovative changes during the intervening years since 2006 in the way Government conducts its business, a Committee of Financial Advisers was constituted in June, 2018 to revisit the redefined Charter for Financial Advisers – 2006. The Committee, after having extensive interaction with other Financial Advisers and stake holders, has submitted its report and recommendations. The recommendations are currently being examined in the Department.

(c) and (d): No. There is no proposal for consideration to restrict the IFA posts to the organized accounts and finance services of the Government.

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*Appendix - IV*

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**  
**MEMORANDUM No. 104**

Subject: Request for dropping of Assurances given in replies to (i) Unstarred Question No. 5148 dated 24.04.2015 regarding "Overvaluation and Undervaluation of Imports"; and (ii) Starred Question No. 189 dated 06.05.2016 regarding "Over Valuation of Coal Imports".

The above Questions mentioned at Sl. No. (i) and (ii) were asked by Shri Rajesh Ranjan, Shri NInong Ering, Shri Jyotiraditya M. Scindia, M.Ps. and Km. Sushmita Dev, M.P., respectively to the Minister of Finance (Department of Revenue). The texts of the Questions along with the replies of the Minister are as given in the Annexures I and II.

2. The replies to the Questions were treated as Assurances by the Committee and required to be implemented by the Ministry of Finance within three months from the date of the replles but the Assurances are yet to be implemented.

3. The Ministry of Finance (Department of Revenue) vide O.M. F. No. 391/39/2015-Cus (AS) dated 15.01.2016, had requested to drop the Assurance mentioned at Sl. No. (i) on the following grounds:-

"That it is to inform that the Directorate General of Revenue Intelligence (DRI) has detected the cases of over-invoicing of coal imported from Indonesia. The invoicing of coal has been done through several intermediary firms based in Singapore, Dubai, Hong Kong, British Virgin Islands, etc. Attempts are being made to gather evidence from these overseas countries, within the purview of tools available for such international queries from foreign administration which, given the procedural formalities, is time consuming. Hence, it is a time consuming process and might take a considerable time to complete the investigation in these cases of over invoicing of coal imports. In view of the above given facts, it is requested that the Committee on Government Assurances, Lok Sabha may kindly be requested to drop the said Parliamentary Assurance w.r.t. USQ No. 5148 replied on 24.04.2015 regarding 'Overvaluation and Undervaluation of Imports', especially keeping in view the limitations of the investigating agencies in such overseas investigations."

4. The above request for dropping the Assurance mentioned at Sl. No. (i) was not acceded to by the Committee at their sitting held on 06 October, 2016. The Committee accordingly presented their Fifty-Eighth Report (16th Lok Sabha) on 11 April, 2017 and urged upon the Ministry to take urgent action with alacrity within a specific timeframe to bring the matter to its logical conclusion.

5. However, the Ministry of Finance (Department of Revenue) *vide* O.M. F. No.391/39/2015-Cus(AS) dated 29, July 2021 and O.M. F. No. 391/38/2016-Cus(AS) dated 04 August, 2021 has again requested to drop both the Assurances mentioned at Sl. No. (i) and (ii) on the following grounds:-

"The Directorate of Revenue Intelligence (DRI) is investigating the cases of over-invoicing of coal imported from Indonesia and the investigations are still under progress. Also, it may kindly be noted that the Assurance is pending since 2016 and is unlikely to be fulfilled any time soon as the same is dependent upon getting information from foreign Governments."

6. In view of the above, the Ministry, with the approval of the Minister of State in the Ministry of Finance (Revenue), has again requested the Committee to drop the Assurances.

The Committee may re-consider.

Dated:- 27/08/2021

New Delhi

**GOVERNMENT OF INDIA  
MINISTRY OF FINANCE  
DEPARTMENT OF REVENUE**

**LOK SABHA  
UNSTARRED QUESTION No. 5148**

**TO BE ANSWERED ON FRIDAY 24<sup>TH</sup> APRIL, 2015  
VAISAKHA 4, 1937 [SAKA]**

**OVERVALUATION AND UNDERVALUATION OF IMPORTS**

**5148. SHRI RAJESH RANJAN:**

**SHRI NINONG ERING:**

**SHRI JYOTIRADITYA M. SCINDIA:**

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

- (a) The quantum and value of coal and liquor imported during the last three years;**
- (b) whether Directorate of Revenue Intelligence have unearthed cases of overvaluation of imported coal from Indonesia by Indian companies, undervaluation of liquor imports by liquor companies and siphoning off the accrued money abroad in both the cases;**
- (c) If so, the details thereof and the action taken thereon against the offenders;**
- (d) the estimated revenue loss to the exchequer, company-wise; and**
- (e) the steps taken by the Government to curb such incidence in the future?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF FINANCE  
[SHRI JAYANT SINHA]**

(a) The details of coal and liquor imported into India during the last three years is as under:-

Financial Year	Value of Liquor Imported [In Rupees Crore]	Value of Coal Imported [In Rupees Crore]
2012-13	1169.26	69387.41
2013-14	1524.82	65407.49
2014-15	1788.00	56121.92

(b), (c) & (d) Yes, Directorate of Revenue Intelligence (DRI) is investigating a case of over-invoicing of coal imported from Indonesia involving a number of Indian companies. The investigation is in preliminary stage and it would be premature to quantify the exact amount involved therein. The details of undervaluation of liquor, imported by liquor companies, detected by DRI during the last three years, is as per Annexure-A.

(e) All Customs field formations including DRI have been sensitized on the issue so that such incidences of overvaluation/undervaluation are prevented.

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**LOK SABHA UNSTARRED QUESTION NO. 5148 FOR ANSWER ON 24.4.2015 REGARDING 'OVERVALUATION AND UNDERVALUATION OF IMPORTS'**

**ANNEXURE-A**

**Details of undervaluation of Liquor imported by liquor companies detected by Directorate of Revenue Intelligence (DRI) during last 03 years.**

<b>Year</b>	<b>Name of the Company</b>	<b>No. of cases detected</b>	<b>Undervaluation (Rs. in Crore)</b>	<b>Duty involved (Rs. in Crore)</b>
2012-13	-	-	-	-
2013-14	William Grant & Sons	1	0.60	1.00
2014-15	Pernod Ricard India Pvt. Limited.	1	140.00	225.00
	Diageo India Pvt. Limited	1	47.00	75.00
	Angus Dundee India Pvt. Limited	1	0.75	1.20

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GOVERNMENT OF INDIA  
MINISTRY OF FINANCE  
DEPARTMENT OF REVENUE

LOK SABHA  
STARRED QUESTION NO. \*189

TO BE ANSWERED ON FRIDAY 6<sup>th</sup> MAY, 2016  
VAISAKHA 16, 1938 [SAKA]

**Over Valuation of Coal Imports**

\*189: KUMARI SUSHMITA DEV:

Will the Minister of FINANCE be pleased to state:

- (a) the mechanism in place to monitor and track cases of under/over valued imports, along with major cases investigated;
- (b) whether the Directorate of Revenue Intelligence (DRI) has recently issued a Nationwide alert to its customs formations to scrutinise coal imports for overvaluation, if so, the details thereof;
- (c) whether several power generating companies and traders have been importing coal and inflating the import value of coal beyond the price prevailing in the international market, if so, the details thereof, company and country-wise;
- (d) whether the Government proposes to investigate the *modus-operandi* of this suspected scam and if so, the details thereof; and
- (e) the other steps the Government proposes to take to check such frauds in future?

ANSWER

MINISTER OF FINANCE (SHRI ARUN JAITLEY)

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

\*\*\*\*\*

**Statement in reply to Lok Sabha Starred Question No. \*189 for answer on 06-05-2016**

(a) Cases of undervaluation / overvaluation of imports are booked based on intelligence inputs received. Also, the Risk Management System (RMS) interdicts import consignments on the basis of risk parameters. The department through the Directorate General of Valuation, Central Board of Excise & Customs (CBEC), monitors the trend in valuation of commodities imported across different Customs locations of the country. The Directorate General of Valuation also issues alerts or valuation guidelines, wherever necessary. In the year 2015-16, the Department has investigated 12 major undervaluation cases (wherein duty involved is more than Rs.1 crore in each case) involving a total duty amount of about Rs.135.70 Crore.

(b) Yes, Madam. Modus Operandi circulars which are confidential in nature are issued from time to time to sensitize the field formations.

(c) Yes, Madam. This matter is still under investigation.

(d) & (e) The Government has already initiated investigations as per prevalent laws wherever overvaluation or undervaluation has been noticed. In order to prevent such illegal imports in future, Directorate General of Revenue Intelligence, Directorate General of Valuation and the field formations keep constant vigil on such cases. Based upon investigations necessary action under the law is taken.

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*Appendix - VI*

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**

MEMORANDUM No. 105

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

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

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

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

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

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

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

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

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

5. The Ministry of Railways *vide* O.M.No 2017/M(C)/442/13 (Assurance) dated 06 February, 2019 had requested to drop the Assurance on the following grounds:-

"Indian Railways is now manufacturing only LHB coaches since April 2018. Approximately 10000 LHB coaches have already been manufactured till December 2018 in all Coach Production Units. Retrofitment of CBC in ICF screw coupling coaches is resulting in severe operational issues on Indian Railways like shortage of coaches, non-

interchangeability of CBC with screw coupling type coaches etc. Further, with large scale proliferation of LHB coaches @ about 4000 coaches per annum, conversion of ICF trains with LHB is taking place at a fast pace."

6. The above request for dropping the Assurance was considered by the Committee at their sitting held on 31 July, 2020 and it was decided not to drop the Assurance. The Committee accordingly presented their Twenty-Eighth Report (17th Lok Sabha) on 09 March, 2021 and pointed out that the Assurance pertains to three matters viz. survey to assess the safety mechanism of railways, retrofitting of Integral Coach Factory (ICF) coaches as Linke Hofmann Busch (LHB) coaches and execution of Kamarkundu Railway Gate Project. Observing that the Ministry has not said anything in regard to safety survey and Kamarkundu Railway Gate Project, the Committee desired that the Ministry should also pursue the matter regarding safety survey and Kamarkundu Railway Gate Project in a time bound manner with concerted efforts so that things do not get stuck up and the Assurance is implemented expeditiously.

7. However, the Ministry Railways *vide* O.M.No 2017/M(C)/442/13 (Assurance) dated 12th April, 2021, has stated as under:-

"Indian Railways is now manufacturing only LHB coaches since April 2018. Approximately, 22,000 LHB coaches have already been manufactured till Feb' 2021 in all Coach Production Units.

Retrofitment of CBC in ICF screw coupling coaches is resulting in severe operational issues on Indian Railways like shortage of coaches, non-interchangeability of CBC with screw coupling type coaches etc. Further, with large scale proliferation of LHB coaches@ about 4000 coaches per annum, conversion of ICF trains with LHB is taking place at a fast pace, because of which the requirement of retrofitment of CBC in ICF screw coupling coaches has ceased to exist."

8. In view of the above, the Ministry, with the approval of the Minister of Railways, has again requested the Committee to drop the above Assurance.

The Committee may reconsider.

DATED: 27/08/2021  
NEW DELHI

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

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

**SAFETY TECHNOLOGY**

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

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

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

**ANSWER**

**MINISTER OF RAILWAYS**

**(SHRI SURESH PRABHAKAR PRABHU)**

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

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**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 1<sup>st</sup> April 2016 to 6<sup>th</sup> February 2017). Accidents Per Million Train Kilometres, an important index of safety, has come down from 0.23 in 2006-07 to 0.11 in 2014-15 and further to 0.10 (approximately) in 2015-16. All possible steps are undertaken on a continual basis including up-gradation of technology to aid safe running of trains.**

**Railways are inducting modern technology on regular basis.**

**Safety Measures taken to reduce accidents on Indian Railways:**

**Indian Railways classify accidents in the following broad categories:**

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

**1. COLLISIONS:**

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

**Measures taken to reduce collisions including various new technologies:**

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

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

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

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

**Automatic Train Protection (ATP) System:**

**Train Protection Warning System (TPWS)**

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



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

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

#### **Train Collision Avoidance System (TCAS):**

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

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

## **Other Measures to Prevent Collisions**

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

## **2. DERAILMENTS:**

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

**Measures to Reduce Derailments including new technology:**

**i) TRACK AND BRIDGES**

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

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

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

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

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

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

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

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

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

**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-Mugalsarai and New Delhi- Ratlam sections of Indian Railways. Initially 6 nos. SPURT (Self Propelled Ultrasonic Rail Testing) Cars will be used for USFD testing of rails on Indian Railways. Procurement of these 6 nos. SPURT cars have been included in Rolling Stock Program 2017-2018 at total cost of ₹186.24 crores.**

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

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

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

#### **Composite Sleepers:**

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

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

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

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

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

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

## **ii) ROLLING STOCK**

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

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

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

### **3. MEASURES TAKEN TO CURB UNMANNED LEVEL CROSSINGS ACCIDENTS (UMLC):**

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



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

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

**On Broad Gauge (BG) : 6388 nos.**

**On Metre Gauge (MG)/Narrow Gauge (NG) : 2952 nos.**

**Total : 9340 nos.**

**Target for elimination of UMLC in 2016-17 : 1440 nos.**

**Year wise elimination UMLC (in nos.)**

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

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

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

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

#### **Ensuring Basic Infrastructure:**

- Provision of basic infrastructure on all unmanned level crossings which includes provision of appropriate visibility, width, gradient, level surface on either side from centre of the nearest track, whistle boards, road warning boards, surface of the approach road and speed breakers/rumble strips as per laid down standards.
- Periodic inspection of such crossings to ensure the above and for taking corrective action, if any.
- Instructions have also been issued to zonal railways to install a 2<sup>nd</sup> 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 1<sup>st</sup> April, 2016, about 4326 Gate Mitra/Counselors have been deployed on Indian Railways.

#### **4. MEASURES TAKEN TO PREVENT FIRE IN TRAINS**

- Improving Fire Retardancy in Coaches:

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

flooring, seat and berths along with cushioning material and seat covers, Windows and UIC Vestibules etc. The specifications of these items are being upgraded from time to time as 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

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)

<b>Actual 2015-16</b>	<b>Revised Estimate 2016-17</b>	<b>Budget Estimate 2017-18</b>
<b>45516</b>	<b>63063</b>	<b>69530</b>

(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 31<sup>st</sup> of January, 2017 an Memorandum of Understanding (MOU) has been signed between Indian Railways and Italy for cooperation on various subjects including railway safety.

**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.**

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(Q. 82)

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

**माननीय अध्यक्ष :** आप अपना प्रश्न पूछिए।

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

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

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

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

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

HON. SPEAKER: The Question is on safety.

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

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

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

माननीय अध्यक्ष : रेल बजट में इसकी चर्चा करेंगे।

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

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

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

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

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

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

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

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

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

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

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

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

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 सेप्टी मेजर्स 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 सेप्टी के लिए काम किया है। एक बिंदु, जिस पर शायद मैंने पहली बात में नहीं कहा कि हमारे पास 55 हजार कोचेज़ हैं। इनमें से सिर्फ पांच हजार कोचेज़ ऐसे हैं, जो एलएचबी कोचेज़ हैं। जो रिमेनिंग पचास हजार कोचेज़ हैं, वे भी सेप्टी के एंगल से वलनरेबल हैं। हमने तय किया है कि दो तरह से उसके ऊपर अटैक करेंगे। 1 अप्रैल, 2018 से नॉन एलएचबी कोचेज़ का मैनुफैक्चरिंग हम बंद कर देंगे। जो बचे हुए पचास हजार कोचेज़ हैं, उनको रेड्रोफिटिंग करेंगे। उनकी कपलिंग 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 कोचेज़ हमारे देश में चलते हैं। इसके ऊपर हम काम करेंगे।

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

Appendix - VII

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**

MEMORANDUM No. 106

**Subject:** Request for dropping of Assurance given in reply to the discussion on General Budget (Railway)-Demand for Grants on the issue raised by Shri Adhir Ranjan Choudhary, M.P. on various MoUs signed by Railways with France and China and MoC signed with Russia to enhance facilities in Railways."

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On 12 July, 2019, the following Assurance was given during the discussion on General Budget (Railway)-Demand for Grants on various MoUs signed by Railways with France and China and MoC signed with Russia to enhance facilities in Railways by Shri Piyush Goyal, Minister of Railways :-

"Similarly many MoUs have been mentioned, I have the details. I will also send in writing as to how we have tried to increase the facilities in the Railways by working on each one of the MoUs."

2. The above reply was treated as Assurance by the Committee and required to be implemented within three months of the reply but the Assurance is yet to be implemented.

3. In this regard the Ministry of Railways vide O.M.No.2020/Infra/LS/14/11 dated 22.12.2020 has stated:-

"Memorandums of Understanding (MoUs) signed by Ministry of Railways with (i) France and (ii) China and (iii) Memorandum of Cooperation (MoC) with Russia, lay a broad framework for bilateral cooperation in the direction of wide range of activities which may be carried out in future. **However, the full execution of all the agreements made in the MoU/MoC may not be feasible as various factors such as technical feasibility, funds availability and financial viability and bilateral relation with the concerned country has to be taken into consideration. The progress of these MoUs/MoCs is reviewed time to time in the Joint Working Group meetings.** There has been substantial progress under these MoUs/MoC. Implementation of MoUs/MoCs is reviewed time to time in the Joint Working Group meetings and the progress made so far in the various areas envisaged in the subject MoU/MoC is enclosed as Annexure-I for information please."

4. In view of the above, the Ministry, with the approval of Minister of Railways, has requested the Committee drop the above Assurance.

The Committee may consider.

DATED : 27/08/2021  
NEW DELHI

## Discussion on General Budget (Railways)- Demand.

for Grants- Various MoUs signed by Railways with France and China and MoU signed with Russia to enhance facilities in Railways. dated 12/07/2019.

श्री पीयूष गोयल: हमने 50 लाख करोड़ रुपये की जो आगे की योजना सोची है, उसमें जो हाई डेंसिटी नेटवर्क्स हैं, जहां-जहां पर बहुत ज्यादा कैपेसिटी कंसट्रेंट है, बहुत ज्यादा गाड़ियों की डिमांड है, वहां पर अगर हम लगभग 6 लाख करोड़ रुपये खर्च करते हैं, तो उसकी कैपेसिटी बड़े रूप में बढ़ सकती है और अच्छी तरह से लोगों की सुविधाएं बढ़ाई जा सकती हैं। मैं समझता हूँ कि इसमें कोई गलत बात नहीं है। आप लोगों को तो स्वागत करना चाहिए। हमने कल्पना की है कि डेडिकेटेड फ्रेट कॉरीडोर और बनाए जाएं, जिससे जहां-जहां पर माल गाड़ियों की डिमांड है, वह और बढ़ सके। उसमें लगभग साढ़े 4 लाख करोड़ रुपए खर्च होंगे। इसमें भी किसी को कोई आपत्ति नहीं होनी चाहिए। इसी प्रकार से जो मेन गोल्डन क्वाड्रीलेटरल है जिससे मुंबई से दिल्ली जाते हैं, मुंबई से कोलकाता जाते हैं, जो मेन लाइंस है और उनके इंटरसेक्शन है, उसकी गति बढ़ाने के काम पर अगर हम करीब डेढ़ लाख करोड़ खर्च करते हैं तो मैं समझता हूँ कि वह स्वागत

योग्य है। इस प्रकार से हमने एक-एक विषय पर गहराई से, समस्याओं की जड़ तक जाकर, रूट कॉज एनालिसिस करके, बिना राजनीतिक हस्तक्षेप से, किन्तु देश की भलाई के लिए, जनता की सुविधा के लिए, किन-किन चीजों पर निवेश करने से आगे रेलवे देश की और अच्छी तरीके से सेवा कर सके, उस पर ज्यादा बल दिया है। आप सब भलीभांति जानते हैं कि पहले आईसीएफ कोचेज हुआ करते थे। अभी भी बड़ी संख्या में आईसीएफ कोचेज इस देश में चल रहे हैं।

अध्यक्ष महोदय, 30 साल पहले एलएचबी कोच का एक डिजाइन स्विट्जरलैण्ड, जर्मनी से आया था। उसका काम शुरू हुआ, लेकिन बहुत थोड़ी मात्रा में एलएचबी कोचेज बनते थे। आईसीएफ कोचेज हमारे आने तक बड़ी मात्रा में बनते ही जा रहे थे। हमने निर्णय लिया कि जो पुराने आईसीएफ कोचेज हैं, जिनके कारण इतने बड़े एक्सीडेंट्स होते हैं, जिससे लोगों की मृत्यु होती है, उनको क्यों न हम पूरी तरह से फेज आउट कर दें और सिर्फ एलएचबी कोचेज बनाएं। आज देश में एक भी नया आईसीएफ कोच नहीं बन रहा है। पुराने आईसीएफ कोचेज, जो चल रहे हैं, जैसे-जैसे उसकी लाइफ खत्म होगी, उसको हम फेज आउट कर देंगे। उनको ओवरहॉल करके फिर से आपके लिए नहीं भेजेंगे, उसको एलएचबी कोचेज से रिप्लेस करेंगे। इस सब में तो जरूर बड़े पैमाने पर खर्चा होगा। अब यह खर्चा करना चाहिए कि नहीं करना चाहिए? स्वाभाविक रूप से जनता चाहेगी ही कि करना चाहिए।

अध्यक्ष महोदय, सुरक्षा की दृष्टि से सिग्नलिंग सिस्टम बहुत इंपॉर्टेंट है। अगर ज्यादा गाड़ियां चलती हैं तो कैपेसिटी भी बढ़ जाती है, जैसे मुंबई लोकल में हर 3-4 मिनट में एक गाड़ी चलती है जिसके लिए ऑटोमेटिक सिग्नलिंग सिस्टम लगाया हुआ है।

पूरे देश को क्यों न उसका लाभ मिले और पूरे देश में आटोमेटिक सिग्नलिंग हो। ऐसे काम करने के लिए सरकार पहल करती है और उसके लिए बड़ा निवेश लाने की चेष्टा भी करती है तो मुझे लगता था कि विपक्ष भी शायद हमारी सहायता करेगा और हमारी सराहना करेगा कि अच्छा काम हो रहा है। कभी-कभार राजनीति से ऊपर उठकर भी देखना चाहिए कि कैसे अच्छा काम हो



सकता है और हम कैसे उसमें योगदान दे सकते हैं। परंतु, टीका-टिप्पणी करनी है तो मैं इतना बताना चाहता हूँ कि कोई ऐसा विषय नहीं है, जिस पर मैं अच्छे तरीके से समझा नहीं सकता हूँ कि कैसे पुराने जमाने में काम होता था और कैसे आज होता है। मैंने पिछले टर्म में जवाब देते हुए मॉडर्न कोच फैक्ट्री जो रायबरेली, उत्तर प्रदेश में स्थित है, उसका जिक्र किया था। यह प्रोजेक्ट वर्ष 2007-08 में मंजूर हुआ और बनना शुरू हुआ था।

माननीय अध्यक्ष महोदय, वर्ष 2014 में जब हम आए थे तो वहां एक भी कोच नहीं बनता था। वहां कपूरथला और चैन्नई से कुछ शैल लाए जाते थे, उन पर पेंट करते थे या पेंच कसते थे और बोलते थे कि प्रोडक्शन हो गया। यह सब छोड़िए, जनरल मैनेजर तक अपॉइंट नहीं हुआ था, एक आदमी भी अपॉइंट नहीं हुआ था, टेम्परीज़ भेजे जाते थे। जब माननीय प्रधान मंत्री जी ने सत्ता संभाली और उनके समक्ष यह गम्भीर विषय आया तो उन्होंने तुरन्त ऑर्डर किया कि इसमें लोगों की भर्ती तुरन्त की जाए। अफसरों को अपॉइंट किया जाए और यहां प्रोडक्शन शुरू करवाया जाए। अगस्त, 2014 में वहां से पहला कोच बनकर निकला। उसके बाद हमारी कार्यशैली देखिए, हम हर वर्ष प्रोडक्शन को बढ़ाते रहे और आज हम वहां सौ प्रतिशत एलएचबी कोचेज़ बना रहे हैं। अच्छे और सुरक्षित कोचेज़ बना रहे हैं। आपको जानकर खुशी होगी कि दिन-रात हम प्रोडक्शन को बढ़ाते रहे और लगभग 711 कोचिज़ वर्ष 2017-18 में बने। उसकी क्षमता 1000 कोचेज़ की है और आप समझ सकते हैं कि सरकारी फैक्ट्री में साधारणतया 70 परसेंट कैपेसिटी का यूटिलाइजेशन होता है तो लोग छाती पीट-पीटकर अपना गुणगान सब जगह करते हैं, लेकिन हमारे प्रधान मंत्री किसी काम से संतुष्ट नहीं होते हैं। माननीय प्रधान मंत्री जी ने मुझ से पूछा कि 711 कोचेज़ बने हैं तो ज्यादा क्यों नहीं बन सकते हैं। मैंने कहा कि साहब उसकी कैपेसिटी ही 1000 की है और 711 बन रहे हैं। कोई भी फैक्ट्री इतना नहीं बनाती है। उन्होंने कहा कि मैं खुद देखने आऊंगा। माननीय प्रधान मंत्री जी एमसीएफ गए। उन्होंने पूरी फैक्ट्री का राउंड लिया, कर्मचारियों से मिले, हमारे नौजवान इंजीनियर्स से बातचीत की और उन्हें दिशा-निर्देश दिया कि अगले वर्ष इस फैक्ट्री के प्रोडक्शन को डबल किया जाए। हमने वर्ष 2018-19 में 1425 कोचिज़ वहां बनाए।

1000 की क्षमता वाली फैक्ट्री में हमने 1425 कोचेज़ बनाए और प्रोडक्शन डबल किया। नामुमकिन को मुमकिन करने के मैं ऐसे सैंकड़ों उदाहरण दे सकता हूँ। अगर हम इसमें निवेश करें, टेक्नोलॉजी लाएं और इसको कोर्पोरेटाइज़ करें, तो रायबरेली स्थित फैक्ट्री पांच हजार की क्षमता वाली विश्व की सबसे बड़ी फैक्ट्री बन सकती है। आप सोचिए इससे कितने लोगों को नौकरी मिलेगी, कितनी छोटी एंसिलियरी यूनिट्स चारों तरफ लगेगी, कैसे हमारे छोटे उद्योग और व्यापार को बल मिलेगा। यह सोच इस सरकार की है। वहां से पूरे विश्व में भारत में बनी ट्रेन, ट्रेन सेट और कोचों का निर्यात होगा।... (व्यवधान)

**माननीय अध्यक्ष :** माननीय सदस्य प्लीज़।

माननीय सदस्य, मैं आपसे फिर आग्रह कर रहा हूँ और यह मेरा इस सदन में अंतिम आग्रह है।

**श्री पीयूष गोयल :** कई बार यह कहा जाता है कि हम रेलवे को प्राइवेटाइज़ करने जा रहे हैं। मेरा तो वैसे भी गला जल्दी बैठ जाता है, पर गला फाड़-फाड़ के बार-बार बोल चुके हैं कि कोई रेलवे को प्राइवेटाइज़ कर ही नहीं सकता है।

रेलवे को प्राइवेटाइज़ करने का कोई मतलब ही नहीं है, यह कोई सवाल ही नहीं है। लेकिन अगर कुछ नई सुविधाएं आती हैं, कोई नए प्रोजेक्ट्स लगते हैं, कोई नए रूप से टेक्नोलॉजी लाते हैं, कोई नई क्षमता बढ़ाई जाती है, ट्रेक्स, रूट्स, लाइन्स, कुछ नए स्टेशन्स बनाना चाहते हैं, किसी जगह पर हाई स्पीड ट्रेन, सेमी हाई स्पीड ट्रेन चलाना चाहते हैं, तो मैं यह समझता हूँ कि यह देश हित का काम है। इसमें निवेश को इन्वाइट करना चाहिए।... (व्यवधान)

माननीय अध्यक्ष जी, कई सारे विषय उठाए गए हैं। मैं आपके माध्यम से एक विषय के बारे में माननीय सदस्यों को जरूर बताना चाहूंगा कि हमारी सरकार ने संरक्षा और सुरक्षा इन दोनों को प्रमुख लक्ष्य मानकर काम किया है। अगर मैं वर्ष 2009-10 को एक उदाहरण के लिए लूं, क्योंकि

कई माननीय सदस्य उस पार्टी से आते हैं, जिनकी नेता तब रेल मंत्री थीं। रेलवे में वर्ष 2009-10 में 2,107 करोड़ रुपये महिलाओं, बच्चों और यात्रियों की सुरक्षा पर खर्च होते थे। इस वर्ष हम लगभग 5,690 करोड़ रुपये सिर्फ यात्रियों की सुरक्षा पर खर्च करने वाले हैं, यह कितना बड़ा बदलाव है।

माननीय अध्यक्ष जी, अगर हम वर्ष 2004 से 2009 के बीच में एक्सीडेंट्स की संख्या देखें, तो लगभग 206 एक्सीडेंट्स हर वर्ष होते थे। वर्ष 2009 से 2011 के बीच 153 एक्सीडेंट्स हुए। हमारे समय वह घटकर 100 से भी नीचे आ गए हैं, 95.6 एक्सीडेंट्स हर वर्ष होते हैं, यानी हमारे समय में एक्सीडेंट्स भी कम हुए और उन एक्सीडेंट्स में जिन लोगों की जान जाती थी, उसकी फिगर वर्ष 2009-11 में लगभग 300 तक पहुंच गई थी।... (व्यवधान) आज हमने उसको घटाकर शायद 50 के आसपास किया है।... (व्यवधान) ऐसा सुधार शायद रेलवे में पहले कभी नहीं देखा गया होगा।... (व्यवधान)

एक विषय माननीय सदस्यों ने ऑपरेटिंग रेशियो का पूछा है। स्वाभाविक है कि ऑपरेटिंग रेशियो में जो मैन पावर कॉस्ट है, वह भी इन्क्लूडेड होती है। आज रेलवे में जो 12-13 लाख कर्मचारी काम करते हैं, उनको हमने सेवेन्थ पे कमीशन के बाद लगभग 22 हजार करोड़ रुपये ज्यादा दिए हैं। उसके बावजूद रेलवे को प्रॉफिट में रखा है और रेलवे सही तरीके से अपना काम कर पा रही है, निवेश कर पा रही है। मेरा विश्वास है कि जो ये एफिशियेंसी के पैरामीटर्स हैं, जिसमें हम इंप्रूवमेंट्स कर रहे हैं, उससे आगे चलकर रेल सुविधाओं में बढ़ोतरी होगी और जनता को उसका लाभ मिलेगा।

एक विषय है, पता नहीं कहां-कहां से कुछ-कुछ फिगर्स बताए जाते थे, एलआईसी बॉरोइंग दो हजार करोड़ रुपये की हुई है। पांच हजार जोड़ लें, तो सात हजार, ऐसे कई सारे विषय हैं, जो एकदम बेबुनियाद हैं। जब हमें जरूरत होगी, तो हम एलआईसी से पैसा ले लेंगे। अगर हमें नहीं होगी, तो क्या हम जबरदस्ती बॉरोइंग करके अपना ब्याज का खर्चा बढ़ाएं? क्या कोई अपने

बहीखाते में ऐसा करता है कि जब जरूरत नहीं है, तो ब्याज पर पैसा ले लो। फिर भी सांसद महोदय की जानकारी के लिए बता दूं कि हम अब तक लगभग 18,000 करोड़ रुपये ले चुके हैं। जब-जब हमें जरूरत पड़ेगी, तब हम उसके हिसाब से उनसे बात करके ले सकते हैं। वैसे बॉरोइंग के और भी बहुत-से ऑप्शन्स हैं, हम तो उनसे बॉरो करते हैं, जहां से सबसे सस्ता पैसा मिलता है।

इसी प्रकार से कई एमओयू का जिक्र किया गया है, मेरे पास डिटेल्स है। मैं उसे लिखित रूप से भी भेज दूंगा कि हमने कैसे एक-एक एमओयू के ऊपर काम करके रेलवे में सुविधाएं बढ़ाने के लिए प्रयत्न किए हैं।...(व्यवधान)

इनको तो इतना भी नहीं मालूम है कि मैं अमरीका से पढ़ाई करने के लिए कभी लंबे अर्से के लिए नहीं गया था। शॉर्ट कोर्सिंज वगैरह जरूर मैंने बहुत सारे किए हैं। मैंने एक रूल बनाया है कि रेलवे में हर कर्मचारी की एक हफ्ते की ट्रेनिंग हर साल कम्पलसरी होनी चाहिए। जिससे रीलर्निंग होती है। माननीय अध्यक्ष महोदय ने नए सांसदों के लिए ट्रेनिंग प्रोग्राम आजकल चला रखा था। Training is something, which is necessary for everybody. बड़े से बड़े व्यक्ति को भी रीलर्न करना पड़ता है, नहीं तो वह इतिहास के पन्नों के हिसाब से जीता है। दुर्भाग्य है कि शायद कुछ लोगों को यह बात ध्यान नहीं है, हमारी पार्टी में तो ट्रेनिंग प्रोग्राम्स हर वर्ष किए जाते हैं। हमारी पार्टी के कार्यकर्ताओं के लिए, हमारी पार्टी के एमपीज के लिए किए जाते हैं, जिससे कंटीन्यूएस हम भी इवॉल्व हों और दुनिया के साथ-साथ हम भी आगे बढ़ें। परंतु आपकी जानकारी के लिए मैं बताना चाहूंगा कि मैं शॉर्ट कोर्सिंज के लिए जरूर अमरीका गया। मैं स्वदेशी पढ़ाई कर के यहां तक पहुंचा हूँ और स्वदेशी पढ़ाई कर के मैं यहां पर मंत्री बना हूँ।...(व्यवधान) आपने शब्द यह इस्तेमाल किया कि अगर कांग्रेस नहीं होती तो आप पढ़ाई करने यू.एस. कैसे जाते? यह शब्द आपने इस्तेमाल किया था, वह भी लिखा हुआ है। आपकी वॉटिंग ट्रांसक्रिप्ट ले कर हमने यह बनाया है।...(व्यवधान)

महोदय, इन्होंने ट्रैक रिन्युअल की भी बात की थी। मुझे तो यह बात समझ ही नहीं आई कि ये क्या कहना चाह रहे थे। ... (व्यवधान) जब हम सरकार में आए, तब टैक्स की जर्जर स्थिति थी, ट्रैक रिन्युअल कितने पुराने समय से नहीं हुआ था, हमने उन सबको टेकअप किया, उसको बढ़ाया और उसी के कारण आज यह सेप्टी का फिगर इतना सुधरा है, ट्रेन एक्सिडेंट्स सन् 2013-14 में जो 118 होते थे, आज 2018-19 में घट कर 59 रह गए हैं, आधे हो गए हैं।

महोदय, विद्युतीकरण का वैसे तो मैंने जवाब दे ही दिया है, परंतु हमें विश्वास है और हमारा संकल्प है कि आगे आने वाले कुछ वर्षों में पूरी भारतीय रेल का ब्रॉडगेज नेटवर्क शत प्रतिशत विद्युतीकृत हो जाएगा। ... (व्यवधान) हजारों-करोड़ रुपयों का डीजल बचेगा। विदेश से क्रूड ऑयल लाने में देश की विदेशी मुद्रा बचेगी। साथ ही साथ, पर्यावरण में इसका बहुत बड़ा प्रभाव होगा, दिल्ली में आने वाली गाड़ियां भी सभी इलैक्ट्रिसिटी से चलेंगी, दिल्ली का भी पर्यावरण सुधरेगा, मुंबई का भी पर्यावरण सुधरेगा और जहां-जहां से रेलवे जाएगी, उन गांवों का भी पर्यावरण सुधरेगा।

महोदय, वैसे मेरे मैनिफैस्टो की भी चर्चा की गई। मैं बताना चाहूंगा कि प्रधान मंत्री मोदी जी इतनी चिंता करते हैं कि देश में एक भी ऐसा विषय हमारे मैनिफैस्टो में नहीं है जिस पर लगातार मंत्रियों को देखना नहीं पड़ता हो, मॉनिटर नहीं करना पड़ता हो। मैं समझता हूँ कि मैनिफैस्टो के ऊपर इस सरकार ने पिछले पांच सालों में जितने काम किए हैं, इसके पहले किसी सरकार ने मैनिफैस्टो को इतना सीरियसली नहीं लिया होगा।

महोदय, सिर्फ जानकारी के लिए बता रहा हूँ, क्योंकि पहले मैंने एक विषय – ट्रैक किलोमीटर का कहा था। उसको मैं सिर्फ संशोधित कर दूँ कि वह रनिंग किलोमीटर था। रेलवे की अलग-अलग भाषा होती है। जो मैंने 89 हजार 919 फिगर दी थी, वह रनिंग किलोमीटर था। कृपया स्टॉफ उसको ट्रैक किलोमीटर के बदले रनिंग किलोमीटर ठीक से कर दे। ... (व्यवधान) मुझे लगता है कि करैक्शन करने का तो मुझे अधिकार है। मैं पूरा ही संशोधित कर देता हूँ।

Status of various Instruments of Cooperation including Memorandum of Understanding (MoU)/ Memorandum of Cooperation (MoC) with China, France and Russia.

Details of Instrument of Cooperation	Broad Areas of Co-operation	Status
<p><u>Country: China</u> Memorandum of Understanding (MoU) between MoR &amp; People's Republic of China on 18.09.14.</p>	<ul style="list-style-type: none"> <li>• Speed-raising of existing lines in India</li> <li>• High speed railways</li> <li>• Training &amp; Railway University</li> <li>• Manufacturing locomotives and rolling stocks</li> <li>• Station development</li> </ul>	<ul style="list-style-type: none"> <li>• Feasibility of speed raising of Chennai-Bangalore-Mysore section by Chinese side to 160 km/hr completed.</li> <li>• Feasibility Study of Delhi-Nagpur section for HSR with financing by the Chinese side (later revised to Delhi-Agra) submitted. HSRC had advised Chinese side to elaborate the report to which they have not responded so far.</li> </ul>
<p><u>Country: China</u> Memorandum of Understanding (MoU) between MoR &amp; People's Republic of China on 26.11.2012</p>	<ul style="list-style-type: none"> <li>• Technical Cooperation in Railway Sector</li> </ul>	<ul style="list-style-type: none"> <li>• Training of Indian Railway Officials on Chinese Railways has been completed.</li> <li>• 6<sup>th</sup> India-China Strategic Economic Dialogue (SED) held in New Delhi on 09.09.2019.</li> </ul>
<p><u>Country: France</u> Memorandum of Understanding (MoU) between MoR &amp; SNCF Mobilites (France) on 10.03.2018</p>	<ul style="list-style-type: none"> <li>• High speed and Semi-high speed rail</li> <li>• Station renovation and operations</li> <li>• Modernisation of operations and infrastructure</li> <li>• Suburban trains</li> </ul>	<ul style="list-style-type: none"> <li>• Technical and execution study for upgrading speed on rail corridor between Delhi and Chandigarh upto 200 kmph completed.</li> <li>• Study on renovation/ development of 2 stations viz. Ludhiana and Ambala completed.</li> </ul>
<p><u>Country: France</u> Letter of Intent (LoI) between MoR &amp; Ministry of Ecological &amp; Inclusive Transition of the French Republic on 10.03.2018</p>	<ul style="list-style-type: none"> <li>• Enhancing the cooperation between India and France already existing in the field of Railways</li> </ul>	<ul style="list-style-type: none"> <li>• FEXTE Agreement on Station Development signed between SNCF, AFD &amp; IRSDC on 10.06.19.</li> <li>• Agreement for training of Probationary Officers signed on 10.07.2019.</li> </ul>
<p><u>Country: France</u> Protocol between MoR &amp; SNCF on 10.04.15</p>	<ul style="list-style-type: none"> <li>• Cooperation in SHS and station renovation</li> </ul>	<ul style="list-style-type: none"> <li>• Regular interaction between India and France to be continued through Indo-French Permanent Forum, the Second Session of which was held in Paris on 26.06.2019.</li> </ul>
<p><u>Country: France</u> Agreement between MoR &amp; SNCF on 09.12.2015</p>	<ul style="list-style-type: none"> <li>• Semi High Speed study of Delhi-CDG</li> </ul>	
<p><u>Country: France</u> Agreement between MoR &amp; SNCF on 21.0.2016</p>	<ul style="list-style-type: none"> <li>• Station redevelopment study Ambala &amp; Ludhiana</li> </ul>	
<p><u>Country: France</u> Joint Statement (14.02.2013)</p>	<ul style="list-style-type: none"> <li>• Follow-up and strengthen co-operation in the railway sector</li> </ul>	

Details of Instrument of Cooperation	Broad Areas of Co-operation	Status
<p><u>Country: Russia</u> Memorandum of Understanding (MoU) between MoR &amp; Joint Stock Company, Russian Railways on 24.12.15</p>	<ul style="list-style-type: none"> <li>• High Speed Rail (HSR) in India</li> <li>• Modernization of existing lines of the Indian railways in order to raise train speeds up to 160-200 kmph</li> <li>• Modern Control &amp; Safety related Systems based on satellite navigation and digital communication means</li> <li>• Satellite and geo-information technologies</li> <li>• Transportation safety and cyber security</li> <li>• Rolling stock</li> <li>• Heavy haul transportation</li> <li>• Organization of Human Resources training for the Indian Railways: secondary and higher vocational education of students and advanced training of staff members including managers</li> <li>• Station redevelopment</li> <li>• Dedicated freight rail corridors</li> <li>• Modernization, reconstruction and construction of track superstructure, civil engineering works, including bridges and tunnels</li> <li>• Slab tracks</li> </ul>	<ul style="list-style-type: none"> <li>• MoR participated in 3<sup>rd</sup> India-Russia Strategic Economic Dialogue on 20.10.2020</li> <li>• Semi High Speed (SHS) feasibility study for NGP- SC Section completed by Russian Railways.</li> <li>• MoU signed between JSC RZD Logistics and CONCOR in January 2019 and Agreement signed in February 2020 regarding INSTC.</li> <li>• Cooperation agreements have been signed with Rail/Transportation Universities of Moscow and St. Petersburg</li> <li>• RDSO has initiated discussions with Russian Railway Research Institutes.</li> <li>• Russian Railways is actively associating with Indian side regarding Track Machines, Modern Signalling Solutions and other Projects of mutual interest.</li> </ul>
<p><u>Country: Russia</u> Protocol between MoR &amp; Joint Stock Company, Russian Railways on 15.10.16</p>	<ul style="list-style-type: none"> <li>• Cooperation in SHS</li> </ul>	
<p><u>Country: Russia</u> Agreement between MoR &amp; Russian Railways (JSC RZD) on 01.06.17</p>	<ul style="list-style-type: none"> <li>• SHS execution study on Nagpur- Secunderabad</li> </ul>	
<p><u>Country: Russia</u> Memorandum of Cooperation (MoC) between MoR &amp; Joint Stock Company, Russian Railways (RZD) on 05.10.18</p>	<ul style="list-style-type: none"> <li>• Implementation of the project for upgrading the Nagpur – Secunderabad section to raise passenger trains speed up to 200 kmph (Semi High Speed) with possible extension of the section including other directions of Indian Railway (IR) network</li> </ul>	

Details of Instrument of Cooperation	Broad Areas of Co-operation	Status
	<ul style="list-style-type: none"> <li>• Implementation of a Single Traffic Control Center to manage mixed traffic at the regional level, divisional railway and/ or at the upper network level uniting all the IR's zonal railways</li> <li>• Customization, organization of joint manufacture and implementation of a competitive signaling and interlocking system</li> <li>• Supply and localization of turnout switches for Semi High Speed and above</li> <li>• Training and advanced qualification improvement of Indian railway employees with the involvement of Russian railway-related higher education establishments</li> <li>• Best practices in Freight Cargo operations</li> <li>• Joint development of multi modal terminals in India</li> </ul>	
<p><u>Country: Russia</u> Memorandum of Understanding (MoU) between MoR &amp; Ministry of Transport of the Russian Federation on 05.10.18</p>	<ul style="list-style-type: none"> <li>• Cooperation in Transport Education</li> </ul>	
<p><u>Country: Russia</u> Memorandum of Understanding (MoU) between MoR &amp; Ministry of Transport of the Russian Federation on 11.04.19</p>	<ul style="list-style-type: none"> <li>• Planning and execution of joint research for mutual benefits in the fields of testing, traffic management, Signalling, diagnostics and condition monitoring, cybersecurity, crack detection, Rail-Wheel interaction, Semi-High Speed technologies</li> <li>• Exchange and harmonization of railway technical requirements, standards and certification procedures of both countries</li> <li>• Consultancy for the development of railway technologies (with specific focus on predictive - maintenance technologies, health monitoring of assets, improving energy efficiency, operational safety and reliability) and facilities for both countries</li> </ul>	



Details of Instrument of Cooperation	Broad Areas of Co-operation
	<ul style="list-style-type: none"><li>• Cooperation in setting up of latest railway R&amp;D facilities in India</li><li>• Cooperation in localization of latest railway technologies in India</li><li>• Planning and execution of technical seminars or fora</li><li>• Short Term Training Programme (supplementary vocational education) for RDSO personnel by VNIIZHT and NIIS</li><li>• Exchange Programme of Personnel between VNIIZHT, NIIS and RDSO for limited periods, for specific Projects</li><li>• Any other form of cooperative activities agreed upon by the Parties</li></ul>

**LOK SABHA SECRETARIAT**  
**COMMITTEE ON GOVERNMENT ASSURANCES BRANCH**

*Appendix-VIII*

MEMORANDUM No. 107

Subject: Request for dropping of Assurance given in reply to Starred Question No. 447 dated 24 July, 2019 Supplementary by Shri Ravi Kishan, MP, regarding "Environment Friendly Technology"

On 24 July, 2019, Shri Ramdas C. Tadas and Shri Ravi Kishan, M.Ps., addressed a Starred Question No. 447 to the Minister of Railways. The text of the Question along with the reply of the Minister is as given in the Annexure.

2. During the discussion, Shri Ravi Kishan, M.P., raised the following Supplementary Question to the Minister of Railways:-

"My question is that the Ministry of Railways has thought of installing solar panels on railway vehicles. Solar panels will be installed on the train, this will greatly benefit electricity, their roofs will be used. It will also be installed at the railway station. .... (Interruptions) Along with this, the railway land on the side of the railway track is a huge land. If these solar panels will be installed there, then the Railway Ministry will also earn a lot from it. .... (Interruptions) Along with this, I also want to tell you for your information that people have occupied a lot of railway land. It is very important for the Ministry of Railways to know this. This is the case in Gorakhpur and many such parts of India."

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

**"We are developing a very neat and clean environment. For this we are also helping our farmers to produce solar energy at every vacant place. We'll look into the suggestion of Hon'ble MP in coming days."**

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

5. In this regard, the Ministry of Railways *vide* O.M.No 2019/EEM/106/16 dated 06 November, 2019 and 02 September, 2020 has stated as under:-

"Railways is not producing solar energy at farmer's land and there is no such proposal in near future."

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

The Committee may consider.

DATED: 27/08/2021  
NEW DELHI

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

Annexure

**LOK SABHA  
STARRED QUESTION NO. 447  
TO BE ANSWERED ON 24.07.2019**

**ENVIRONMENT FRIENDLY TECHNOLOGY**

**†\*447. SHRI RAMDAS C. TADAS:**

**SHRI RAVI KISHAN:**

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

- (a) whether Railways is one of the largest consumers of energy in the country and if so, the details thereof;**
- (b) the steps being taken by the Railways to use environment friendly technologies to expand its network judiciously; and**
- (c) the quantum of solar energy being utilised by the Railways at present?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(SHRI PIYUSH GOYAL)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 447 BY SHRI RAMDAS C. TADAS AND SHRI RAVI KISHAN TO BE ANSWERED IN LOK SABHA ON 24.07.2019 REGARDING ENVIRONMENT FRIENDLY TECHNOLOGY**

**(a) Yes, Sir. Indian Railways (IR) consumes about 1.27% of total electricity consumption of the country and 3% of High Speed Diesel (HSD) oil for its energy requirements. In 2018-19, Indian Railways consumed about 20.44 Billion units of electricity and 3.1 Billion Litres of HSD oil for its energy requirement.**

**(b) IR is taking various environmental friendly/energy efficiency measures to reduce the carbon footprint and protect the environment.**

**Some of the measures are listed below:**

- i) Railway Electrification of tracks - IR has decided to electrify 100% of its Broad Gauge Rail routes in mission mode, as a green mode of transport.**
- ii) Use of Renewable Energy - IR has planned to source about 1000 Mega Watt (MW) Solar Power and 200 MW of Wind Power.**
- iii) Various Energy efficiency measures taken up by IR, which include the following:**
  - In 2016, a policy decision was taken for allocating 1% cost in all sanctioned works for execution of environment related works.**
  - Use of energy efficient 3-Phase technology with regenerative features for electric locomotives, Mainline Electrical Multiple Units (MEMUs), Electrical Multiple Units (EMUs), Train sets.**
  - Introduction of Head On Generation (HOG) system in trains to reduce diesel fuel consumption in power cars.**

**Contd...2/-**

- **Provision of energy efficient Light Emitting Diode (LED) lighting in all Railway installations including Railway stations, service buildings, Residential quarters and coaches for reduction in electricity consumption. 100% Railway stations, Service buildings have already been provided with LED lights and about 74% of residential quarters have been provided with 100% LED lights.**
- **IR has been made as designated consumer as part of Perform, Achieve and Trade (PAT), Cycle-II by Bureau of Energy Efficiency (BEE) for improving energy efficiency in 16 Zonal Railways and 6 Production Units.**
- **Regular energy audits at consumption points.**
- **Emphasis on use of 5 Star rated electrical equipments.**
- **Regular training of Locomotive pilots for use of coasting, regenerative braking features and switching off blowers of electric locos in case yard detention is more than 50 minutes. Similarly, diesel locos are also shut down if expected detention is more than 30 minutes and thereby resulting in reduction of Green House Gases (GHG) emissions.**
- **Trailing locomotive of multiple units (MU) hauling empty freight trains are switched off to save energy.**
- **Energy consumption on electric locomotives is regularly monitored through microprocessor based energy meters provided in all the electric locomotives and benchmarking is done based on average energy consumption.**
- **Auxiliary Power Unit (APU) has been provided in 986 diesel locomotives to reduce fuel consumption when locomotive is idle.**

- **Monitoring of idling of diesel locomotives is being done through Remote Monitoring and Management of Locomotives and Trains (called as REMMLOT). 2606 locomotives at present are equipped with REMMLOT.**
- **Use of 5% bio-diesel in traction fuel- Blending of bio-diesel with High Speed Diesel (HSD), to the extent of 5% to save HSD. Following additional steps taken for reduction in consumption of HSD:-**
  - **Over aged WDM2 vintage diesel locomotives are being stabled for condemnation.**
  - **Close Circuit Television (CCTV) is being installed at all Railway Consumer Depots (RCDs).**
- **20% Compressed Natural Gas (CNG) substitution in DEMUs- CNG usage emits less Green House Gases (GHG) than liquid fuels. Indian Railways have the distinction of being the only Railway in the world to be using CNG run power cars for passenger transportation. IR has started conversion of Diesel Electrical Multiple Unit (DEMU) Driving Power Car (DPC) into dual fuel mode DEMU/DPC with 20% CNG as a substitution for diesel (HSD). 25 numbers of DPCs have been converted and are under operation.**
- **Water Management - Water Policy of IR was issued in March 2017. Further, water audits at major consumption centres as well as proliferation of water recycling plants and rain water harvesting systems are also undertaken.**

- **To avoid dropping of night soil on platform lines and on tracks, pace of installation of environment friendly bio-toilets in passenger coaches has been increased. In last three years, more than 1,60,000 bio-toilets have been installed in around 42,900 coaches. So far, nearly 2,10,437 bio-toilets have been installed in around 58,379 coaches.**
- **Rail Wheel Factory, Yelahanka has started using Natural Gas for operation of its furnaces. Two more Railway Workshops have switched over to Compressed Natural Gas (CNG) in place of industrial gases for metal cutting.**

**(c) At present, Indian Railways utilizes about 88 Mega Watt (MW) of Solar Power. Further, works of installing solar plants with total capacity of generation as 84 MW are in progress and tenders of works having generating capacity of 93 MW are in progress.**

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(Q. 447)

**श्री रामदास तडस:** माननीय अध्यक्ष महोदय, मैं आपके माध्यम से माननीय रेल मंत्री जी से जानना चाहता हूँ कि वर्धा-नांदेड़ नए रेल मार्ग का काम प्रगति पर है। वर्ष 2014 के बाद इस प्रकल्प को गति प्रदान हुई है।... (व्यवधान) माननीय प्रधान मंत्री जी ने कार्यालय प्रगति पोस्टल के माध्यम से वर्धा-नांदेड़ नए रेल मार्ग की समीक्षा की है।... (व्यवधान) पहले इस रूट पर रिजर्व इंजन का इस्तेमाल होने की जानकारी है।... (व्यवधान) क्या माननीय रेल मंत्री जी स्पष्ट करेंगे कि वर्धा से नांदेड़ नए रेलमार्ग का भविष्य में पर्यावरण को ध्यान में रखते हुए विद्युतीकरण किया जाएगा?... (व्यवधान)

**श्री सुरेश सी. अंगड़ी:** सर, आदरणीय प्रधान मंत्री जी का स्वप्न है कि वर्ष 2022 तक पूरी रेल का विद्युतीकरण किया जाए।... (व्यवधान) जहाँ भी हमारी ब्रॉड गेज ट्रेन्स चल रही हैं, वहाँ पर ब्रॉड गेज को इलेक्ट्रिक ट्रेन में करने की योजना है।... (व्यवधान) At present, we are having 51.30 per cent electrification (all gauges), संपूर्ण broad gauge का भी विद्युतीकरण करने की योजना है। आने वाले दिनों में विद्युतीकरण करके ट्रेन चलाने की हमारी योजना है।... (व्यवधान)

**श्री रामदास तडस:** अध्यक्ष महोदय, मैं आपके माध्यम से माननीय रेल मंत्री जी से कहना चाहता हूँ कि वे महात्मा गांधी जी के 150वीं जयन्ती के अवसर पर गांधी जी की कर्मभूमि सेवाग्राम आश्रम के पास स्थित सेवाग्राम रेलवे स्टेशन का विकास करने की कृपा करें।... (व्यवधान) मैं मंत्री जी से यह भी कहना चाहता हूँ कि पोरबंदर, जो महात्मा गांधी जी की जन्म भूमि है और कर्मभूमि सेवाग्राम है। पोरबंदर से सेवाग्राम रेल चालू करने की कृपा करें।... (व्यवधान)

**श्री सुरेश सी. अंगड़ी :** सर, माननीय सदस्य का बहुत अच्छा सुझाव है। महात्मा गांधी जी की 150वीं जयन्ती पर हमारे प्रधान मंत्री जी की कार्य करने की योजना है और हमारी पार्टी भी इसके लिए कार्य कर रही है।... (व्यवधान) हम लोगों की सुविधा के लिए डिमांड क्रिएट होने पर ट्रेन शुरू करेंगे।... (व्यवधान)



श्री रवि किशन (गोरखपुर): अध्यक्ष महोदय, मैं आपके माध्यम से रेल मंत्रालय को धन्यवाद देना चाहता हूँ। सहजनवा गोरखपुर रेलवे लाइन की अनुमति के लिए कहा है तो मैं आपके माध्यम से रेल मंत्री और रेल मंत्रालय को धन्यवाद देता हूँ।... (व्यवधान) मेरा प्रश्न यह है कि रेल मंत्रालय ने रेलवे वाहन पर सोलर पैनल लगाने के लिए सोचा है। रेलगाड़ी के ऊपर सोलर पैनल लगाया जाएगा, इससे इलेक्ट्रिसिटी को बहुत फायदा होगा, उनकी छतों मिल गई है।... (व्यवधान) पूरे गोरखपुर ने हमें रेल मंत्रालय को धन्यवाद देने का इस्तेमाल होगा। रेलवे स्टेशन पर भी लगाया जाएगा।... (व्यवधान) इसके साथ-साथ रेलवे ट्रैक के किनारे जो रेलवे की जमीन है, वह बहुत बड़ी जमीन है। अगर ये सोलर पैनल वहाँ लगाए जाएँ तो इससे रेल मंत्रालय को बहुत आमदनी भी होगी।... (व्यवधान) इसके साथ मैं आपकी जानकारी के लिए यह भी बताना चाहता हूँ कि रेलवे की बहुत सारी जमीन पर लोगों ने कब्जा किया हुआ है। रेल मंत्रालय को यह जानना बहुत जरूरी है, गोरखपुर में भी है, हिन्दुस्तान के ऐसे कई हिस्सों में है।... (व्यवधान)

### 12.00 hrs

मेरा निवेदन है कि रेल मंत्रालय को अपनी खाली पड़ी जमीन पर सोलर पैनल लगाने की शुरुआत जरूर करनी चाहिए।... (व्यवधान)

श्री सुरेश सी. अंगड़ी : महोदय, माननीय सदस्य ने बहुत अच्छा सुझाव दिया है।... (व्यवधान) आज पूरे विश्व ने प्रधान मंत्री मोदी जी को मैन ऑफ दी अर्थ बोलकर सम्मान दिया है।... (व्यवधान) यह आपको मालूम है।... (व्यवधान) We are developing a very neat and clean environment. उसके लिए हम हर खाली जगह पर सोलर एनर्जी प्रोडक्शन करने के लिए अपने किसान को भी मदद दे रहे हैं।... (व्यवधान) माननीय सदस्य का जो सुझाव है, हम उसे देखकर आने वाले दिनों में इसका प्रयास करेंगे।... (व्यवधान) अभी 700 मालगाड़ी के गार्ड डिब्बों के ऊपर सोलर पैनल मंजूर हो गया है।... (व्यवधान) 50 डिब्बों के ऊपर वह सोलर पैनल चालू है।... (व्यवधान) रेल डिब्बों के ऊपर जो सोलर पैनल लगाए जाते हैं, उससे उतनी एनर्जी जनरेट नहीं होती है।... (व्यवधान) इस पर और रिसर्च की जा रही है।... (व्यवधान) माननीय सदस्य ने

बहुत अच्छा सुझाव दिया है ।...(व्यवधान) उसका परीक्षण करके हम उसे करने का प्रयास करेंगे।...(व्यवधान) धन्यवाद ।...(व्यवधान)

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MINUTES  
COMMITTEE ON GOVERNMENT ASSURANCES  
(2020-2021)  
(SEVENTEENTH LOK SABHA)  
TENTH SITTING  
(28.09.2021)

The Committee sat from 1500 hours to 1615 hours in Committee Room 'C' 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 M.K.Raghavan
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

**WITNESSES**

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At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them that the sitting has been convened to (i) consider 20 Memoranda containing requests received from various Ministries/Departments for dropping of 47 pending Assurances; and (ii) take oral evidence of the representatives of the Ministry of Social Justice and Empowerment (Department of Social Justice and Empowerment) regarding pending Assurances.

2. Thereafter, the Committee took up the said 20 Memoranda (Memorandum Nos. 89 to 108) containing 47 Assurances for consideration for dropping or otherwise of the relevant Assurances. After considering a few Memoranda, the Committee authorized the Hon'ble Chairperson to decide the remaining Memoranda. The Chairperson subsequently decided to drop 39 Assurances as per details given in Annexure-I\* and to pursue the remaining 08 Assurances as per details given in Annexure-II for implementation by the Ministries/Departments concerned.

3.	XXXXX	XXXXX	XXXXX	XXXXX
4.	XXXXX	XXXXX	XXXXX	XXXXX
5.	XXXXX	XXXXX	XXXXX	XXXXX
6.	XXXXX	XXXXX	XXXXX	XXXXX
7.	XXXXX	XXXXX	XXXXX	XXXXX
8.	XXXXX	XXXXX	XXXXX	XXXXX
9.	XXXXX	XXXXX	XXXXX	XXXXX

*The Committee then adjourned.*

**\* Not related to this Report.**

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

**Statement Showing Assurances not dropped by the Committee on Government Assurances (2020-2021) at their sitting held on 28.09.2021**

S.No.	Memo No.	SQ/USQ No. and date	Ministry/ Department	Subject	Remarks
1.	98	USQ No. 2929 dated 11.03.2020	Railways	Dedicated Freight Corridor	The Committee are of the view that the Assurance cannot be dropped merely on the ground that the work of preparation of Detailed Project Report (DPR) of new Dedicated Freight Corridors were entrusted to Dedicated Freight Corridor Corporation of India Limited (DFCCIL) well before the question raised by the Hon'ble Member of Parliament on 11.03.2020. The contention of the Ministry is far from convincing since once an Assurance is given, it is incumbent upon the Ministry to fulfill it with proper planning and co-ordination with all the Departments/stakeholders concerned. The Committee desire that the Ministry of Railways should pursue the matter of preparation of DPR of new Dedicated Freight Corridors vigorously with all concerned till its logical conclusion and fulfill the Assurance at the earliest.
2.	99	USQ No. 2823 dated 11.03.2020	Railways	Incidents of Chain Pulling	The Ministry has contended that since the implementation of policy decision to empower authorized officers to deal with certain passenger related offences entails following of legal procedure. Completion of many steps in the legal procedure are beyond the competence of Ministry of Railways and likely to take considerable time, the Assurance should be dropped. The Committee feel that the contention of the Ministry is untenable since an Assurance cannot be dropped merely on the ground that it involves legal

					<p>procedure and may take considerable time to complete. Moreover, once an Assurance is given, it should be brought to its logical end. Considering the pressing need for checking increasing passenger related offences in trains, the Committee feel that the Assurance needs to be implemented and hence they direct the Ministry to pursue the matter vigorously. The Committee would also like to be apprised of the initiatives taken and progress made in the matter.</p>
3.	100	USQ No. 1277 dated 25.11.2019	Finance (Department of Expenditure)	Revision of IFA Charter	<p>The Committee cannot agree with the Ministry's contention that no Assurance was given on the issue as the Minister of State (Finance) has not committed any information for providing at the later stage. Rather, the Ministry is required to take proper follow-up action after the examination of recommendations given by the Committee of Financial Advisors mentioned in the reply to the Question which constitutes the Assurance. The Committee desire that the Assurance should be pursued vigorously till its logical conclusion and they would like to be apprised of the initiatives taken and progress made in the matter.</p>
4.	104	(i) USQ No. 5148 dated 24.04.2015  (ii) SQ No. 189 dated 06.05.2016	Finance (Department of Revenue)	(i) Overvaluation and Undervaluation of Imports  (ii) Over Valuation of Coal Imports	<p>The Ministry has requested to drop the Assurance on the ground that the Assurance is unlikely to be fulfilled any time soon as the same is dependent upon getting information from foreign governments. The Committee understand that such matters take time but at the same time, the Committee feel the need to ensure accountability in the matter so that the country's overall interests are protected. Moreover, there should be a prescribed time frame for dealing with incidents of irregularities/corruption. The Ministry cannot wash its hands of by merely providing information that the matter is under investigation or that there is no time frame for investigation in cases which have international dimensions. The Committee desire that the</p>

					Ministry must vigorously pursue the matter with all concerned and expedite the fulfillment of the Assurance. The Committee would also like to be apprised of the initiatives taken and the progress made in the matter.
5.	105	SQ No. 82 dated 08.02.2017 (Supplementary by Smt. Aparupa Poddar, M.P.)	Railways	Safety Technology	The Committee had presented their 28th Report (17th Lok Sabha) on 09.03.2021 and had pointed out that the Assurance pertains to three matters viz, survey to assess the safety mechanism of Railways, retrofitting of Integral Coach Factory (LCF) Coaches as Linke Hofman Busch (LHB) Coaches and execution of Kamarkundu Railway Gate Project. Observing that the Ministry had not said anything in regard to safety survey and Kamarkundu Railway Gate Project, the Committee in the said Report had desired that the Ministry should pursue the matter in a time bound manner so that things do not get stuck up and the Assurance is implemented expeditiously. However, once again, the Ministry has not said anything in regard to safety survey and Kamarkundu Railway Gate Project. Thus, the Ministry's submission for dropping of the Assurance lacks justification. The Committee feel that once an Assurance is given, it should be brought to its logical end. The Committee desire that the Ministry should also pursue the matter regarding safety survey and Kamarkundu Railway Gate Project in a timebound manner and fulfil the Assurance at the earliest. The Committee would like to be apprised of the initiatives taken and the progress made in the matter.
6.*	106	Discussion on General Budget (Railway) regarding Demand for Grants dated 12.07.2019	Railways	Various MoUs signed by Railways with France and China and MoC signed with Russia to enhance facilities in Railways	The Committee feel that in sum and substance, the Assurance has been fulfilled. The Committee desire that the requisite Implementation Report be laid on the Table of the House.

7.	107	SQ No. 447 dated 24.07.2019 (Supplementary by Shri Ravi Kishan, M.P.)	Railways	Environment Friendly Technology	<p><b>The Ministry has requested for dropping of the Assurance on the grounds that Railways is not producing solar energy at farmer's land and there is no such proposal in near future. However, the Ministry has not said anything in regard to the Railway land on the side of the railway track. Thus, the Ministry's submission for dropping of the Assurance lacks justification. The Committee feel that once an Assurance is given, it should be carefully followed up and brought to its logical end. The Committee desire that the Ministry should pursue the matter regarding installing of solar panels on the Railway land on the side of the Railway track in a time bound manner with concerted efforts so that things do not get stuck up and the Assurance is fulfilled expeditiously.</b></p>
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MINUTES  
COMMITTEE ON GOVERNMENT ASSURANCES  
(2021-2022)  
(SEVENTEENTH LOK SABHA)  
FIFTH SITTING  
(20.12.2021)

The Committee sat from 1500 hours to 1645 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
3. Shri Ramesh Chander Kaushik
4. Shri Kaushaiendra Kumar
5. Shri Ashok Mahadeorao Nete
6. Shri Santosh Pandey
7. Shri M.K. Raghavan

**Secretariat**

- |                     |                    |
|---------------------|--------------------|
| 1. Shri Pawan Kumar | - Joint Secretary  |
| 2. 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 five (05) draft Reports without any amendments:-

- (i) Draft Fifty-Fourth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Education (Department of Higher Education)';

- (ii) Draft Fifty-Fifth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Social Justice and Empowerment (Department of Social Justice and Empowerment)';
- (iii) Draft Fifty-Sixth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (iv) Draft Fifty-Seventh Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)'; and
- (v) Draft Fifth-Eighth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Railways'.

2. The Committee also authorized the Chairperson to present the Reports during the ongoing Session.

*The Committee then adjourned.*

**COMPOSITION OF THE COMMITTEE  
ON GOVERNMENT ASSURANCES\*  
(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

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\* The Committee had 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.