

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2021-2022)**

(SEVENTEENTH LOK SABHA)

FIFTY-EIGHTH REPORT

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

Presented to Lok Sabha on 15/03/2022



**LOK SABHA SECRETARIAT
NEW DELHI**

March, 2022 / Phalguna, 1943 (Saka)

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Implementation Report of the Assurance has since been laid on the Table of the House on 02.02.2022.

**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 Dhirubhai 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

* 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-Eighth Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2020-2021) at their sitting held on 29th September, 2021 took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances.

3. At their sitting held on 20th 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.

5. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters in the Report.

NEW DELHI;
21 December, 2021
Agrahayana 30, 1943 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

REPORT

I. Introductory

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

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

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

4. In pursuance of the *ibid* decision, the Committee on Government Assurances (2020-2021) called the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs to render clarifications with regard to delay in implementation of the pending Assurances pertaining to the Ministry of Railways at their sitting held on 29th September, 2021. The Committee examined in detail the following 19 Assurances:

Table 1

Sl.No.	SQ/USQ No. dated	Subject
1	SQ No. 42 dated 19.07.2017	Zero-Accident Mission (Appendix-I)
2	USQ No. 487 dated 19.07.2017	Construction of Tunnel (Appendix-II)
3	USQ No. 1713 dated 26.07.2017	Anandnagar-Maharajganj Rail Line (Appendix-III)
4	USQ No. 718 dated 20.12.2017	Anandnagar Junction-Maharajganj-Ghughuli New Rail Line (Appendix-IV)
5	USQ No. 2365 dated 26.12.2018	Construction of Anand Nagar-Maharajganj Rail Line (Appendix-V)
6	USQ No. 1831 dated 26.07.2017	Palakkad Coach Factory (Appendix-VI)
7	USQ No. 707 dated 20.12.2017	Debroy Committee (Appendix-VII)
8	USQ No. 1603 dated 27.12.2017	Re-organisation of Railways (Appendix-VIII)
9	USQ No. 767 dated 20.12.2017	Himmatnagar-Shamlaji Train Route (Appendix-IX)
10	SQ No. 101 dated 25.07.2018 (Supplementary by Shri Prataprao Ganpatrao Jadhav, M.P.)	Adarsh Railway Station (Appendix-X)

11	SQ No. 101 dated 25.07.2018 (Supplementary by Smt. Supriya Sadanand Sule, M.P.)	Adarsh Railway Station (Appendix-XI)
12	USQ No. 3516 dated 08.08.2018	Extension of Railway Lines in Rajasthan (Appendix-XII)
13	USQ No. 3523 dated 08.08.2018	Doubling of Railway Lines in Gujarat (Appendix-XIII)
14	USQ No. 1583 dated 19.12.2018	Konkan Railway Corporation Limited (Appendix-XIV)
15	USQ No. 2481 dated 26.12.2018	Safety of Women in Trains (Appendix-XV)
16	USQ No. 3470 dated 02.01.2019	Opening of Base Kitchen (Appendix-XVI)
17	USQ No. 3480 dated 02.01.2019	Running Staff Status (Appendix-XVII)
18	USQ No. 3504 dated 02.01.2019	Pending Projects of Railways in Andhra Pradesh (Appendix-XVIII)
19*	USQ No. 3641 dated 02.01.2019	Reservation Centre at Launji (Appendix-XIX)

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

6. During oral evidence, the Committee emphasized that the Ministries/Departments are required to implement an Assurance within a period of three months and if the Ministries / Departments are unable to fulfil the Assurance within that time period, then it

Implementation Report of the Assurance has since been laid on the Table of the House on 02.02.2022.

is imperative for them to seek extension of time. The Committee also observed that upto the Fourth Session of the 17th Lok Sabha, the Ministry of Railways had a total of 112 pending Assurances, out of which, 22 Assurances pertained to the 15th Lok Sabha, 36 Assurances to the 16th Lok Sabha and 54 Assurances to the 17th Lok Sabha. As the Assurances belonging to the 15th Lok Sabha were very old and pending for more than 07 years and there were inordinate delays in fulfilment of these Assurances, the Committee enquired about the monitoring and periodical review of the pending Assurances in the Ministry to minimize delays in their implementation and the mechanism available for implementation of Parliamentary Assurances. In reply, a representative of Ministry of Railways briefed the Committee as under:

"Sir, the Chairman of the Railway Board is the highest authority and under him there are four Members and one Secretary. Assurances are reviewed at the level of the Chairman of the Board and also at the levels of the Members, the Secretary and the levels below. There are about 50 Directorates in the Railway Board, many Assurances relate to more than one Directorate and in which the Members or Additional Members coordinate so that the Assurance is fulfilled"

7. Subsequently, six Assurances mentioned at Sl. Nos. 1, 9, 10, 12, 17 and 18 in Table 1 above have been implemented on 01.12.2021 while the Assurance mentioned at Sl. No. 11 has been implemented on 15.12.2021.

Observations / Recommendations

8. The Committee note that out of 19 pending Assurances pertaining to the Ministry of Railways taken up by them, six Assurances mentioned at Sl. Nos. 2 to 4 and Sl. Nos. 6 to 8 are pending for about four years. While another four Assurances mentioned at Sl. No. 5 and Sl.Nos. 13, 14 and 15 are pending for about three years. Though seven Assurances mentioned at Sl. Nos. 1, 9, 10, 11, 12, 17 and 18 have since been implemented on 01.12.2021 and 15.12.2021, there had already been delays ranging from about three years to more than four

years when these Assurances were implemented. The remaining two Assurances mentioned at Sl.Nos. 16 and 19 are pending for about three years. The inordinate delays in fulfilment of the Assurances clearly reveal that proper attention is not being given by the Ministry in the matter of implementation of Assurances even though the representatives of the Ministry claimed during evidence that the Assurances are reviewed at various levels most importantly at the levels of the Chairman, the Members and the Secretary of Railway Board. Thus, the existing mechanism put in place by the Ministry is not effective in facilitating timely implementation of the pending Assurances. Needless to mention, the utility and relevance of an Assurance are lost if there is inordinate delay in the implementation of the same. Deeply concerned over the extent of pendency of Assurances and lack of an effective mechanism in the Ministry, the Committee, recommend that the existing mechanism/ system be strengthened and streamlined with a view to avoiding inordinate delays in the implementation of the pending Assurances. Towards achieving this objective, the Ministry should consider devising a system of prioritizing and categorizing the Assurances for time bound implementation in such a way that those Assurances which pertain to collection/compilation of basic information should not take more than three months to implement. The Committee also observe that lack of coordination with other Ministries/Departments including the Ministry of Parliamentary Affairs, the nodal Ministry and the State Governments, is one of the major reasons behind delays in the implementation of certain Assurances. The Committee, therefore, desire that the Ministry should adopt a pro-active approach and enhance the level of coordination with all concerned for early/timely implementation of the pending Assurances. The Committee would also like the Ministry to furnish the Minutes of the review meetings held in the Ministry from time to time to monitor the implementation of Assurances as it will help the Committee in assessing the progress of the Ministry of Railways in this direction.

II. Review of the Pending Assurances of the Ministry of Railways.

9. In the succeeding paragraphs, the Committee deal with some of the important pending Assurances pertaining to the Ministry of Railways which have been critically examined / reviewed by them at their sitting held on 29.09.2021.

A. Konkan Railway Corporation Limited

USQ No. 1583 dated 19.12.2018 regarding "Konkan Railway Corporation Limited" (Sl.No. 14)

10. In reply USQ No. 1583 dated 19.12.2018 regarding "Konkan Railway Corporation Limited" (KRCL) (Appendix-XIV), an Assurance was given that Konkan Railway's proposal for Capacity Augmentation by adding 141 Km track doubling and 18 additional new stations has been cleared by NITI Aayog and Expanded Board for Railways. The proposal has been sent to Cabinet Committee on Economic Affairs (CCEA) for approval.

11. In its Status Note furnished in September 2021, the Ministry of Railways apprised the position regarding implementation of the Assurance as under:

"The proposal for sanction of the project costing Rs. 4980 crore was sent to Cabinet Secretariat on 17.09.2018 for consideration by CCEA, but the same has been sent by PMO to Ministry of Finance (Secretary, Department of Expenditure) for re-examining of the cost of the project. The matter is still not finalized and due to COVID 19 pandemic the same is taking time."

12. Giving an update on the implementation of the Assurance during oral evidence, a representative of the Railways deposed as under:-

"Sir, the necessary approvals have not been received as yet. Different States are involved in this KRCL project. The States of Karnataka, Maharashtra and Goa are involved in this. Till now, we have not got the consent from them. So these proposals are under process at different levels. The Managing Director of KRCL is in

talks with the Chief Secretaries, when these necessary approvals are received, then this work will go ahead.”

Observations / Recommendations

13. The Committee note that the Assurance given in reply to USQ No. 1583 dated 19 December, 2018 regarding 'Konkan Railway Corporation Limited' is pending for about three years. In the Status Note furnished by the Ministry in September 2021, it has been stated that the proposal for sanction of the project costing Rs. 4980 crore was sent to Cabinet Secretariat on 17.09.2018 for consideration by CCEA, but the same has been sent by PMO to Ministry of Finance (Secretary, Department of Expenditure) for re-examining of the cost of the project. The Ministry has also informed that due to COVID-19 pandemic, the work could not be completed in scheduled time and the same is taking time. During oral evidence, the representatives of the Ministry of Railways apprised the Committee that consents from the States of Karnataka, Maharashtra and Goa have been received and the Managing Director of KRCL is in talks with the Chief Secretariats concerned. Notwithstanding the explanations of the Ministry in the matter, the fact remains that appropriate follow-up action on the Assurance has been inordinately delayed and the Assurance still remains pending for implementation even after about three years. The Committee observe that the Konkan Railway's proposal for capacity augmentation by adding 141 km track doubling and 18 additional new stations will provide better connectivity, train movement/services and passenger amenities with the

capacity to boost both domestic and foreign tourism and socio-economic development in the coastal regions in Maharashtra, Goa, Karnataka and Kerala. The Committee desire that the Ministry should step up its efforts and pursue the matter vigorously with the respective State Governments at the highest level with active participation of the Railway Board to explore a system for completing the project expeditiously in a time-bound manner. The Committee would like to be apprised of the initiatives taken and progress made in the matter.

B. Reservation Centre at Launji

USQ No. 3641 dated 02.01.2019 regarding "Reservation Centre at Launji" (Sl.No. 19) *

14. In USQ No. 3641 dated 02.01.2019 regarding "Reservation Centre at Launji" (Appendix-XIX), the following points were raised:

- "(a) whether the proposal to open railway reservation centre at Launji in Balaghat district and at Barghat in Seoni district is still pending;
- (b) if so, the time by which it is likely to be approved;
- (c) whether an agreement has been held between post offices and Railways to open reservation counters in post offices; and
- (d) if so, the time by which the reservation centres at the above places are likely to start functioning?"

In reply to parts (a) and (b) of the above Question, an Assurance was given that the feasibility of the proposal was being examined in consultation with Department of Posts. As and when the consent of Department of Posts is received, further necessary action will be initiated.

Implementation Report of the Assurance has since been laid on the Table of the House on 02.02.2022.

15. In its Status Note furnished in September 2021, the Ministry of Railways apprised the Committee of the following position in this regard:-

“It has been decided in consultation with Department of Posts that computerized Passenger Reservation System (PRS) counters will not be provided at any additional post offices for the time being.

In view of recent developments, the matter will be examined afresh in consultation with Department of Posts.”

16. During oral evidence, the representatives of the Ministry of Railways deposed in this regard as under:-

"Sir, nowadays more than 80 percent of our bookings are being done online. Our PRS centers are running in about 245 post offices across the country. Although the utilization is very less in many of them, but since they are area specific and provide facilities to the people, such centers have been opened and running."

Observations / Recommendations

17. The Committee note that the Assurance given in reply to USQ No. 3641 dated 02.01.2019 regarding 'Reservation Centre at Launji' is lying pending for about three years. The Ministry in its Status Note informed that it has been decided in consultation with the Department of Posts that computerized Passenger Reservation System (PRS) counters will not be provided at any additional post offices for the time being but in view of recent developments, the matter will be examined afresh in consultation with the Department of Posts. During oral evidence, the representative of the Ministry of Railways apprised the Committee that at present about 245 PRS Centres are running in post offices across the country. Since PRS Centres are area specific and provide

facilities to the people, the Committee are of the opinion that the Ministry of Railways and the Department of Posts should come together to examine the matter afresh and take an appropriate decision thereon expeditiously. While taking the decision, the Committee would like both the Ministry of Railways and the Department of Posts to take note of the fact that post offices are available even in rural/remote areas where internet services are poor and providing the computerized Passenger Reservation System counters in post offices in these areas will be of immense help and convenience to people living there. The Committee, therefore, desire that the Ministry of Railways should intensify its efforts and coordination at the highest level with a view to expedite taking a well thought out decision in the matter at the earliest. The Committee would like to be apprised of the initiatives undertaken by the Ministry of Railways in the matter.

III. Implementation Reports

18. As per the Statement of the Ministry of Parliamentary Affairs, Implementation Reports in respect of the following 07 Assurances have since been laid on the Table of the House on 01.12.2021 and 15.12.2021:

Table 2

Sl.No	Sl.No. in the Table (Para No. 4)	SQ/USQ No. dated	Date of Implementation
(i).	Sl. No. 1	SQ No. 42 dated 19.07.2017 regarding 'Zero-Accident Mission'	01.12.2021
(ii).	Sl. No. 9	USQ No. 767 dated 20.12.2017 regarding 'Himmatnagar-Shamlaji Train Route'	01.12.2021

(iii).	Sl. No. 10	SQ No. 101 dated 25.07.2018 (Supplementary by Shri Prataprao Ganpatrao Jadhav, M.P.) regarding 'Adarsh Railway Station'	01.12.2021
(iv).	Sl. No. 11	SQ No. 101 dated 25.07.2018 (Supplementary by Smt. Supriya Sadanand Sule, M.P.) regarding 'Adarsh Railway Station'	15.12.2021
(v).	Sl. No. 12	USQ No. 3516 dated 08.08.2018 regarding 'Extension of Railway Lines in Rajasthan'	01.12.2021
(vi).	Sl. No. 17	USQ No. 3480 dated 02.01.2019 regarding 'Running Staff Status'	01.12.2021
(vii).	Sl. No. 18	USQ No. 3504 dated 02.01.2019 regarding 'Pending Projects of Railways in Andhra Pradesh'	01.12.2021

NEW DELHI;
21 December, 2021
Agrahayana 30, 1943 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 42
TO BE ANSWERED ON 19.07.2017**

ZERO-ACCIDENT MISSION

***42. SHRI CHANDRAKANT KHAIRE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether cases of accidents on railway tracks are on the rise and if so, the details thereof;**
- (b) whether the Railways have launched a zero-accident mission envisaging renewal of railway tracks, more railway bridges, better signalling and rolling out of accident-proof coaches and engines and if so, the details thereof; and**
- (c) whether the Railways have prepared any plan to generate resources to implement the zero-accident mission and if so, the details thereof?**

ANSWER

MINISTER OF RAILWAYS

(SHRI SURESH PRABHAKAR PRABHU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 42 BY SHRI CHANDRAKANT KHAIRE TO BE ANSWERED IN LOK SABHA ON 19.07.2017 REGARDING ZERO-ACCIDENT MISSION.

(a): No, Madam. As can be seen from the Table below, the consequential train accidents have continuously declined from 135 in 2014-15 to 107 in 2015-16 and further to 104 in 2016-17. In the current year also, consequential train accidents decreased from 29 to 15 during 2017-18 (from 01/04/2017 to 30/06/2017) in comparison to corresponding period of the previous year which is an improvement of 48.3% over the last year.

Year	2014-15	2015-16	2016-17	2016-17 (01.04.16 to 30.06.16)	2017-18 (01.04.17 to 30.06.17)
Total No. of consequential train accidents	135	107	104	29	15

Accidents Per Million Train Kilometres (APMTKMs), which is an internationally accepted yard stick of safety has declined from 0.23 in 2006-07 to 0.11 in 2014-15, 0.10 (approximately) in 2015-16 and further declined to 0.09 (approximately) in 2016-17.

(b): Yes, Madam. In the Railway Budget 2016-17, Mission Zero Accident was one of the Missions announced, comprising of the two sub-missions:

- i. **Elimination of unmanned level crossings (UMLC) over broad gauge in the next 3-4 years.**
- ii. **TCAS (Train Collision Avoidance System): To prevent collisions and signal passing at danger by the Loco Pilot through developing an indigenous technology and also to increase throughput by increasing average sectional speed on Indian Railways (IR).**

Current Status of the implementation of two sub-missions under Mission Zero Accident is as follows:

(1) Elimination of Unmanned Level Crossings: As on 01.04.2017, Indian Railways have 27181 Level Crossings, out of which 19480 are manned and 7701 are unmanned. Out of total 7701 unmanned level crossings, 4943 level crossings are on BG (Broad Gauge). It has been planned to eliminate unmanned level crossings (UMLCs) on Broad Gauge by 2020. Year-wise target fixed for elimination is as under:

Year	No. of UMLCs to be eliminated
2017-18	1500
2018-19	1500
2019-20	1943

(2) Train Collision Avoidance System (TCAS) implementation for High Density Network (HDN) routes. The TCAS system is under developmental stage and trials are in progress on Lingampalli-Vikarabad-Wadi-Bidar pilot section (250 Rkm) on South Central Railway. After successful trials, Safety Certification & Validation, further works shall be taken up.

Considering the fact that the pilot TCAS system is under final stage of development & certification, in the Pink Book 2017-18, a regular work on 1427 RKM's have been sanctioned from Wadi - Guntakal section (228 RKM's), Bidar - Parli Vaijnath - Parbhani section (241 RKM's) and Manmad - Parbhani - Nanded - Secunderabad - Gadwal - Dhone - Guntakal section (958 RKM's) on South Central Railway.

Other measures taken to prevent rail accidents:

- **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. The allocation for track renewal has been almost doubled from the last 5 years average of ₹5548.6 crores to ₹9961 crores in the Budget Estimate of 2017-18.**
- **Vehicle Ultrasonic Flaw Detection (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 Track kilometer (Tkm) of USFD testing on Rajdhani routes between New Delhi-Mughalsarai and New Delhi-Ratlam sections of Indian Railways. Initially 6 nos. SPURT (Self Propelled Ultrasonic Rail Testing) Cars will be used for USFD testing of rails on Indian Railways. Procurement of these 6 nos.**

SPURT cars have been included in Rolling Stock Program 2017-2018 at total cost of ₹186.24 crores.

- **Trial of Ultrasonic Broken Rail Detection System (UBRDS) for detection of Rail/Weld fractures has been undertaken on Northern Railway and North Central Railway on 25 Km track length each. It has been decided to proliferate this system on Indian Railways based on outcome of trial.**
- **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.**
- **Proliferation of Linke Hofmann Busch (LHB) coaches for improving Safety: Indian Railways is embarking on a mission to provide upgraded safety features on its coaching stock. As a part of this, it has been decided that only LHB coaches would be manufactured from 2018-19. LHB coaches are of a superior design that reduces the chances of derailment and mitigates the possibility of grievous injury or death in case of accidents. LHB coaches have superior body-bogie and wheel-bogie connections, anti-climbing features, tight lock coupling, provision of bump stop, superior braking, provision of yaw dampers to ensure better riding and comfort with lesser chances of dislocation of body from shell, destabilization and tilting of the coach, possibility of overriding of one coach over the other, uncoupling of coaches and consequent movement in an uncontrolled manner, etc. in case of accidents.**

- **Refurbishment of ICF coaches:** A policy decision has been taken to carry out the work of refurbishment and providing improved safety features in its existing ICF design coaches which have a residual life of more than 10 years. A total of about 40,000 coaches will be provided with these features in the next 5 years including production of new coaches.
- **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.
- **Train Protection & Warning System (TPWS):** Train Protection & Warning System (TPWS) has capability to control the speed of train in accordance with the sectional permitted speed and signal aspect ahead by automatic actuation of brakes, in case loco pilot fails to do so in time. Thus it mitigates safety risk of accidents/collisions due to loco pilot's error of Signal Passing at Danger or over speeding. TPWS also reduces delays during foggy weather. It is a proven European train protection technology and deployed extensively on World Railways.

TPWS based on this proven technology has been operationalized on 342 RKM's in following sections of Indian Railways,

- (i) Chennai - Gummidipundi Suburban Section of Southern Railway (50 RKMs).
- (ii) Dum Dum - Kavi Subhash section of Metro Railway, Kolkata (25 RKMs).
- (iii) Hazrat Nizamuddin - Agra Section of Northern/North Central Railway (200 RKMs).

(iv) Basin Bridge - Arrakkonam Section of Southern Railway (67 RKM).

(c): In 2017-18, a Fund namely 'Rashtriya Rail Sanraksha Kosh' (RRSK) has been created for financing critical safety related works. The Fund has been created with a corpus of ₹1 lakh crore over a period of five years. In Budget Estimates of 2017-18, a provision of ₹20,000 crore has been made under RRSK, which includes ₹5000 crore from Budgetary Support, ₹10,000 crore from Central Road Fund and ₹5000 crore out of Railways' internal resources.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 487
TO BE ANSWERED ON 19.07.2017

CONSTRUCTION OF TUNNEL

†487. SHRI ARJUN LAL MEENA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the construction work of railway tunnel near Zawar mines on railway gauge conversion route from Udaipur to Ahmedabad *via* Himmat Nagar has been started and if so, the details thereof;
- (b) the amount of funds allocated by the Government for construction of this tunnel; and
- (c) if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (c): Construction work of railway tunnel near Zawar Mines is a part of Ahmedabad-Himmatnagar- Udaipur gauge conversion project which is to be constructed on forest land. The diversion of forest land is in progress and construction of tunnel will be taken up once this diversion work is completed. No separate fund has been allotted for construction of this tunnel. However, an outlay of ₹ 422.00 crore has been provided for the entire Ahmedabad-Himmatnagar-Udaipur gauge conversion project for the year 2017-18.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1713
TO BE ANSWERED ON 26.07.2017**

ANANDNAGAR-MAHARAJGANJ RAIL LINE

†1713. SHRI PANKAJ CHAUDHARY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of Anandnagar-Maharajganj -Ghughuli rail line project under the North-Eastern Railways, Gorakhpur;**
- (b) whether the last point survey of this rail line has been conducted;**
- (c) if so, the time by which DPR (Detailed Project Report) is likely to be prepared on the basis of last point survey; and**
- (d) the steps taken by the Government for early construction of this important rail route?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)**

(a) to (d): Anandnagar-Ghughuli via Maharajganj (50.00 km.) new line project was included in the Budget 2013-14 with the provision that expenditure on this project will be made only after following all due processes/mandatory approvals and sanctions. Final Location Survey (FLS) of this project was sanctioned in 2016-17. Detailed Project Report is under preparation on the basis of Final Location Survey. Decision regarding sanction of this project will be taken once Detailed Project Report is received and examined.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 718
TO BE ANSWERED ON 20.12.2017**

ANANDNAGAR JUNCTION-MAHARAJGANJ-GHUGHULI NEW RAIL LINE

†718. SHRI PANKAJ CHAUDHARY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the updated status of Anandnagar junction via Maharajganj-Ghughuli (50 km) new rail line project under the North Eastern Railway, Gorakhpur;**
- (b) whether the Detailed Project Report (DPR) of this project has been prepared;**
- (c) if so, the time by which this project is likely to be approved; and**
- (d) if not, the time by which DPR of the project is likely to be prepared?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)**

(a) to (d): Anandnagar-Ghughli via Maharajganj (50 km) new line project was included in the Budget 2013-14 subject to requisite approvals from the Government. Detailed Project Report (DPR) alongwith detailed estimate is received from North Eastern Railway. As per DPR, the cost of the project is ₹ 1339.09 crore and the rate of return is (-)1.26%. The Detailed Project Report is being scrutinized for sanction of the project.

Appendix-V

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2365
TO BE ANSWERED ON 26.12.2018**

CONSTRUCTION OF ANAND NAGAR-MAHARAJGANJ RAIL LINE

†2365. **SHRI PANKAJ CHAUDHARY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) **the steps taken by the Government for the construction of Anand Nagar *via* Maharajganj Ghughi railway line under the Eastern Railway;**
- (b) **the stage at which the construction of the said railway line is pending;**
- (c) **whether the Government proposes to accord approval to the construction of the said Anand Nagar *via* Maharajganj railway line on priority basis; and**
- (d) **if so, the time by which approval is likely to be accorded and if not, the reasons therefor?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (d): The work of new BG line Anandnagar-Ghughuli *via* Maharajganj has been included in the Budget 2013-14 subject to the condition that the work would be taken up once the Government clearances are obtained. Project has been appraised by NITI Aayog. Necessary measures for Cabinet Committee on Economic Affairs (CCEA) approval has been taken up.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

Appendix - VI

LOK SABHA
UNSTARRED QUESTION NO.1831
TO BE ANSWERED ON 26.07.2017

PALAKKAD COACH FACTORY

1831. PROF. K. V. THOMAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways has approved to establish a coach factory at Palakkad in Kerala;**
- (b) if so, the details thereof; and**
- (c) the time by which it is likely to be established?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) Yes, Madam.

(b) & (c) The work of setting up of Rail Coach Factory at Palakkad in Kerala has been sanctioned in Railway Budget 2012-13 at an anticipated cost of ₹550 crore in JV/PPP mode. Land for the project has been purchased by Railways from Government of Kerala. M/s RITES have been appointed as consultant for bid process management. A request for qualification (RFQ) was floated in September, 2013 but had to be discharged as no responsive bids were received. Subsequently, the business model of the project was reviewed through the consultant to make it more conducive to investment. Presently, the requirement of coaches vis-à-vis available manufacturing capacity is under review.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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

DEBROY COMMITTEE

707. SHRI RAJENDRA AGRAWAL

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

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

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

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

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

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

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

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

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

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

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

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

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

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

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

RE-ORGANISATION OF RAILWAYS

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

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

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

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

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

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

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

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

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

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 767
TO BE ANSWERED ON 20.12.2017**

HIMMATNAGAR-SHAMLAJI TRAIN ROUTE

767. SHRI D. S. RATHOD:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has any plan to complete the Himmatnagar-Shamlaji train route before the end of 2018;**
- (b) if so, the details thereof; and**
- (c) if not, the reasons therefor?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (c): The work of Himmatnagar -Shamlaji gauge conversion is in progress. Completion of the project depends on allotment of funds. However, efforts are being made to complete this section by December, 2018.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**STARRED QUESTION NO.101
TO BE ANSWERED ON 25.07.2018**

ADARSH RAILWAY STATION

†*101. SHRI PRATAPRAO JADHAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any scheme to develop Malkapur railway station in Buldhana district of Maharashtra as Adarsh railway station;**
- (b) if so, the details thereof along with the allocation of funds proposed for this purpose during the next financial year; and**
- (c) if not, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS, COAL, FINANCE AND CORPORATE AFFAIRS
(SHRI PIYUSH GOYAL)**

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRFD
QUESTION NO. 101 BY SHRI PRATAPRAO JADHAV TO BE ANSWERED IN
LOK SABHA ON 25.07.2018 REGARDING ADARSH RAILWAY STATION.**

(a) and (b): Yes, Madam. Malkapur railway station was identified for development under Adarsh Station Scheme in 2012-13. Adarsh station scheme was started from 2009-10 and since then stations have been identified for development under this scheme. Malkapur Railway Station is a Non-suburban Grade (NSG-4) (earlier 'B') category station on Bhusawal - Badnera section of Bhusawal Division in Central Railway and has already been developed under Adarsh Station Scheme as per norms/guidelines effective for Adarsh Stations.

Various facilities such as improvement in facade, circulating area, lighting arrangements, retiring room, Pay & Use toilet, platform surface, Passenger guidance system including signages & coach indicator boards have been provided at Malkapur station under Adarsh Station Scheme.

(c): Does not arise.

ORAL ANSWERS TO QUESTIONS

HON. SPEAKER: Q. No. 101, Shri Prataprao Jadhav.

(Q. 101)

श्री प्रतापराव जाधव : अध्यक्ष महोदया, महाराष्ट्र में बुलढाणा जिला सबसे पिछड़ा जिला है। बुलढाणा जिले में दो रेलवे स्टेशन हैं, एक शेगांव और दूसरा मलकापुरा। इन दोनों स्टेशनों को आदर्श 'ए' ग्रेड मॉडल स्टेशन का दर्जा 2012-13 में दिया गया। मैं मंत्री जी से पूछना चाहूंगा कि मॉडल स्टेशन के तहत स्टेशन पर कौन सी सुविधा देना वहां पर अपेक्षित था, अभी तक कितनी सुविधाएं वहां पर दी गईं?

अध्यक्ष महोदया, वहां स्टेशन पर कोई सुविधा नहीं है। प्रतीक्षालय के बारे में उत्तर में बताया कि हमने यह सुविधा दी। उत्तर में भी बहुत सारी गलतियां हैं। वहां प्रतीक्षालय ऐसा है कि वहां पर हम लोग बैठ भी नहीं सकते हैं। स्टेशन पर न तो स्वच्छता की कोई सुविधा है, वहां जनसुविधाएं भी बहुत कम हैं। बुलढाणा डिस्ट्रिक्ट के पिछड़ा जिला होने के नाते मंत्री जी से मैं यह भी पूछना चाहूंगा कि 2014-15 के बजट में पूंजी निवेश कार्यक्रम के तहत खमगांव और जालना रेलवे के लिए 3000 करोड़ रुपये की प्रशासकीय मान्यता दी गई थी, लेकिन अभी तक वहां कुछ भी काम नहीं हुआ। वह काम कब होने वाला है? पूंजी निवेश कार्यक्रम के तहत राज्य सरकार की क्या जिम्मेदारी है?

माननीय अध्यक्ष : कितने प्रश्न पूछेंगे? बैठिए।

श्री प्रतापराव जाधव: अध्यक्ष महोदया, राज्य सरकार की क्या जिम्मेदारी है और केन्द्र सरकार उसमें कौन सी भूमिका निभाने वाली है? रास्ते के लिए वहां सौ साल से लोगों का आंदोलन चल रहा है, अभी भी वहां आंदोलन चल रहा है। ये मॉडल स्टेशंस कब अपग्रेड किए जाएंगे? खमगांव और जालना रेलवे मार्ग का काम कब शुरू होगा? मैं आपके माध्यम से मंत्री जी से यह पूछना चाहूंगा। ... (व्यवधान)

श्री पीयूष गोयल: इंडियन रेलवेज ने देश भर के सभी रेलवे स्टेशंस को वहां के यात्रियों की संख्या, अर्निंग्स को देखते हुए कैटेगरीज किया है और उसमें क्या-क्या सुविधाएं बढ़ाई जा सकती है, यह सब देखकर अलग-अलग मॉडल्स पर रेलवे स्टेशंस को अपग्रेड किया है। मलकापुर एक बहुत महत्वपूर्ण स्टेशन है। यहां लगभग 74 मेल एक्सप्रेस ट्रेन्स और पैसेंजर ट्रेन्स रुकती हैं। लगभग 4,967 पैसेंजर्स रोज वहां ट्रेनों पर चढ़ते हैं और लगभग 3 लाख 35 हजार रुपये रोज की वहां पैसेंजर्स अर्निंग है। उस हिसाब से देखें तो यह पहले 'बी' कैटेगरी स्टेशन होता था। अर्निंग्स कम होने के कारण अब वह एनएसजी-4, नॉन सबअर्बन ग्रुप में चौथे दर्जे का स्टेशन बना है। इसके बावजूद इसको आदर्श स्टेशन के रूप में चुना गया, चिह्निता किया गया। जिसमें फसाड , सर्कुलेटिंग एरिया को सुधारा जाएगा जिससे आने-जाने में सुविधा हो, इसके अलावा लाइन एल्युमिनेशन के लिए । टावर वाटर बूथ, पे एंड यूज टॉयलेट बनाया गया। रिटायरिंग रूम के बारे में आपने मुझे अभी बताया। अगर उसमें कुछ कमी है, तो मैं डिविजनल मैनेजर, जोनल मैनेजर से रिपोर्ट लेकर उस पर कार्रवाई करूंगा। प्लेटफार्म सरफेस को ठीक किया गया। बुकिंग आफिस को सुधारा गया। ... (व्यवधान) ये सब काम वहां किए गए।

अभी मेरे पास दूसरे स्टेशन की जानकारी नहीं है, यह उस प्रश्न में नहीं था। मैं उनको जानकारी पहुंचा दूंगा। जहां तक जालना की लाइन का सवाल है, दुर्भाग्य से पहले रेलवे का राजनीतिकरण ज्यादा होता था। देश में इतनी सारी योजनाओं की घोषणा कर देते थे पर उनके लिए सफिशिएंट बजट नहीं होता था कि उन सभी परियोजनाओं पर एक साथ काम चल सके। हमने यह कोशिश की कि जहां-जहां जमीन अधिग्रहण हो चुका है, जमीन एवेलबल है और ज्यादा एसेन्शियल लाइन है जिससे ओवरऑल ट्रैफिक अनक्लॉग हो और ज्यादा अधिक मात्रा में रेलवे जनता को सुविधा दे पाये, उसको प्राथमिकता देते हुए अलग-अलग प्रोजेक्ट पर काम चल रहा है। इस स्पेसिफिक प्रोजेक्ट की जानकारी माननीय सदस्य को मेरा दफ्तर भेज देगा।

श्री प्रतापराव जाधव: अध्यक्ष महोदया, माननीय मंत्री जी ने बताया कि वहां की अर्निंग कम है। मैं मंत्री जी से कहूंगा कि वहां पर बहुत दिनों से लंबे रूट की ट्रेनों को रोकने के लिए मांग की जा रही है, वहां रेलवे का स्टॉपेज नहीं है। जब वहां ज्यादा ट्रेनें नहीं रुकेंगी तो अर्निंग कैसे बढ़ेगी। सेगाँव स्टेशन पर संत गजानन महाराज जी का बहुत बड़ा मंदिर है। वहां हर रोज रेलवे से पच्चीस से तीस हजार लोग आते हैं लेकिन वहां स्टॉपेज नहीं होने की वजह से लोग अकोला स्टेशन से बैठते हैं नहीं तो भुसावल स्टेशन से बैठते हैं। इसलिए अर्निंग जो दिखनी चाहिए वह नहीं दिखती है। क्या स्टॉपेज की मांग को बढ़ाया जाएगा?

श्री पीयूष गोयल : अध्यक्ष महोदया, मैंने अभी बताया, 74 ट्रेनें मलकापुर में रुकती है। उसमें 68 मेल एक्सप्रेस ट्रेन हैं, 6 पैसेजर्स ट्रेन हैं, उसके बावजूद अगर पांच हजार से कम पैसेजर्स हैं तो और ट्रेन रोकने का सवाल ही नहीं उठता।

दूसरी बात, मैं सदन के सभी माननीय सदस्यों को अवगत कराना चाहता हूँ। सभी माननीय सदस्यों की मांग रहती है कि हमारे स्टेशनों पर अधिक गाड़िया रुकें, गाड़ी रोकने का मतलब यह नहीं है कि केवल एक-दो मिनट का स्टॉप है, गाड़ी आहिस्ता होती है, रुकती है फिर आहिस्ता-आहिस्ता चल कर स्पीड पकड़ती है। जब तक गाड़ी स्टेशन से नहीं निकलती, अगले स्टेशन से गाड़ी सेफ्टी की दृष्टि से शुरू नहीं हो सकती। ऐसी परिस्थिति में जितना ज्यादा स्टॉप एड करते जाएंगे, उतना ज्यादा रेलवे की कैपिसिटी कन्सट्रेंट बढ़ेगी। पंचुअलिटी एक बहुत सीरियस इश्यू है। जब हम इसको इम्प्रूव करने की कोशिश करते हैं, उसमें एक बहुत बड़ी समस्या कैपिसिटी यूटिलाइजेशन की आती है जिससे आज किसी-किसी रूट पर सौ परसेंट, कहीं एक सौ तीस, कहीं एक सौ पचास और कुछ जगहों पर एक सौ अस्सी परसेंट लाइन कैपिसिटी यूटिलाइजेशन है। ऐसी परिस्थिति में जितने ज्यादा स्टॉप एड होंगे, उतना ज्यादा रेलवे का सिस्टम क्लॉग होगा, ट्रेनें विलंब होंगी, आगे चलकर उसका परिणाम फ्रेट ट्रैफिक, रेलवे की अर्निंग्स और सुविधाओं पर भी आएगा।

मैं सभी माननीय सांसदों से आपके माध्यम से दरख्वास्त करूंगा, जहां-जहां संभव है, हम पूरी कोशिश करते हैं कि स्टॉपेज दिए जाएं सभी की इच्छा होती है कि हमारे क्षेत्र में हर गाड़ी हर स्टेशन पर रुके लेकिन हमारी कुछ टेक्नीकल और ऑपरेशनल चुनौतियां हैं।

श्री दिलीपकुमार मनसुखलाल गांधी: अध्यक्ष महोदया, मैं मंत्री जी को धन्यवाद देता हूँ कि उन्होंने आदर्श स्टेशनों का चयन किया, उसमें अहमदनगर को तीन नंबर का पारितोषिक मिला है, इसके लिए उनको बधाई देता हूँ। इस स्टेशन के बनने के साथ-साथ उधर सुविधा बढ़ाने की भी आवश्यकता है, जैसे लेडिज और जेन्ट्स के लिए अलग टॉयलेट चाहिए, विश्राम गृह चाहिए, उसके माध्यम से बढ़ेगा। आदर्श स्टेशन बनने के साथ बाहर कम्पाउंड वाल से कितना टपरी वाले को रोके, छोटे-छोटे बिजनेस करने वाले लोग हैं। मैं मंत्री जी को आपके माध्यम से कहना चाहता हूँ कि बहुत सारी लैंड उपलब्ध है, रेलवे की इनकम के दृष्टिकोण से क्या आप वहां कॉमर्शियल कम्प्लेक्स बनाएं जिससे छोटे-छोटे लोग भी व्यवसाय कर सकें। उनको खुद एक जगह मिल जाएगी, मुद्रा के माध्यम से उनको लोन मिलने पर अच्छा व्यवसाय कर सकते हैं, क्या इस दृष्टिकोण से कुछ करेंगे?

श्री पीयूष गोयल: माननीय सदस्य का सुझाव बहुत अच्छा है। देश भर में सभी स्टेशनों पर जहां डैवलपमेंट की कैपेबिलिटी है, उसकी जांच चल रही है। हम अहमद नगर को इसमें जोड़कर देखेंगे और वहां जो संभव होगा हम करेंगे।

श्रीमती सुप्रिया सदानंद सुले : माननीय अध्यक्ष जी, मेरे निर्वाचन क्षेत्र में मीरा नाम का आदर्श स्टेशन है। माननीय सुरेश जी जब रेल मंत्री थे, तब उन्होंने इसे आदर्श स्टेशन बनाया था। इस बात को तीन साल हो गए हैं। आदर्श स्टेशन का एग्जैक्ट प्लान क्या है? आदर्श स्टेशन कब पूरा होगा? वहां शौचालय नहीं बना है और नए प्लेटफार्म की मांग है। मीरा स्टेशन पुरंदर पुणे डिस्ट्रिक्ट में है, यह कब पूरा होगा? आदर्श स्टेशन की एग्जैक्टली क्या स्कीम है क्योंकि हमारे यहां इसके लिए ज्यादा निधि नहीं आई है।

श्री पीयूष गोयल: माननीय अध्यक्ष महोदया जी, भारत में कई स्टेशन्स 100 साल और कई 70-80 साल पुराने हैं, वो काफी बुरी हालत में थे मैं अभी स्टेशन्स को सुधारने के लिए पहले कितना पैसा खर्च होता था वह आंकड़े देख रहा था वर्ष 2009-10 में 1000-1100 करोड़ रुपये, वर्ष 2008-09 में 700-800 करोड़ रुपये लगते थे। इस तरह स्टेशन्स की डैवलपमेंट के लिए छोटे एमाउंट्स एलोकेट होते थे।

सभी माननीय सदस्यों को जानकर खुशी होगी कि हमने किस प्रकार स्टेशनों को डैवलप करने के लिए बल दिया है, और अब लगभग साधारणतः 1500-1700 करोड़ रुपये हर वर्ष अलग-अलग क्षेत्रों में इस्तेमाल किए जाते हैं। हम चाहते हैं कि इसमें पैसेजर्स एमेनिटीज़ जो एसेंशियल है, उसे प्रोवाइड करा सके। इस फिगर के अलावा फुट ओवर ब्रिजिस, अंडर ब्रिजिस हैं, वे अलग है, ये सेप्टी के अंडर आते हैं। ऐसी परिस्थिति में आदर्श स्टेशन की कल्पना है जिसमें जो बहुत ही एसेंशियल पैसेजर्स एमेनिटीज़ हैं उन्हें प्रोवाइड किया जाये। स्वाभाविक है कि अच्छा टॉयलेट होना ही चाहिए। माननीय सांसद ने पहले कहा था कि लेडीज़ और जैन्ट्स टॉयलेट अलग होना चाहिए। इसके लिए हमने देश भर में एक मुहिम चलाई है जिसके तहत अगले तीन-चार महीने में हर स्टेशन, जो एक्टिव है, वहां टॉयलेट उपलब्ध कराने की कोशिश होगी, हॉल्ट स्टेशन पर तो लोग नहीं रहते हैं, मैंने वहां भी कहा कि टॉयलेट उपलब्ध कराने की कोशिश की जानी चाहिये, लेकिन वहां मैन्टेनेंस की प्राब्लम आएगी। हमारी कोशिश है कि पूरे देश में हर स्टेशन पर महिलाओं और पुरुषों के लिए अच्छा टॉयलेट हो, अच्छी फैंसिलिटीज़ हों।

माननीय अध्यक्ष जी, हर स्टेशन पर वेटिंग रूम नहीं है, लेकिन देखना है कि जहां है उसे कैसे अपडेट कैसे किया जाए। मेरे मन में प्लेटफार्म के सरफेस के लिए नई कल्पना है कि कुछ रफ स्टोन लगाकर प्लेटफार्म्स बनाया जाए ताकि फिसलने की समस्या से फ्री हो सके। इसी प्रकार से एसेंशियल्स

हर स्टेशन पर हो, जैसे कि लाइटिंग, हमने देश के हर स्टेशन पर ब्राइट एलईडी लाइटिंग लगाकर ब्राइटली लिट स्टेशन्स की कल्पना की है।

इसी प्रकार से एंट्री और एग्जिट पर दुकानों आदि के कारण बहुत तकलीफ होती है, इसलिए अधिकारियों को कहा गया है कि एंट्री और एग्जिट को फ्री किया जाए ताकि एन्ट्रेस और एग्जिट में आसानी हो। शायद कोई भी सरकार पूर्ण रूप से आदर्श स्टेशन बनाने की क्षमता और बजट नहीं दे पाएगी। देश में 8600 स्टेशन्स हैं, लेकिन अपनी पॉकेट के हिसाब से यानी अपनी जेब में जो कमाई आती है, उसमें करें। आप सब जानते हैं कि भारत में 43 परसेंट सब्सिडाइज्ड पैसेजर्स ट्रैवल है यानी अगर 100 रुपये खर्च होते हैं तो पैसेंजर से टिकट के माध्यम से सिर्फ 57 रुपये लिए जाते हैं। एक प्रकार से 43 परसेंट डायरेक्ट और इनडायरेक्ट बजट सपोर्ट से रेलवे चलती है। मुझे लगता है कि ऐसी परिस्थिति में भारत सरकार अपने अवेलेबल फंड्स के हिसाब से जितनी अच्छी सुविधा दे सकती है, उसका पूरा प्रयत्न कर रही है।

माननीय अध्यक्ष: प्रश्न 102, श्री हेमंत गोडसे।

.... (व्यवधान)

श्री पीयूष गोयल: कुछ माननीय सदस्य रेलवे जोन के बारे में पूछ रहे हैं। अगर ये लोग बैठ जाएंगे, तो मैं उन्हें भी उत्तर देने के लिए तैयार हूँ.... (व्यवधान)

माननीय अध्यक्ष: उनकी अलग डिमांड है, आप क्या जवाब देंगे?

.... (व्यवधान)

माननीय अध्यक्ष: वे बैठने वाले नहीं हैं, वे ऐसे ही करेंगे।

.... (व्यवधान)

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**STARRED QUESTION NO.101
TO BE ANSWERED ON 25.07.2018**

ADARSH RAILWAY STATION

†*101. SHRI PRATAPRAO JADHAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any scheme to develop Malkapur railway station in Buldhana district of Maharashtra as Adarsh railway station;**
- (b) if so, the details thereof along with the allocation of funds proposed for this purpose during the next financial year; and**
- (c) if not, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS, COAL, FINANCE AND CORPORATE AFFAIRS
(SHRI PIYUSH GOYAL)**

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 101 BY SHRI PRATAPRAO JADHAV TO BE ANSWERED IN LOK SABHA ON 25.07.2018 REGARDING ADARSH RAILWAY STATION

(a) and (b): Yes, Madam. Malkapur railway station was identified for development under Adarsh Station Scheme in 2012-13. Adarsh station scheme was started from 2009-10 and since then stations have been identified for development under this scheme. Malkapur Railway Station is a Non-suburban Grade (NSG-4) (earlier 'B') category station on Bhusawal - Badnera section of Bhusawal Division in Central Railway and has already been developed under Adarsh Station Scheme as per norms/guidelines effective for Adarsh Stations.

Various facilities such as improvement in facade, circulating area, lighting arrangements, retiring room, Pay & Use toilet, platform surface, Passenger guidance system including signages & coach indicator boards have been provided at Malkapur station under Adarsh Station Scheme.

(c): Does not arise.

ORAL ANSWERS TO QUESTIONS

HON. SPEAKER: Q. No. 101, Shri Prataprao Jadhav.

(Q. 101)

श्री प्रतापराव जाधव : अध्यक्ष महोदया, महाराष्ट्र में बुलढाणा जिला सबसे पिछड़ा जिला है। बुलढाणा जिले में दो रेलवे स्टेशन हैं, एक शेगांव और दूसरा मलकापुरा। इन दोनों स्टेशनों को आदर्श 'ए' ग्रेड मॉडल स्टेशन का दर्जा 2012-13 में दिया गया। मैं मंत्री जी से पूछना चाहूंगा कि मॉडल स्टेशन के तहत स्टेशन पर कौन सी सुविधा देना वहां पर अपेक्षित था, अभी तक कितनी सुविधाएं वहां पर दी गईं?

अध्यक्ष महोदया, वहां स्टेशन पर कोई सुविधा नहीं है। प्रतीक्षालय के बारे में उत्तर में बताया कि हमने यह सुविधा दी। उत्तर में भी बहुत सारी गलतियां हैं। वहां प्रतीक्षालय ऐसा है कि वहां पर हम लोग बैठ भी नहीं सकते हैं। स्टेशन पर न तो स्वच्छता की कोई सुविधा है, वहां जनसुविधाएं भी बहुत कम हैं। बुलढाणा डिस्ट्रिक्ट के पिछड़ा जिला होने के नाते मंत्री जी से मैं यह भी पूछना चाहूंगा कि 2014-15 के बजट में पूंजी निवेश कार्यक्रम के तहत खमगांव और जालना रेलवे के लिए 3000 करोड़ रुपये की प्रशासकीय मान्यता दी गई थी, लेकिन अभी तक वहां कुछ भी काम नहीं हुआ। वह काम कब होने वाला है? पूंजी निवेश कार्यक्रम के तहत राज्य सरकार की क्या जिम्मेदारी है?

माननीय अध्यक्ष : कितने प्रश्न पूछेंगे? बैठिए।

श्री प्रतापराव जाधव: अध्यक्ष महोदया, राज्य सरकार की क्या जिम्मेदारी है और केन्द्र सरकार उसमें कौन सी भूमिका निभाने वाली है? रास्ते के लिए वहां सौ साल से लोगों का आंदोलन चल रहा है, अभी भी वहां आंदोलन चल रहा है। ये मॉडल स्टेशंस कब अपग्रेड किए जाएंगे? खमगांव और जालना रेलवे मार्ग का काम कब शुरू होगा? मैं आपके माध्यम से मंत्री जी से यह पूछना चाहूंगा। ... (व्यवधान)

श्री पीयूष गोयल: इंडियन रेलवेज ने देश भर के सभी रेलवे स्टेशंस को वहां के यात्रियों की संख्या, अर्निंग्स को देखते हुए कैटेगरीज किया है और उसमें क्या-क्या सुविधाएं बढ़ाई जा सकती है, यह सब देखकर अलग-अलग मॉडल्स पर रेलवे स्टेशंस को अपग्रेड किया है। मलकापुर एक बहुत महत्वपूर्ण स्टेशन है। यहां लगभग 74 मेल एक्सप्रेस ट्रेन्स और पैसेंजर ट्रेन्स रुकती हैं। लगभग 4,967 पैसेंजर्स रोज वहां ट्रेनों पर चढ़ते हैं और लगभग 3 लाख 35 हजार रुपये रोज की वहां पैसेंजर्स अर्निंग है। उस हिसाब से देखें तो यह पहले 'बी' कैटेगरी स्टेशन होता था। अर्निंग्स कम होने के कारण अब वह एनएसजी-4, नॉन सबअर्बन ग्रुप में चौथे दर्जे का स्टेशन बना है। इसके बावजूद इसको आदर्श स्टेशन के रूप में चुना गया, चिह्नित किया गया। जिसमें फसाड , सर्कुलेटिंग एरिया को सुधारा जाएगा जिससे आने-जाने में सुविधा हो, इसके अलावा लाइन एल्युमिनेशन के लिए । टावर वाटर बूथ, पे एंड यूज टॉयलेट बनाया गया। रिटायरिंग रूम के बारे में आपने मुझे अभी बताया। अगर उसमें कुछ कमी है, तो मैं डिविजनल मैनेजर, जोनल मैनेजर से रिपोर्ट लेकर उस पर कार्रवाई करूंगा। प्लेटफार्म सरफेस को ठीक किया गया। बुकिंग आफिस को सुधारा गया। ... (व्यवधान) ये सब काम वहां किए गए।

अभी मेरे पास दूसरे स्टेशन की जानकारी नहीं है, यह उस प्रश्न में नहीं था। मैं उनको जानकारी पहुंचा दूंगा। जहां तक जालना की लाइन का सवाल है, दुर्भाग्य से पहले रेलवे का राजनीतिकरण ज्यादा होता था। देश में इतनी सारी योजनाओं की घोषणा कर देते थे पर उनके लिए सफिशिएंट बजट नहीं होता था कि उन सभी परियोजनाओं पर एक साथ काम चल सके। हमने यह कोशिश की कि जहां-जहां जमीन अधिग्रहण हो चुका है, जमीन एवेलबल है और ज्यादा एसेन्शियल लाइन है जिससे ओवरऑल ट्रैफिक अनक्लॉग हो और ज्यादा अधिक मात्रा में रेलवे जनता को सुविधा दे पाये, उसको प्राथमिकता देते हुए अलग-अलग प्रोजेक्ट पर काम चल रहा है। इस स्पेसिफिक प्रोजेक्ट की जानकारी माननीय सदस्य को मेरा दफ्तर भेज देगा।

श्री प्रतापराव जाधव: अध्यक्ष महोदया, माननीय मंत्री जी ने बताया कि वहां की अर्निंग कम है। मैं मंत्री जी से कहूंगा कि वहां पर बहुत दिनों से लंबे रूट की ट्रेनों को रोकने के लिए मांग की जा रही है, वहां रेलवे का स्टॉपेज नहीं है। जब वहां ज्यादा ट्रेनें नहीं रुकेंगी तो अर्निंग कैसे बढ़ेगी। सेगाँव स्टेशन पर संत गजानन महाराज जी का बहुत बड़ा मंदिर है। वहां हर रोज रेलवे से पच्चीस से तीस हजार लोग आते हैं लेकिन वहां स्टॉपेज नहीं होने की वजह से लोग अकोला स्टेशन से बैठते हैं नहीं तो भुसावल स्टेशन से बैठते हैं। इसलिए अर्निंग जो दिखनी चाहिए वह नहीं दिखती है। क्या स्टॉपेज की मांग को बढ़ाया जाएगा?

श्री पीयूष गोयल : अध्यक्ष महोदया, मैंने अभी बताया, 74 ट्रेनें मलकापुर में रुकती हैं। उसमें 68 मेल एक्सप्रेस ट्रेन हैं, 6 पैसेजर्स ट्रेन हैं, उसके बावजूद अगर पांच हजार से कम पैसेजर्स हैं तो और ट्रेन रोकने का सवाल ही नहीं उठता।

दूसरी बात, मैं सदन के सभी माननीय सदस्यों को अवगत कराना चाहता हूँ। सभी माननीय सदस्यों की मांग रहती है कि हमारे स्टेशनों पर अधिक गाड़िया रुकें, गाड़ी रोकने का मतलब यह नहीं है कि केवल एक-दो मिनट का स्टॉप है, गाड़ी आहिस्ता होती है, रुकती है फिर आहिस्ता-आहिस्ता चल कर स्पीड पकड़ती है। जब तक गाड़ी स्टेशन से नहीं निकलती, अगले स्टेशन से गाड़ी सेफ्टी की दृष्टि से शुरू नहीं हो सकती। ऐसी परिस्थिति में जितना ज्यादा स्टॉप एड करते जाएंगे, उतना ज्यादा रेलवे की कैपिसिटी कन्सट्रेंट बढ़ेगी। पंचव्युअलिटी एक बहुत सीरियस इश्यू है। जब हम इसको इम्प्रूव करने की कोशिश करते हैं, उसमें एक बहुत बड़ी समस्या कैपिसिटी यूटिलाइजेशन की आती है जिससे आज किसी-किसी रूट पर सौ परसेंट, कहीं एक सौ तीस, कहीं एक सौ पचास और कुछ जगहों पर एक सौ अस्सी परसेंट लाइन कैपिसिटी यूटिलाइजेशन है। ऐसी परिस्थिति में जितने ज्यादा स्टॉप एड होंगे, उतना ज्यादा रेलवे का सिस्टम क्लॉग होगा, ट्रेनें विलंब होंगी, आगे चलकर उसका परिणाम फ्रेट ट्रैफिक, रेलवे की अर्निंग्स और सुविधाओं पर भी आएगा।

मैं सभी माननीय सांसदों से आपके माध्यम से दरखास्त करूंगा, जहां-जहां संभव है, हम पूरी कोशिश करते हैं कि स्टॉपेज दिए जाएं। सभी की इच्छा होती है कि हमारे क्षेत्र में हर गाड़ी हर स्टेशन पर रुके लेकिन हमारी कुछ टेक्नीकल और ऑपरेशनल चुनौतियां हैं।

श्री दिलीपकुमार मनसुखलाल गांधी: अध्यक्ष महोदया, मैं मंत्री जी को धन्यवाद देता हूँ कि उन्होंने आदर्श स्टेशनों का चयन किया, उसमें अहमदनगर को तीन नंबर का पारितोषिक मिला है, इसके लिए उनको बधाई देता हूँ। इस स्टेशन के बनने के साथ-साथ उधर सुविधा बढ़ाने की भी आवश्यकता है, जैसे लेडिज और जेन्ट्स के लिए अलग टॉयलेट चाहिए, विश्राम गृह चाहिए, उसके माध्यम से बढ़ेगा आदर्श स्टेशन बनने के साथ बाहर कम्पाउंड वाल से कितना टपरी वाले को रोके, छोटे-छोटे बिजनेस करने वाले लोग हैं। मैं मंत्री जी को आपके माध्यम से कहना चाहता हूँ कि बहुत सारी लैंड उपलब्ध है, रेलवे की इनकम के दृष्टिकोण से क्या आप वहां कॉमर्शियल कम्प्लेक्स बनाएं जिससे छोटे-छोटे लोग भी व्यवसाय कर सकें। उनको खुद एक जगह मिल जाएगी, मुद्रा के माध्यम से उनको लोन मिलने पर अच्छा व्यवसाय कर सकते हैं, क्या इस दृष्टिकोण से कुछ करेंगे?

श्री पीयूष गोयल: माननीय सदस्य का सुझाव बहुत अच्छा है। देश भर में सभी स्टेशनों पर जहां डैवलपमेंट की कैपेबिलिटी है, उसकी जांच चल रही है। हम अहमद नगर को इसमें जोड़कर देखेंगे और वहां जो संभव होगा हम करेंगे।

श्रीमती सुप्रिया सदानंद सुले : माननीय अध्यक्ष जी, मेरे निर्वाचन क्षेत्र में मीरा नाम का आदर्श स्टेशन है। माननीय सुरेश जी जब रेल मंत्री थे, तब उन्होंने इसे आदर्श स्टेशन बनाया था। इस बात को तीन साल हो गए हैं। आदर्श स्टेशन का एग्जैक्ट प्लान क्या है? आदर्श स्टेशन कब पूरा होगा? वहां शौचालय नहीं बना है और नए प्लेटफार्म की मांग है। मीरा स्टेशन पुरंदर पुणे डिस्ट्रिक्ट में है, यह कब पूरा होगा? आदर्श स्टेशन की एग्जैक्टली क्या स्कीम है क्योंकि हमारे यहां इसके लिए ज्यादा निधि नहीं आई है।

श्री पीयूष गोयल: माननीय अध्यक्ष महोदया जी, भारत में कई स्टेशन्स 100 साल और कई 70-80 साल पुराने हैं, वो काफी बुरी हालत में थे। मैं अभी स्टेशन्स को सुधारने के लिए पहले कितना पैसा खर्च होता था वह आंकड़े देख रहा था। वर्ष 2009-10 में 1000-1100 करोड़ रुपये, वर्ष 2008-09 में 700-800 करोड़ रुपये लगते थे। इस तरह स्टेशन्स की डेवलपमेंट के लिए छोटे एमाउंट्स एलोकेट होते थे।

सभी माननीय सदस्यों को जानकर खुशी होगी कि हमने किस प्रकार स्टेशनों को डेवलप करने के लिए बल दिया है, और अब लगभग साधारणतः 1500-1700 करोड़ रुपये हर वर्ष अलग-अलग क्षेत्रों में इस्तेमाल किए जाते हैं। हम चाहते हैं कि इसमें पैसेजर्स एमेनिटीज़ जो एसेंशियल हैं, उसे प्रोवाइड करा सकें। इस फिगर के अलावा फुट ओवर ब्रिजिस, अंडर ब्रिजिस है, वे अलग हैं, ये सेफ्टी के अंडर आते हैं। ऐसी परिस्थिति में आदर्श स्टेशन की कल्पना है जिसमें जो बहुत ही एसेंशियल पैसेजर्स एमेनिटीज़ हैं उन्हें प्रोवाइड किया जाये। स्वाभाविक है कि अच्छा टाएलेट होना ही चाहिए। माननीय सांसद ने पहले कहा था कि लेडीज़ और जैन्ट्स टाएलेट अलग होना चाहिए। इसके लिए हमने देश भर में एक मुहिम चलाई है जिसके तहत अगले तीन-चार महीने में हर स्टेशन, जो एक्टिव है, वहां टॉयलेट उपलब्ध कराने की कोशिश होगी, हॉल्ट स्टेशन पर तो लोग नहीं रहते हैं, मैंने वहां भी कहा कि टॉयलेट उपलब्ध कराने की कोशिश की जानी चाहिये, लेकिन वहां मैन्टेनेंस की प्राब्लम आएगी। हमारी कोशिश है कि पूरे देश में हर स्टेशन पर महिलाओं और पुरुषों के लिए अच्छा टाएलेट हो, अच्छी फैसिलिटीज़ हों।

माननीय अध्यक्ष जी, हर स्टेशन पर वेटिंग रूम नहीं है, लेकिन देखना है कि जहां है उसे कैसे अपडेट कैसे किया जाए। मेरे मन में प्लेटफार्म के सरफेस के लिए नई कल्पना है कि कुछ रफ स्टोन लगाकर प्लेटफार्म्स बनाया जाए ताकि फिसलने की समस्या से फ्री हो सकें। इसी प्रकार से एसेंशियल्स

हर स्टेशन पर हो, जैसे कि लाइटिंग, हमने देश के हर स्टेशन पर ब्राइट एलईडी लाइटिंग लगाकर ब्राइटली लिट स्टेशन्स की कल्पना की है।

इसी प्रकार से एंट्री और एग्जिट पर दुकानों आदि के कारण बहुत तकलीफ होती है, इसलिए अधिकारियों को कहा गया है कि एंट्री और एग्जिट को फ्री किया जाए ताकि एन्ट्रेस और एग्जिट में आसानी हो शायद कोई भी सरकार पूर्ण रूप से आदर्श स्टेशन बनाने की क्षमता और बजट नहीं दे पाएगी। देश में 8600 स्टेशन्स हैं, लेकिन अपनी पॉकेट के हिसाब से यानी अपनी जेब में जो कमाई आती है, उसमें करें। आप सब जानते हैं कि भारत में 43 परसेंट सब्सिडाइज्ड पैसेजर्स ट्रेवल है यानी अगर 100 रुपये खर्च होते हैं तो पैसेंजर से टिकट के माध्यम से सिर्फ 57 रुपये लिए जाते हैं। एक प्रकार से 43 परसेंट डायरेक्ट और इनडायरेक्ट बजट सपोर्ट से रेलवे चलती है। मुझे लगता है कि ऐसी परिस्थिति में भारत सरकार अपने अवेलेबल फंड्स के हिसाब से जितनी अच्छी सुविधा दे सकती है, उसका पूरा प्रयत्न कर रही है।

माननीय अध्यक्ष: प्रश्न 102, श्री हेमंत गोडसो

.... (व्यवधान)

श्री पीयूष गोयल: कुछ माननीय सदस्य रेलवे जोन के बारे में पूछ रहे हैं। अगर ये लोग बैठ जाएंगे, तो मैं उन्हें भी उत्तर देने के लिए तैयार हूँ.... (व्यवधान)

माननीय अध्यक्ष: उनकी अलग डिमांड है, आप क्या जवाब देंगे?

.... (व्यवधान)

माननीय अध्यक्ष: वे बैठने वाले नहीं हैं, वे ऐसे ही करेंगे।

.... (व्यवधान)

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3516
TO BE ANSWERED ON 08.08.2018**

EXTENSION OF RAILWAY LINES IN RAJASTHAN

3516. SHRI OM BIRLA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the increase in the railway line networks during the current year and the previous three years along with the average increase in the railway lines per month during these periods;
- (b) the details of the length of railway lines replaced/upgraded during the last three years and the current year;
- (c) the details of the current number of projects for extension of railway lines which had been initiated and where survey to ascertain cost and feasibility has been done around the country and specifically in Rajasthan;
- (d) whether the Government has any proposal to start railway project in Rajganjmandi-Neemuch-Bedi Sadri and if so, the details of the progress made, budget allocated along with the estimated time period which has been fixed for the completion of the project; and
- (e) if not, the reasons therefor?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 3516 BY SHRI OM BIRLA TO BE ANSWERED IN LOK SABHA ON 08.08.2018 REGARDING EXTENSION OF RAILWAY LINES IN RAJASTHAN

(a): Details of commissioning of Railway Lines along with average increase per month for the last three years and current year up to June, 2018 are as under:-

Year	2015-16	2016-17	2017-18	2018-19 (up to June, 2018)
Commissioning in (in km)	2828	2855	1861.82	245.8
Average increase per month (in km)	235.66	237.92	155.15	81.9

(b): The details of track renewal and rail renewal for the last three years and current year are as under:-

Year	Track Renewal in complete track renewal units (CTR)	Rail Renewal (in Km)
2015-16	2794	2729
2016-17	2487	2597
2017-18	4023	4405
2018-19 (up to June' 2018)	964	1104

(c): As on 01-04-2018, 180 New Line projects costing ₹ 356120 cr. having length 21443 km, 57 Gauge Conversion projects costing ₹ 54425 cr. having length 7995 km and 263 Doubling projects costing ₹ 211541 cr. having length 21093 km are in different stage of approval / planning / execution. This includes 32 projects in Rajasthan costing ₹ 41812 cr. having total length of 4663 km.

-: 2 :-

Further, 272 surveys (including New Line, Gauge Conversion and Doubling) costing ₹789622 cr. having total length 36154 km have been sanctioned in last three years and current year. This includes 23 projects in Rajasthan costing ₹23904 cr. having length 2648 km.

(d) and (e): Ramganjmandi-Neemuch (111 km) New Line survey has been taken up.

Neemuch-Badi Sadri (48.35 km) New Line has been included in Budget 2017-18 subject to requisite clearance. Detailed project report is under examination.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3523
TO BE ANSWERED ON 08.08.2018**

DOUBLING OF RAILWAY LINES IN GUJARAT

3523. DR. KIRIT P. SOLANKI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways has received representations from various organisations/road users as well as from the Government of Gujarat for doubling of railway lines;
- (b) if so, the details thereof and the action taken by the Government thereon along with the time-frame fixed for each project;
- (c) the number of surveys that have been proposed for doubling of railway lines in Gujarat during the last three years *i.e.* from 2011-12 to 2016-17;
- (d) the number of surveys of doubling of railway lines started and completed along with the time by which the remaining projects will be started and completed; and
- (e) the status of work related to doubling of Rajkot-Veraval railway line that has been taken up and the time-frame fixed for its completion?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 3523 BY DR. KIRIT P. SOLANKI TO BE ANSWERED IN LOK SABHA ON 08.08.2018 REGARDING DOUBLING OF RAILWAY LINES IN GUJARAT

(a): Requests for doubling, both formal as well as informal, are received by Railways at various levels i.e. Railway Board, Zonal Railways and Divisional Headquarters, etc. As receipt of such requests/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained.

(b) to (d): Surveys for 9 doubling projects falling fully/partly in the State of Gujarat have been completed during the last five years i.e. 2011-12 to 2016-17. All the surveys have been completed. The details of the surveys and their status are as under:

(₹ in crore)

S. No.	Name of the Project	Year of sanction	Year of Completion	KMS	Cost	Status
1	Vatva-Ahemdabad-Sabarmati 4 th line	2015-16	2016-17	18	231	Work sanctioned in 2015-16. Earthwork, bridges works, ballast supply etc. are in different stages of progress.
2	Surendranagar-Rajkot doubling	2015-16	2016-17	116	1002	Work sanctioned in 2015-16. Earthwork, bridges works, ballast supply etc. are in different stages of progress.

....2/-

3	Anand-Godhara doubling	2017-18		79	683	Work included in Budget 2017-18 subject to requisite approvals from the Government. Detailed Project Report (DPR) under preparation.
4	Rajkot-Okha doubling	2012-13	2016-17	252	1997	Survey completed & report under examination.
5	Rajkot-Junagarh (Ahmedabad-Junagarh doubling)	2011-12	2017-18	103	812	Survey completed and the proposal could not be taken forward due to its unremunerative nature.
6	Rajkot-Veraval (Junagarh-Veraval) doubling	2013-14		85		Survey taken up.
7	Makarpura-Vadodara 'P' (8.5 km) 3 rd line & 4 th line	2015-16		9		Survey taken up.
8	Utran-Ankleshwar (46 km) 3 rd & 4 th line	2015-16		46		Survey taken up.

9	Mehsana-Palanpur doubling	2018-19		65	529.30	Work included in the Budget 2018-19 subject to requisite approvals from the Government. Detailed Project Report (DPR) is under preparation.
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(e): As of now, only survey of doubling of Rajkot-Veraval railway line has been taken up in two parts i.e. Rajkot-Junagarh (103 km) and Junagarh-Veraval (83 km).

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

KONKAN RAILWAY CORPORATION LIMITED

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

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

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

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

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

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

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

SAFETY OF WOMEN IN TRAINS

†2481. SHRI HARISH CHANDRA ALIAS HARISH DWIVEDI :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Government proposes changes in the Railway Act regarding women safety; and**
- (b) if so, the details thereof?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.3470
TO BE ANSWERED ON 02.01.2019**

OPENING OF BASE KITCHEN

**3470. SHRI ANIL SHIROLE:
SHRI GEORGE BAKER:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the number of base kitchens opened across the country, State/ UT-wise including Maharashtra and West Bengal along with their results;**
- (b) whether the Government is planning to open some more base kitchens across the country;**
- (c) if so, the details thereof, State/UT-wise and the reasons therefor along with the budget likely to be sanctioned for this;**
- (d) whether the Government has received any proposal from some of the States in this regard; and**
- (e) if so, the details thereof and the action taken by the Government thereon?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 3470 BY SHRI ANIL SHIROLE AND SHRI GEORGE BAKER TO BE ANSWERED IN LOK SABHA ON 02.01.2019 REGARDING OPENING OF BASE KITCHEN

(a): Indian Railway Catering and Tourism Corporation (IRCTC) has opened 08 Base kitchens. The details are as under:

SN	Name of Station/Location	State/UT
1	Ahmedabad	Gujarat
2	Balasore	Odisha
3	Kharagpur	West Bengal
4	Sealdah	West Bengal
5	NOIDA	Uttar Pradesh
6	New Delhi (under renovation)	Delhi
7	Howrah	West Bengal
8	Rajendera Nagar -Patna	Bihar

In addition to above, IRCTC has upgraded 13 Kitchen Units in 2017-18 from where meals are supplied on trains also.

(b) & (c): IRCTC is planning to set up Green Field Base Kitchens at the following locations. A budget target of capital expenditure ₹ 15 crores has been set by IRCTC for 2018-19, for setting up new/renovation of existing kitchen/production unit.

SN	Base kitchen Location	States
1	Kanpur	Uttar Pradesh
2	Hazrat Nizamudin	Delhi
3	Howrah	West Bengal
4	Rajendra Nagar Patna	Bihar
5	Secunderabad	Telangana
6	Vijayawada	Andhra Pradesh
7	Chennai Egmore	Tamil Nadu
8	Ahmadabad	Gujarat
9	Ratnagiri	Maharashtra

(d): No Madam.

(e): Does not arise.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3480
TO BE ANSWERED ON 02.01.2019**

RUNNING STAFF STATUS

3480. SHRI JANARDAN SINGH SIGRIWAL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has received any representation/request from the ticket checking staff for change of status from ticket checking staff to running staff;**
- (b) if so, the details thereof; and**
- (c) the decision taken by the Government in this regard?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)**

(a) Yes, Madam.

(b) During the National Ticket Checking Meet organized by IRTCSO (Indian Railway Ticket Checking Staff Organization) held on 05/09/2018 at Talkatora Stadium, the demand for considering Ticket Checking Staff as Running Staff was raised. This demand has also been raised by a large number of Hon'ble Members of Parliament.

(c) A committee to examine the demand for consideration of Ticket Checking Staff as Running Staff has been constituted.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3504
TO BE ANSWERED ON 02.01.2019**

PENDING PROJECTS OF RAILWAYS IN ANDHRA PRADESH

3504. SHRI J.C. DIVAKAR REDDY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the number of Railways projects sanctioned for Andhra Pradesh post bifurcation; and**
- (b) the details of pending projects of Railways in Andhra Pradesh particularly for Anantapur district and the reasons for pendency?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)**

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) AND (b) OF UNSTARRED QUESTION NO. 3504 BY SHRI J.C. DIVAKAR REDDY TO BE ANSWERED IN LOK SABHA ON 02.01.2019 REGARDING PENDING PROJECTS OF RAILWAYS IN ANDHRA PRADESH

(a) 01 new line and 12 doubling projects falling partly or fully in the state of Andhra Pradesh have been included in budget post bifurcation of the State of Andhra Pradesh. The status is as under:-

S N	Project	Year of Sanction	Latest Anticipated Cost (₹ in cr.)	Exp. as on 31.3. 2018 (₹ in cr.)	Outlay 2018-19 (₹ in cr.)	Present Status
NEW LINES						
1	Vijayawada- Guntur via Amravati (106 Km)	2017-18	1723.56	2.1	10	<p>Work included in Budget 2017-18, subject to requisite Govt. clearances.</p> <p>DPR examined, Railway Board has observed that connection of Errupalem-Nambur via Amravathi is more useful for present, therefore, Railway Board has approved 1st link i.e. Errupalem-Nambur via Amravathi (56.53 Km).</p> <p>Revised DPR for approved Errupalem-Nambur via Amravathi single line (56.53 Km) costing ₹ 1732.56 Cr., is under examination.</p>

S N	Project	Year of Sanction	Latest Anticipated Cost (□ in cr.)	Exp. as on 31.3. 2018 (□ in cr.)	Outlay 2018-19 (□ in cr.)	Present Status
DOUBLING						
1	Duvvada-Vijaywada 3rd line (335 Km)	2015-16	3873	0.56	0.1	Updated DPR with DFCCIL standards under preparation.
2	Gooty-Dharmavarm (90 Km)	2015-16	636.38	239	76	Works have been taken up.
3	Kalluru-Guntakal (41 Km)	2015-16	323	110.70	76.5	Khadarpet-Gulapalyam (23.63 km) - Commissioned. In balance section work taken up.
4	Byepass at Renigunta, Gooty, Wadi (21 Km)	2015-16	273.05	12	26	Renigunta Bye-pass (6.6 Km): Land acquisition has been taken up. Gooty Bye-pass (3.8 Km): Land acquisition has been taken up. Wadi Bye-pass (10.60 Km, DL): Working plan is under preparation.
5	Byepass at Vijayawada, Kazipet (30 Km)	2015-16	499.29	81.25	6.5	Land acquisition has been taken up.
6	Vijaywada-Gudur 3rd line (288 Km)	2015-16	3246	46.20	250	Works have beer taken up.

S N	Project	Year of Sanction	Latest Anticipated Cost (₹ in cr.)	Exp. as on 31.3. 2018 (₹ in cr.)	Outlay 2018-19 (₹ in cr.)	Present Status
7	Doubling of Yelahanka- Penukonda (120 Km)	2015-16	958	142	120	Works have been taken up.
8	Vizianagram- Sambalpur (Titlagarh) 3rd line (265 Km)	2015-16	2336	80	379	Works have been taken up.
9	3rd line in balance section bet. Bhadra- Vizianagram (385 Km)	2015-16	3468	35	1	Updated DPR with DFCCIL standards under preparation.
10	Guntur- Guntakal (401 Km)	2016-17	3631	81.70	200	Work has been taken up.
11	Kottavalasa- Jagdalpur (Koraput) (189 Km)	2015-16	2500	112	193	Kottavalasa- Malliveelu (8.93 Km): Commissioned. Land acquisition has been taken up. Works have been taken up in available land.
12	Penukonda- Dharmavaram (excluding) via Makkajipalli & Nagasamudram Double Line (41Km)	2018-19	294.7	-	-	New work sanctioned in Budget 2018-19.

(b) Ministry of Railways does not maintain District wise Data. However, the following projects have been taken up in the Anantapur District.

- 1) **Kalluru-Guntakal doubling (41 km)**
- 2) **Gooty-Dhramavarm Doubling (90 km)**

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.3641
TO BE ANSWERED ON 02.01.2019**

RESERVATION CENTRE AT LAUNJI

†3641. SHRI BODHSINGH BHAGAT:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the proposal to open railway reservation centre at Launji in Balaghat district and at Barghat in Seoni district is still pending;**
- (b) if so, the time by which it is likely to be approved;**
- (c) whether an agreement has been held between post offices and Railways to open reservation counters in post offices; and**
- (d) if so, the time by which the reservation centres at the above places are likely to start functioning?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a)&(b) Yes, Madam. The feasibility of the proposal is being examined in consultation with Department of Posts. As and when the consent of Department of Posts is received, further necessary action will be initiated.

(c) Yes, Madam.

(d) Opening of Passenger Reservation System(PRS) at the location is a continuous and ongoing process.

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

Chapter 8

Assurances

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

Definition

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

Time limit for fulfilling an assurance

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

Online Assurances Monitoring System (OAMS)

Culling out of Assurances

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

Deletion from the list of assurances

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

Extension of time for fulfilling an assurance

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

Registers of Assurances

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

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

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

The Section Officer in charge of the concerned section will:

Role of Section Officer and Branch Officer

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

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

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

Procedure for fulfillment of an assurance

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

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

Laying of the
Implementation
Report on the Table
of the House

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

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

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

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

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

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

Reports of the
Committees on
Government
Assurances

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

Effect on assurances
on dissolution of
the Lok Sabha

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2020-2021)
(SEVENTEENTH LOK SABHA)
ELEVENTH SITTING
(29.09.2021)

The Committee sat from 1100 hours to 1230 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. 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

Ministry of Railways

1. Shri Rahul Jain, Member (Traction & Rolling Stock)
2. Shri S.K. Mohanty, Member (Operations & Business Development)
3. Shri Rajesh Argal, Additional Member (Planning)
4. Shri O.P.Singh, Additional Member (Works)
5. Shri Sunil Kumar Garg, Additional Member (Commercial)
6. Shri Atul Pathak, Additional Director General, Railway Protection Force

Ministry of Parliamentary Affairs

1. Shri P.K. Haldar - Under Secretary

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda.

XXXXX

XXXXX

XXXXX

XXXXX

3. Thereafter, the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs were ushered in. Welcoming the witnesses to the sitting of the Committee, the Chairperson impressed upon them not to disclose the deliberations of the Committee to any outsider. The Committee then took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances. The Committee were perturbed to note the long pendency of the Assurances of the Ministry. The Chairperson asked the Member (Railway Board Traction and Rolling Stock) to give an overview of the pending Assurances of the Ministry and also enquired about the internal mechanism and system of monitoring and reviewing the implementation of pending Assurances in the Ministry.

4. The Member Railway Board, accordingly briefed the Committee in this regard. The Chairperson asked the representatives of the Ministry to furnish the Minutes of their review meetings for monitoring of pending Assurances.

5. The Chairperson and Members thereafter raised various queries and sought certain clarifications on the 19 pending Assurances (Annexure-I) taken up for the day. The witnesses responded to these queries and also provided clarifications. As some queries required detailed reply and inputs from various quarters, the Chairperson asked the witnesses to furnish written replies on the same in due course.

6. The evidence was completed.

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

8. The witnesses, then, withdrew.

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

The Committee then adjourned.

Annexure-I**COMMITTEE ON GOVERNMENT ASSURANCES (2020-2021) LOK SABHA**
Statement of pending Assurances pertaining to 12th to 16th Sessions of the
16th Lok Sabha concerning the Ministry of Railways discussed during oral
evidence on 29.09.2021.

S.No.	SQ/USQ No. and date	Subject
1.	SQ No. 42 dated 19.07.2017	Zero-Accident Mission
2.	USQ No. 487 dated 19.07.2017	Construction of Tunnel
3.	USQ No. 1713 dated 26.07.2017	Anandnagar-Maharajganj Rail Line
4.	USQ No. 718 dated 20.12.2017	Anandnagar Junction-Mahrajganj-Ghughuli New Rail Line
5.	USQ No. 2365 dated 26.12.2018	Construction of Anand Nagar-Maharajganj Rail Line
6.	USQ No. 1831 dated 26.07.2017	Palakkad Coach Factory
7.	USQ No. 707 dated 20.12.2017	Debroy Committee
8.	USQ No. 1603 dated 27.12.2017	Re-organisation of Railways
9.	USQ No. 767 dated 20.12.2017	Himmatnagar-Shamlaji Train Route
10.	SQ No. 101 dated 25.07.2018 (Supplementary by Shri Prataprao Jadhav, M.P.)	Adarsh Railway Station
11.	SQ No. 101 dated 25.07.2018 (Supplementary by Smt. Supriya Sadanand Sule, M.P.)	Adarsh Railway Station
12.	USQ No. 3516 dated 08.08.2018	Extension of Railway Lines in Rajasthan
13.	USQ No. 3523 dated 08.08.2018	Doubling of Railway Lines in Gujarat

14.	USQ No. 1583 dated 19.12.2018	Konkan Railway Corporation Limited
15.	USQ No. 2481 dated 26.12.2018	Safety of Women in Trains
16.	USQ No. 3470 dated 02.01.2019	Opening of Base Kitchen
17.	USQ No. 3480 dated 02.01.2019	Running Staff Status
18.	USQ No. 3504 dated 02.01.2019	Pending Projects of Railways in Andhra Pradesh
19.	USQ No. 3641 dated 02.01.2019	Reservation Centre at Launji

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

SECRETARIAT

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

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

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