

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2022-2023)**

84

(SEVENTEENTH LOK SABHA)

EIGHTY-FOURTH REPORT

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

Presented to Lok Sabha on 27/07/2023



**LOK SABHA SECRETARIAT
NEW DELHI**

July, 2023/Sravana 1945 (Saka)

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

SHRI RAJENDRA AGRAWAL - Chairperson

MEMBERS

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

SECRETARIAT

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

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

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2022-2023), having been authorized by the Committee to submit the Report on their behalf, present this Eighty-Fourth Report (17th Lok Sabha) of the Committee on Government Assurances.

2. The Committee on Government Assurances (2022-2023) at their sitting held on 23rd November, 2023 took oral evidence of the representatives of the Ministry of Railways regarding pending Assurances.

3. At their sitting held on 25th July, 2023, the Committee on Government Assurances (2022-2023) 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;
25 July, 2023
03 Sravana, 1945 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

REPORT

I. Introductory

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

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

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

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

representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through it.

5. In pursuance of the *ibid* decision, the Committee on Government Assurances (2022-2023) 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 23rd November, 2022. The Committee examined in detail the following 24 Assurances (Appendices – II to XXV):

Table 1

Sl.No.	SQ/USQ No. dated	Subject
1.	SQ No. 4 dated 19.11.2009	Crimes In Trains (Appendix-II)
2.	USQ No. 2344 dated 11.03.2010	ROBs in Madhya Pradesh (Appendix-III)
3.	SQ No. 302 dated 15.12.2011 (Supplementary by Shri Jaswant Singh, M.P.)	Railway Stations in Metro Cities (Appendix-IV)
4.	USQ No. 4176 dated 22.03.2013	Abolition of Residential Help (Appendix-V)
5.	USQ No. 2489 dated 06.02.2014	Job In Lieu of Land Acquired for Railway Lines (Appendix-VI)
6.	SQ No. 442 dated 05.04.2017 (Supplementary by Smt. Hemamalini, M.P.)	Railway Stations Run by Local People (Appendix-VII)
7.	USQ No. 1831 dated 26.07.2017	Palakkad Coach Factory (Appendix-VIII)
8.	USQ No. 707 dated 20.12.2017	Debroy Committee (Appendix-IX)
9.	USQ No. 1603 dated 27.12.2017	Re-organisation of Railways (Appendix-X)

10.	USQ No. 1583 dated 19.12.2018	Konkan Railway Corporation Limited (Appendix-XI)
11.	USQ No. 2481 dated 26.12.2018	Safety of Women in Trains (Appendix-XII)
12.	SQ No. 58 dated 06.02.2019	Rail Services to Eastern Parts (Appendix-XIII)
13.	USQ No. 1618 dated 13.02.2019	Crimes In Moving Trains (Appendix-XIV)
14.	USQ No. 1641 dated 13.02.2019	Expansion plan for Konkan Railways (Appendix-XV)
15.	USQ No. 788 dated 26.06.2019	Rail Connectivity to Dudhwa National Park (Appendix-XVI)
16.	SQ No. 164 dated 03.07.2019 (Supplementary by Shri Mohanhbai Kalyanji Kundariya, M.P.)	Maintenance under Northern Railways Facility (Appendix-XVII)
17.	USQ No. 1861 dated 03.07.2019	Survey of Abu Road and Ambaji Road Rail Line (Appendix-XVIII)
18.	USQ No. 2844 dated 10.07.2019	Mumbai Suburban Railway System (Appendix-XIX)
19.	USQ No. 2857 dated 10.07.2019	Railway Connectivity to Char Dham (Appendix-XX)
20.	SQ No. 345 dated 17.07.2019 (Supplementary by Shri S. Muniswamy, M.P.)	Construction of New Lines and ROBs (Appendix-XXI)
21.	USQ No. 2260 dated 04.03.2020	Committee to Mobilize Resources (Appendix-XXII)
22.	USQ No. 2823 Dated 11.03.2020	Incidents of Chain Pulling (Appendix-XXIII)

23.	USQ No. 2929 dated 11.03.2020	Dedicated Freight Corridor (Appendix-XXIV)
24.	SQ No. 352 dated 18.03.2020	Southern Coast Railway Zone (Appendix-XXV)

6. During oral evidence, the Committee invited the attention of the representatives of the Ministry to the long pendency in the fulfillment of the above 24 Assurances and enquired about the system of monitoring in place for implementation of the Assurances in the Ministry. The Chairman, Railway Board deposed before the Committee as under:—

"We always do monitoring and review of Assurances at our level, at the level of all Members and Director Generals and at different levels. The last review on our level was done on August 22, 2022. Along with this, we have also made a system of periodic reminders. We keep sending monthly reminders to all the concerned people. We also send bi-monthly periodic reminders where there is urgency."

7. The Chairman, Railway Board also submitted during evidence as under:—

"We have also started a latest system. Ministry of Railways has developed a software, under which we have included monitoring of Parliamentary Assurances separately. Every member who is concerned with it can see it on his website. All the details are available on the website such as the time we have given, the time line and all these things are visible there and monitoring can be done accordingly. Everyone can see that. All the Board Members, the DG, the additional Members as well as the Executive Directors have been given its login id and password so that they can directly log-in and view it. Our monitoring has been very good. This year we have finalized around 58 Lok Sabha Assurances and added 18 fresh Assurances. In addition to this, 15 Implementation Reports and 10 Requests for Dropping of Assurance have been submitted to the Ministry of Parliamentary Affairs. If these also get finalized then our total pendency will be 36 out of 118. We are trying our best to finish these Assurances as soon as possible."

8. The Committee, while emphasizing the fact that Railways is a big Department and it is not always possible and practical to call the officials and discuss Assurances, enquired as to whether the Department has devised any mechanism to exclusively monitor Assurances at least once a month. In reply, the Chairman, Railway Board briefed the Committee as under:-

"We haven't discussed in a month but we can discuss by fixing a time in a month."

9. When the Committee drew the attention of the representatives to one of its instructions wherein the Ministries/Departments are required to send the Minutes of their Meetings held for review and monitoring of pending Assurances to the Committee, the Chairman, Railway Board submitted that they send them and will continue to send the same.

10. Subsequently, Ministry of Parliamentary Affairs laid Implementation Reports in respect of 6 Assurances mentioned at Sl. Nos. 4, 6, 7, 12, 16 and 17 on 14.12.2022 and 05 Assurances mentioned at Sl. Nos. 2, 3, 15, 19 and 20 on 08.02.2023 as detailed in paragraph 23 of this Report. Further, the Committee acceded to the request of the Ministry to drop 03 Assurances mentioned at Sl Nos. 1, 13 and 23 in the sitting held on 23.11.2022.

Observations/Recommendations

11. The Committee note that out of 24 Assurances taken up by them during the oral evidence, 6 Assurances mentioned at Sl. Nos. 4, 6, 7, 12, 16 and 17 were implemented on 14.12.2022 after delays ranging from more than 3 year to more than 10 years while 5 Assurances mentioned at Sl. Nos. 2, 3, 15, 19 and 20 were implemented on 08.02.2023 after delays ranging from more than 03 year to more than 12 year. While the Committee acceded to the request of the Ministry to drop 03 Assurances mentioned at Sl Nos. 1, 13 and 23 in view of the explanation submitted by the Ministry, 10 Assurances mentioned at Sl. Nos. 5, 8, 9, 10, 11, 14, 18, 21, 22 and 24 are yet to be fulfilled after delays ranging from 03 years to 09 years. Although the Ministry are stated to have been monitoring and reviewing Assurances at different levels, reminding to all the concerned stakeholders on monthly/bi-monthly and even developing a latest system/software for monitoring of Parliamentary Assurances, the inordinate delay in the fulfillment of the Assurances reveal the shortcomings of the Ministry's system for reviewing and monitoring the fulfillment of pending Assurances. In the considered view of the Committee, until and unless positive results are forthcoming from these initiatives, the purpose would not be served and the Assurances would remain unfulfilled. Hence, there should be a system of informing the Committee frequently about the course of action taken by the Ministry so as to ensure that the issues are taken up with due seriousness and the initiatives are made result oriented. The Committee are of the view that Railways play a crucial role in overall development of the country. Creation and operation of Rail Infrastructure continues to be a major requirement for enabling overall growth and development of the country in a sustained manner. Expeditious fulfilment of Parliamentary Assurances with proper planning will keep this sector in a better position to achieve this. The

Committee, therefore, recommend that the present mechanism instituted by the Ministry be further streamlined so as to enhance/speed up the requisite efforts and expedite implementation of Assurances. The Committee desire that the Ministry conduct monthly review meetings exclusively for Assurances and to furnish regularly the minutes of the review meetings held in the Ministry from time to time for monitoring the Assurances as assured by them during the oral evidence. The Committee further observe that the existing mechanism put in place by the Ministry for fulfilling the Assurances especially those involving other Ministries/Departments including the Ministry of Parliamentary Affairs, which is the nodal Ministry for Parliamentary Assurances, is far from effective and needs to be overhauled. Needless to mention, the utility and relevance of an Assurance are lost if there is inordinate delay in the implementation of the same. Since the Railways are not just a passenger and freight transporter but also a social welfare organization owing to its extensive network spanning the length and breadth of the Country, the Committee feel that the Government need to accord priority not only to its development but also on expansion of its network, coverage and capacity augmentation and concerted efforts are required to implement the Assurances pertaining thereto. Moreover, time bound fulfilment of Assurances restores people's faith in the governance. The Committee understand that implementation of some of the Assurances especially when it comes to creation, maintenance and development of infrastructure, which is a long drawn process, and those involving other Ministries/Departments/Stakeholders/State Governments takes much time and may be difficult to be executed within the prescribed time limit. However, proactive and sustained efforts need to be made to implement the Assurances which are solemn Parliamentary obligations. The Committee hope and trust that the Ministry will make concerted efforts in this direction and scale up co-ordination with all concerned for expeditious implementation of the pending Assurances as well as Assurances to be made in future. The Committee would also like the Ministry of Railways to follow the instructions contained in the Manual on Practice and Procedure issued by the Ministry of Parliamentary Affairs in letter and spirit to expedite fulfilment of Assurances.

II. Review of Pending Assurances of the Ministry of Railways

12. In the succeeding paragraphs, the Committee deal with some of the important pending Assurances pertaining to the Ministry of Railways which have been critically examined / reviewed by them at their sitting held on 23.11.2022.

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

- 1. USQ No. 707 dated 20.12.2017 regarding 'Debroy Committee' (Sl. No. 08)**
- 2. USQ No. 1603 dated 27.12.2017 regarding 'Re-organisation of Railways' (Sl. No. 09)**
- 3. USQ No. 2260 dated 04.03.2020 regarding 'Committee to Mobilise Resources' (Sl. No. 21).**

13. In reply to above said Questions, it was stated that the Debroy Committee had submitted its recommendations. Some recommendations of the Committee have already been implemented and the remaining are under consideration.

14. In their Status Note submitted in November, 2022, the Ministry stated that the recommendations of Bibek Debroy Committee are far reaching in scope and entail major changes in organizational structure and system of working of Railways. The Committee's Report is being examined in detail before taking decision on implementation of the same.

15. Giving an update on the implementation of the Assurances during oral evidence, the Chairman, Railway Board deposed as under:-

"There are 38 items in this Assurance. We have done some and some are under process. This will last long. We have given complete details as to what is the status of the 38 items."

16. When the Committee emphasized that the Assurances have already been delayed for 5 years and the Ministry need to take a decision on the matter and if they think that some recommendations of Debroy Committee have to be set aside then the Department can set them aside and finalize the rest of them, the Chairman, Railway Board replied in the affirmative.

Observations/Recommendations

17. The Committee note that three Assurances relating to Debroy Committee/ Re-organisation of Railways/ Committee to mobilize resources are yet to be fulfilled even after a lapse of more than five years. The Committee's examination has revealed that Ministry of Railways had constituted a Committee in 2014 on mobilization of resources for major Railway projects and Reorganisation of Ministry of Railways and Railway

Board under the Chairmanship of Shri Bibek Debroy. The Committee had presented its report and recommendations to Ministry of Railways in June 2015. However, the Committee find that while some of the recommendations have been implemented, the remaining are still under consideration in the Ministry. The Committee are not satisfied with pace of progress in the matter as even after a lapse of more than five years some of the proposed recommendations of Debroy Committee are still to be implemented as a result of which the three Assurances have been inordinately delayed. The Committee are concerned over the casual approach of the Ministry in dealing with an important issue especially when there is an imperative need for implementing the recommendations of the Debroy Committee which are far reaching in scope and entail major contemporary changes in organizational structure and system of working of Railways in tune with the changing needs arising out of the growth in the Railways in the country. The Committee understand that Debroy Committee has recommended sweeping changes in the way Indian Railways runs and has suggested transformative steps for its effective management, hence, the Committee's Report is required to be examined in detail before taking decision on implementation of the same. But, inordinate delay in this regard can be avoided with proper planning and meticulous compliance with the due procedures which are apparently found wanting in the instant case. Stressing the significance of an Assurance given by the Minister on the floor of the House and considering the imperative need of the subject, the Committee desire that Government should clearly spell their stand on various recommendations of the Debroy Committee at the earliest. The Committee direct the Ministry to accord utmost priority to the matter and take a strict stand, even if they are required to set aside certain recommendations, and finalize the matter without further delay and lay the Implementation Report of the Assurances on the Table of the House showing status of each of the recommendation of the Bibek Debroy Committee.

B. Konkan Railway Corporation Limited/Expansion Plan for Konkan Railways

1. USQ No. 1583 dated 19.12.2018 regarding 'Konkan Railway Corporation Limited' (Sl. No.10).
2. USQ No. 1641 dated 13.02.2019 regarding 'Expansion Plan for Konkan Railways' (Sl. No.14).

18. In response to USQ No. 1583 dated 19.12.2018 regarding 'Konkan Railway Corporation Limited' (Appendix - XI), 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 sent to Cabinet Committee on Economic Affairs (CCEA) for approval. Further, in response to USQ No. 1641 dated 13.02.2019 regarding 'Expansion Plan for Konkan Railways' it was stated that the proposal is under consideration.

19. In its Status Note furnished in November, 2022, the Ministry of Railways apprised the position regarding implementation of the Assurance as under:-

"The proposal of Konkan Railways for capacity augmentation by adding 141 Km track and 18 additional new stations is still under consideration of the Government in consultation with the four participating States. The process for obtaining approval of Cabinet Committee on Economic Affairs (CCEA) for the projects is likely to take more time for finalization"

20. Giving an update on the implementation of the Assurance during oral evidence, the Chairman, Railway Board submitted as under:-

"The proposal for capacity augmentation in Konkan Railways has not been approved yet. There is also the involvement of 4 State Governments in this. Actually, the rest of the State Governments are not taking much interest in this."

21. When the Committee emphasized that the Konkan Railways route is quite vital one and enquired as to whether the Department wants to do it, the Chairman, Railway Board responded as under:

"Yes sir, many trains are also plying on this route. We want to process it but four State Governments have a part in it. We consult with State Governments."

Observations/Recommendations

22. The Committee note that the proposal for capacity augmentation in Konkan Railways has long been delayed and the issue continues to linger on without any tangible results. The Committee further note that the proposal for capacity augmentation in Konkan Railways has not been approved yet and is still under consideration of the Government in consultation with the four participating States i.e. Maharashtra, Goa, Karnataka and Kerala. The Committee are also given to understand that the process for obtaining approval of Cabinet Committee on Economic Affairs (CCEA) for the project is likely to take more time for finalization. Explaining the reasons for non implementation of such important Assurances for more than four years, the representatives of the Ministry submitted during oral evidence that the capacity augmentation in Konkan Railways is taking time as it involves consultation with four State Governments and the rest of the State Governments are not taking much interest in the matter. The Committee while taking note of the fact that there are practical difficulties involved in the implementation of the Assurance, observes that efforts made by the Ministry have not yielded any results leading to non fulfilment of the pending Assurances The Committee are fully aware that implementation of Assurances involving contentious issues especially when it comes to creation/development of infrastructure involving other State Governments

require more time and may be difficult to be executed within the prescribed time period. However, the Committee are of the view that the Ministry of Railways need to adopt a proactive approach and increase the level of coordination with all the stakeholders namely the four State Governments concerned for expeditious implementation of the Assurances. The Committee stress that Konkan Railways proposal for capacity augmentation is much needed considering the fact that Konkan Railways is a vital link between Mumbai and Mangalore along the Western Ghats covering four States. The Committee, therefore, direct the Ministry to chalk out an action plan in a time bound manner to consider the proposal of Konkan Railways for capacity augmentation and fulfil the Assurance at the earliest.

III. Implementation Reports

23. As per the Statements of the Ministry of Parliamentary Affairs, Implementation Reports in respect of the following 11 Assurances have since been laid on the Table of the House on the dates as mentioned against each:-

Table 2

Sl.No	Sl.No. in the Table 1 (Para No. 4)	SQ/USQ No. and date	Date of Implementation
1.	Sl.No.2	USQ No. 2344 dated 11.03.2010 regarding 'ROBs in Madhya Pradesh'	08.02.2023
2.	Sl. No. 3	SQ No. 302 dated 15.12.2011 (Supplementary by Shri Jaswant Singh, M.P.) regarding 'Railway Stations in Metro Cities'	08.02.2023
3.	Sl. No. 4	USQ No. 4176 dated 22.03.2013 regarding 'Abolition of Residential Help'	14.12.2022
4.	Sl.No.6	SQ No. 442 dated 05.04.2017 (Supplementary by Shri Smt. Hemamallni, M.P.) regarding 'Railway Stations Run by Local People'	14.12.2022
5.	Sl.No.7	USQ No. 1831 dated 26.07.2017 regarding 'Palakkad Coach Factory'	14.12.2022

6.	Sl.No.12	USQ No. 58 dated 06.02.2019 regarding 'Rail Services to Eastern Parts'	14.12.2022
7.	Sl.No.15	USQ No. 788 dated 26.06.2019 regarding 'Rail Connectivity to Dudhwa National Park'	08.02.2023
8.	Sl.No.16	SQ No. 164 dated 03.07.2019 (Supplementary by Shri Mohanbhai Kalyanji Kundariya, M.P.) regarding 'Maintenance under Northern Railways Facility'	14.12.2022
9.	Sl.No.17	USQ No. 1861 dated 03.07.2019 regarding 'Survey of Abu Road and Ambaji Road Rail Line'	14.12.2022
10.	Sl.No. 19	USQ No. 2857 dated 10.07.2019 regarding 'Railway Connectivity to Char Dham'	08.02.2023
11.	Sl.No.20	SQ No. 345 dated 17.07.2019 (Supplementary by Shri S. Muniswamy, M.P.) regarding 'Maintenance under Northern Railways Facility'	08.02.2023

NEW DELHI;
25 July, 2023
03 Sravana, 1945 (Saka)

RAJENDRA AGRAWAL,
CHAIRPERSON,
COMMITTEE ON GOVERNMENT ASSURANCES

Extracts from Manual of Practice & Procedures
in the Government of India Ministry of Parliamentary
Affairs, New Delhi. 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

**STARRED QUESTION NO.4
TO BE ANSWERED ON 19.11.2009****CRIMES IN TRAINS**

**+ *4 SHRI HANSRAJ G. AHIR :
SHRI P.T. THOMAS :**

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

- (a) the number of cases of crime including theft reported during the last three years and the current year in running trains;**
- (b) whether the safety of passengers is compromised due to the shortage of personnel in Railway Protection Force;**
- (c) if so, the steps taken to recruit personnel in the Railway Protection Force; and**
- (d) the other measures being taken by the Railways to prevent such crime cases?**

ANSWER

**MINISTER OF RAILWAYS
(रेल मंत्री)**

(KUMARI MAMATA BANERJEE)

(a) to (d): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF STARRED QUESTION NUMBER 4 BY SHRI HANSRAJ G. ANIR AND SHRI P.T. THOMAS TO BE ANSWERED IN LOK SABHA ON 19.11.2009 REGARDING CRIMES IN TRAINS.

(a): A statement showing the number of cases of theft & other crimes in running trains reported during the years 2006, 2007, 2008 & 2009 (Up to June) are attached at Appendix -I

(b) & (c): No, Madam. Augmentation of strength and filling up of vacancies is a continuous exercise.

(d): According to Entry No. 2 of the State List of the Constitution of India, Police (including Railways and Village Police) is a State subject. Prevention of crime, registration of cases, their investigation and maintenance of law and order in Railway premises as well as on running trains are, therefore the statutory responsibility of the State Police, which they discharge through the Government Railway Police (GRP) of the State concerned.

The following measures have been taken for enhancing the security of passengers:-

1. 3586 trains are escorted by RPF/ GRP daily on an average.
2. Integrated Security scheme consisting of CCTV Surveillance system, access control system, personal and baggage screening system and Bomb detection and disposal system has been finalized and the same is under implementation at 105 sensitive stations at an estimated cost of Rs.344.31 crores.
3. Dog Squads in Divisions and Zones are being augmented.
4. Commando Training is being imparted to selected RPF staff.
5. Steps have been taken to enhance the quality and content of the training of RPF.

6. Under modernization scheme security gadgets are being procured at an estimated cost of Rs.67.00 crores and the weaponry is being upgraded for enhancing the striking capability of RPF.
7. 10% reservation for women has been made in the recruitment of all ranks to ensure better service to lady passengers.
8. Regular coordination meetings are held with State Police at all levels to ensure proper registration and investigation of crime. Joint patrolling and escorting with GRP is also undertaken in disturbed and sensitive area.
9. Changes in provision of The Railways Act 1989 are under examination to provide more powers to RPF in prevention and detection of crime in Railways.

APPENDIX-I

APPENDIX REFERRED TO IN REPLY TO PART (a) OF STARRED QUESTION NO.4 BY SHRI HANSRAJ G. AHIR AND SHRI P.T. THOMAS TO BE ANSWERED IN LOK SABHA ON 19.11.2009 REGARDING CRIMES IN TRAINS.

Years	Murder	Dacoity	Robbery	Drugging	TCPS*	Other IPC Crimes	Total
2006	49	118	207	363	5800	544	7078
2007	32	89	141	523	6179	666	7630
2008	26	77	140	488	6432	596	7737
2009 (Up to June)	12	36	104	233	3491	273	4149

* Theft Of Passengers Belongings

LOK SABHA

UNSTARRED QUESTION NO. 2344
TO BE ANSWERED ON 11/03/2010

ROBs IN MADHYA PRADESH

† 2344. SHRI SAJJAN VERMA:

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

(a): the details in regard to construction of road over bridges, rail under bridges and level crossings in various parts of Madhya Pradesh during the last three years alongwith the stipulated time for their completion;

(b): the details of proposals regarding which construction work is yet to be started alongwith the reasons for delay in starting the work;

(c): the details of new proposals pertaining to the said State which are under the consideration of the Railways;

(d): whether cost sharing mechanism for the said projects are likely to be simplified; and

(e): if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(रेल मंत्रालय में राज्य मंत्री)

(SHRI K.H. MUNIYAPPA)

(a) to (c): The information is being collected and will be laid on the Table of the Sabha.

(d) & (e): The cost sharing mechanism has been working satisfactorily till now.

LOK SABHA

STARRED QUESTION NO. 302
TO BE ANSWERED ON 15.12.2011

RAILWAY STATIONS IN METRO CITIES

302. SHRIMATI SUPRIYA SULE;
SHRI BANJAY DINA PATIL;

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

(a) whether the Railways propose to modernize railway stations in various metropolitan cities;

(b) if so, the details thereof;

(c) whether any foreign consultant has been appointed for the modernization of the Chhatrapati Shivaji Terminus (CST) station under the Central Railway;

(d) if so, the details thereof including the main terms, conditions and the financial provisions of the contract made between the Railways and the said consultant; and

(e) the present status of the upgradation work at the said railway station as well as the other stations in the metropolitan cities?

ANSWER

MINISTER OF RAILWAYS

(रेल मंत्री)

(SHRI DEEPAK TRIVEDI)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.302 BY SHRIMATI SUPRIYA JULE AND SHRI SANJAY DINA PATIL TO BE ANSWERED IN LOK SABHA ON 15.12.2011 REGARDING RAILWAY STATIONS IN METRO CITIES.

(a) and (b) Yes, Madam. 50 stations located in metropolitan cities and important centres have been identified for development as world class stations in Public Private Partnership (PPP) mode by leveraging real estate potential of the land around and the air space above the railway stations as per the extant Govt. guidelines.

(c) and (d) M/s AREP VILLER, a French Consultancy firm, has been appointed as Architect & Technical Consultant for preparation of Master Plan & Feasibility Report for development of Mumbai Chhatrapati Shivaji Terminus (CST) Station as world class station. The value of the contract is ₹ 11.45 Crore and the agreement was signed on 11.05.2009. The terms and conditions of the consultancy contract include, inter alia, undertaking traffic studies, geo-technical investigations, real estate studies, heritage studies, environmental and social impact assessment and preparing submissions for the purpose of obtaining in-principle approvals of various local agencies/bodies, etc.

(e) Master Plan options have been prepared for CST Mumbai. As CST Mumbai is a world heritage site, the buffer zone around the heritage structure has to be rationalized to release space for expansion of activities and facilities. In this regard, an application has been submitted to World Heritage Centre/UNESCO. Proposal for change in land use has been submitted to the concerned local body.

Consultancy works for preparation of Master Plan and Feasibility Report had also been taken up for New Delhi and Patna. Action has also been initiated for appointment of Consultants for Secunderabad, Anand Vihar (Phase II), Chandigarh, Bijnor, Perbandar, Surat, Ahmedabad, Sealdah and Chennai Central. For other stations, preliminary activities have been taken up by the Zonal Railways.

(Q. 302)

SHRIMATI SUPRIYA SULE : Madam, through you, I would like to tell the hon. Minister that the Mumbai Chhatrapati Shivaji Terminus is used by lakhs of people in the city of Mumbai all the time, especially after the attack on the station, security and the lack of infrastructure have always been in the forefront. There has been a Master Plan which has been submitted to the UNESCO because this is a world heritage site. So, is this going to delay the entire process of upgrading the infrastructure?

SHRI DINESH TRIVEDI: Madam, the due process has to be followed because she rightly mentioned that it is a world heritage centre. Since we have that classification, for various approvals one has to go to the UNESCO. In fact, our team is going to the UNESCO very soon, within a couple of weeks because the area, which they have given—it is known as buffer zone-- is 90 hectares which we want to reduce it to about 67 hectares so that we have more space for development of the proposed world class station. I do not really think that because of this, there is going to be a great delay but due process has to be followed. Whatever time it takes, but I can assure you that as far as the Railways is concerned and as far as our team is concerned, all of us are on the job.

SHRIMATI SUPRIYA SULE : Railways has always been extremely supportive and constructive, especially to the Self-Help Groups and co-operatives engaged in milk products like Amul and Anand. Always, all their major stations have given them special place for all their products. So, in this new development plan of upgrading all these, will there be enough space given for all these products which are at the bottom of the pyramid? This is a great avenue and opportunity for them for good sales. So, will they be continued in good places so that they get an opportunity for sales?

SHRI DINESH TRIVEDI: A special purpose vehicle is going to be created to exploit the revenue model for this proposed world class station. Companies like Amul which has done so much proud to the country—and they are supporting in

such Self-Help Groups which are also commercially viable—I have just no doubt that in their own right, they will get it. I do not think that we will have to do anything extra for them. But, yes, I would also emphasize that while taking cue from your question that we need to do a lot for people who are under-privileged and people who are of age—I think all of us are also aging—so that they have enough ramps; they have enough facilities for doctors, drinking water, etc. So, in respect of all these things, special attention has to be given for people who require the most.

Otherwise there is just no point in calling it a world class.

SHRI SANJAY DINA PATIL : Madam Speaker, I would like to ask a question, in the last Budget, it was announced that Thane, Nashik and a lot many stations were to be upgraded to the world class stations. When is the work going to start? In my constituency, Bhandup and Nahur stations are also to be upgraded. Those are also pending. I would like to know when it would be done at the earliest.

SHRI DINESH TRIVEDI: In the Budget Speech of 2006-07 and then again by Kumari Mamta Banerjee in 2009-10 envisaged 50 such world class stations. The hon. Member mentioned that those stations were also there. But, I would say that we have got to go one by one in the sense that first we have taken this Pilot Project. Recently, we also have instructions from Cabinet Secretary due to which the land lease is not going to be as easy. So, due time is going to be taken. But, I can assure you that the trains are moving – from 30 trains in the last decade, now we have got 300 trains. So, there is no doubt about it that all those stations are definitely going to be taken into consideration.

अध्यक्ष महोदय : आप सब लोग सांत हो जाइये।

✓ SHRI JASWANT SINGH : Madam Speaker, if only you permit me to go beyond Mumbai Terminal and raise the question about a railway line, that is a world heritage line and is recognized as such. I refer to the Darjeeling railway line, which has suffered a grave damage in the recent earthquake. About 150 metres of it have been broken away by a land slide. I regret to say that despite the

earthquake, no work has yet started at restoring this railway line. It is the only railway line to Darjeeling. It is, of course, a world heritage site. Would the Government consider expeditious remedying of the situation?

SHRI DINESH TRIVEDI: I am very happy that hon. Member has asked this. Darjeeling is very close to everybody's heart. It is the queen of all the hill stations. I recently had the opportunity of visiting there also. I am very happy to say that things are getting normalized after the new Government has come. Earlier, the work could not have taken place because of the various situations which the hon. Member himself is very well aware of. I assure you that we also want to start the work. The so called toy train, which is a heritage train and the journey is so picturesque, we also want to extend it. Earlier, it used to start from the foothills. My endeavour would be to see as to whether we can again start those journeys from the foothills and the part which is damaged, whatever falls under the Railways, I assure you, it would be done at the earliest.

SHRI P.C. CHACKO : Hon. Speaker, in reply to the question of modernization of the railways, the hon. Minister has given a detailed list of stations where Feasibility Report and the Master Plan are being prepared. As said by the hon. Minister, this was a dream project of the hon. Railway Minister Kumari Mamta Banerjee in her Budget. Fifty stations were announced for the development as Multi-Facility Centres in PPP mode. The Minister has said that for 11 stations, names of which are also given, Master Plan and Feasibility Report are being prepared. My station comes under the unfortunate 39, where this Master Plan is not prepared. I cannot blame the Minister because he has taken over recently. He has proved that he is a man of action. During the Sabarimala pilgrimage season, lakhs of people are using the Thrissur railway station, that is one and the least. Will the Minister give us an assurance that the railway stations like Thrissur, the PPP mode of development of the Multi-Facilities Centres be taken up immediately?

SHRI DINESH TRIVEDI: MFC, as it is known, and World Class are two different models. One model, which is the World Class, talks about the entire infrastructure and MFC is a stand-alone building, which is really much easier to carry out.

Sabarimalai is a very important *Tirathsthan* for everyone of us. Recently we have also assured that there is going to be a dormitory for people who pass through Kottayam they definitely require some place to rest. That is also, as far as planning is concerned, very close to my heart. I had recently been to Kerala and I had met all the Members of Parliament along with the Chief Minister. I assure you that whatever needs to be done on that would definitely be done.

श्री विजय बहादुर सिंह : अध्यक्ष महोदया, मैं रेल मंत्री से एक समस्या के बारे में बात करना चाहता हूँ कि कई ऐसे क्षेत्र हैं जहाँ पर प्रेशर नहीं है, जैसे झॉंसी अंग्रेजों के ज़माने से सेंट्रल इंडिया, नॉर्थ इंडिया और साउथ इंडिया को कनेक्ट करता है। झॉंसी से मानिकपुर जो ट्रेन जाती है, उसकी एवरेज स्पीड 15 किलोमीटर प्रति घंटा है। यहाँ जो ब्रिटिश इंडिया के ज़माने से रेल है, वह उसी तरह से है। वहाँ खजुराहो रेलवे स्टेशन पड़ता है और महोबा रेलवे स्टेशन पड़ता है। सभी पर्यटक यहाँ जाते हैं। उसमें यह फायदा ज़रूर है कि वह ट्रेन इतनी ज़ोर से हिलती है कि उसमें कोई सो नहीं सकता। क्या रेल मंत्री यह बताने का कष्ट करेंगे कि ब्रिचम के चार-पाँच सालों में उसका दोहराकरण या बिजलीकरण करने की कोई योजना है या नहीं?

श्री दिनेश त्रिवेदी : मैडम, वैसे डीरेल होना कोई बहुत अच्छी बात नहीं है, रेल के लिए तो खतरा है मगर शोका सा हम प्रश्न से भी डीरेल हो गए हैं। यह प्रश्न वर्ल्ड क्लास स्टेशन के बारे में है। ... (व्यवधान)

श्री विजय बहादुर सिंह : आप मीडियम क्लास का बना दें, हम वर्ल्ड क्लास नहीं चाहते। ... (व्यवधान)

SHRI DINESH TRIVEDI: As far as doubling of line is concerned, I think that is a different question. I would certainly require a separate notice for that and I will be very happy to answer that.

MADAM SPEAKER: Q. 303 - Shri Ramashanker Rajbher - Not present.
Smt. Sushma Swaraj.

Government of India
Ministry of Finance
Department of Expenditure

LOK SABHA

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

ABOLITION OF RESIDENTIAL HELP

QUESTION

4176: SHRI A. GANESHAMURTHI:

Will the Minister of FINANCE be pleased to state:

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

ANSWER

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

(SHRI NAMO NARAIN MEENA)

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

LOK SABHA

UNSTARRED QUESTION NO.2489
TO BE ANSWERED ON 06.02.2014

JOB IN LIEU OF LAND ACQUIRED FOR RAILWAY LINES

† 2489. DR. RAGHUVANSH PRASAD SINGH:

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

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

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(रेल मंत्रालय में राज्य मंत्री)

(SHRI ADMIR RANJAN CHOWDHURY)

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

Contd....2/-

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

Hajipur-Sagauli	-	6514 nos
Chhapra-Muzaffarpur	-	2213 nos
Muzaffarpur-Sitamarhi	-	5850 nos

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

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

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO.442
TO BE ANSWERED ON 05.04.2017

RAILWAY STATIONS RUN BY LOCAL PEOPLE

*442. SHRIMATI HEMA MALINI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is true that many railway stations in the country are being run by local people instead of railway employees and if so, the details thereof along with the number of such stations;
- (b) whether it is beneficial for the Government to let local people run the stations and if so, the details of such benefits and if not, the reasons for not running the stations by the Railways;
- (c) whether there is any permanent policy in this regard and if so, the details thereof; and
- (d) if not, whether the Government intends to formulate such a policy and if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS
(SHRI SURESH PRABHAKAR PRABHU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA STARRED QUESTION NO. 442 BY SHRIMATI HEMA MALINI TO BE ANSWERED IN LOK SABHA ON 05.04.2017 REGARDING RAILWAY STATIONS RUN BY LOCAL PEOPLE

(a): At small way side stations categorized as F category stations and called as Halt stations, selling of tickets is normally carried out by halt agents appointed by Railways. However, even at halt stations this work is carried out through railway staff (commercial clerk/guard) when the halt contractor leaves the halt or contract is terminated before completion of agreement period or where no suitable contractor could be appointed. As per the extant policy guidelines, the halt agent should be a permanent resident of the place where the halt station is opened.

The zone-wise details of halt stations over Indian Railways are as under:

Zonal Railway	Halt Stations
Central Railway	62
Eastern Railway	156
East Central Railway	289
East Coast Railway	56
Northern Railway	246
North Central Railway	88
North Eastern Railway	143
Northeast Frontier Railway	113
North Western Railway	135
Southern Railway	153
South Central Railway	156
South Eastern Railway	104
South East Central Railway	116
South Western Railway	95
Western Railway	221
West Central Railway	37
Total	2170

At such stations where there are only one or two stopping trains during the day, Ministry of Railways is considering utilizing the space

capacity for organizing local functions and for skill development activities involving local people.

(b): In view of meagre earnings and low volume of passenger traffic at such stations, posting of railway staff for sale of tickets and creating full fledged railway infrastructure like station buildings/ staff quarters etc. at such stations would be unremunerative. Therefore, to minimise cost of operating such halt stations, Railways appoint contractual agents who are paid commission based on the ticket sales turnover at the station.

(c): Yes, Madam. Policy guidelines exist for appointment of halt contractors. As per extant guidelines, the halt contractor should be a permanent resident of the place where the halt station is situated. The limited purpose of selling tickets is fulfilled by appointing a local resident as halt agent by being available at the station during the train timings. Usually only a few pairs of trains are provided stoppage at halt stations throughout the day.

(d): Does not arise.

(Q. 442)

✓ SHRIMATI HEMAMALINI : Thank you so much, Madam. I have a question to the hon. Minister of Railways. I would like to know whether Indian Railways has any plan to launch a clean drive and create a monitoring authority in every Zone in order to restrict unauthorized vendors from entering railway stations and trains in an organized conduct. If local people are allowed to run the railways stations, then only licensed vendors should be allowed to enter the platform. There are many unauthorized vendors who enter the platforms and in trains to sell food, food items and other products. This is quite dangerous for the safety of passengers, specially women and children. Some of these vendors are part of the organized human trafficking nexus and they also indulge in child kidnapping. We hear that the Railway Police had caught and punished them also but this is not the solution. There needs to have an organised system to make Indian Railways free from such nexus. I would like to know about the answer.

SHRI SURESH PRABHU: Madam, actually, Shrimati Hemamaliniji has, of course, millions of followers. She is a very popular Member of Parliament. The question actually pertains to halt stations. Typically, a halt station is designed in a manner so that the train only can stop there and there is nothing else there. The train just stops there and goes away. But the question that she is asking is a little different one. It is about the vendors. I fully agree with that. In fact, this is something which is completely discouraged. Of course, the local connivance is always possible. So, we keep conducting raids and try to find out how the hawkers, who are un-authorizedly hawking, are not able to enter the premises. But, it is always a case of social issue. Many people come out and say that we must have social consideration. Human rights issues come in. But, we will definitely make sure that this remains an ongoing drive to make sure that it happens.

As far as local people are concerned, I would like to inform the House that we have just announced a New Catering Policy. We have said that most of the local stalls will be allotted to the local people. The domicile of a person will be

given weightage for getting a stall. In addition to that, we have started a programme and you will be interested to know about it. If the self-Help Groups make some products, they will be able to link it to the e-catering programme. We have already launched this programme. I am very happy to say that in Sawantwadi, Maharashtra, we have already launched this programme. So, for people to get hygienic food made by the Self-Help Groups, it is made available to the passenger on his seat. This is something which we are doing. But, the point is well taken. We will definitely take a note of this. We will continue to work against unauthorized people entering the platform.

✓ SHRIMATI HEMAMALINI: Madam, I would like to know whether the facelift redevelopment project of the 400 railway stations with the partnership of private players is in progress as per the plan. In how many railway stations, the facelift redevelopment project has been completed? क्या आपका ऐसा कोई विचार है, जिससे यात्रियों के लिए यह जर्नी हमेशा एक यादगार बनी रहे? देश के ऐसे कुछ हिस्टोरिक सिटीज़ और उनके स्टेशंस हैं, जैसे आगरा, मथुरा, बनारस, भोपाल इत्यादि बहुत सारी हिस्टोरिक सिटीज़ हैं, जिनका महत्व वहां के स्टेशंस पर बहुत ही खूबसूरती से नज़र आए, जैसे लोकल कल्चर, लोकल फुड, वहां का पहचान, लोकल म्यूज़िक, ये सब वहां के रेलवे स्टेशंस आते ही नज़र आए, which will make beautification of stations as a part of facelift programme. Do you have any plan to do that?

✓ श्री सुरेश प्रभु : मैडम, स्टेशन रिडेवलपमेंट के बारे में, और आज ही प्रायॉरिटी नं. 6 पर, मैंने इस क्वेश्चन का विस्तृत तरीके से जवाब दिया है। लेकिन, जैसा कि माननीय सदस्या पूछ रही हैं, यह बिल्कुल सही है, यह सरकार का कार्यक्रम है और यह चल रहा है। साल ही में 23 नए रेलवे स्टेशंस के रिडेवलपमेंट के लिए हम लोगों ने टेंडर्स भी इश्यू किए हैं। लोकल इथनिक और लोकल कल्चर, लोकल इथॉस को लेते हुए स्टेशन को रिडेवलप किया जाए, इसके लिए हमारी जो टूरिज़्म डिपार्टमेंट है, उनके साथ हमने समझौता किया है। कुछ स्टेशंस के डिज़ाईंस भी बनाए गए हैं। उनको रिडेवलप करने की शुरुआत भी हुई है।

लेकिन, माननीय सदस्या ने जैसा पूछा, उसके बारे में विस्तृत जानकारी के लिए, क्योंकि इनका प्रश्न हॉल्ट स्टेशंस के बारे में था, तो इसके लिए मैं हॉल्ट पर हॉल्ट कर रहा हूं और आपको कहता हूं कि इसके बारे में आपको जानकारी मिल जाएगी।

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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 pilot 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 proposed Rail Development Authority (RDA) will inter-alia also be 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 ratio 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 ratio of cost to competition to sanctioned cost should be considered for discontinuance.	Zonal Railway have been advised that for the purpose of execution, large projects can be divided in phases by GMs after ensuring that each phase on completion yields commercial returns for Railways, subject to availability of land in a reasonable time frame and a written assurance from the State Government in this regard can be considered by General Managers. Projects where local support/State support is not forthcoming resulting in poor/nil progress as well as old projects that have not made any headway or projects that are unlikely to give any tangible benefits to the Railways would need to be continuously reviewed. Such reviews may be carried out in structured quarterly meetings to be convened by the GMs.
33	Make private sector, both foreign and domestic entry in IR more attractive and viable by changing the existing norms.	The items indicated alongside are within the purview of RDA.
34	BWEL should be either revived or closed down, while BSCL and BCL should be brought under one of the existing production units.	Under Examination.
35	Switch towards e-tendering with emphasis on long duration rate contracts at	All supply tenders by Stores Department are invited as e-tenders on publically accessible e-portal i.e.

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

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

Appendix - X

**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

....2/-

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.

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<p>8. 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>
<p>9 Setting up of an Investment Advisory Committee of experts, investment bankers, etc. to help raise resources for investment. Existing assets of IR to be leveraged to raise resources and institutions created like InvIT, NBFCs.</p>	<p>Partially acted upon.</p>

Appendix-XI

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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

KONKAN RAILWAY CORPORATION LIMITED

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

Will the Minister of RAILWAYS be pleased to state:

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

(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
STARRED QUESTION NO. 58
TO BE ANSWERED ON 06.02.2019

RAIL SERVICES TO EASTERN PARTS

†*58. SHRIMATI RAMA DEVI:
SHRI RAM TAHAL CHOUDHARY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is no scope of introducing new rail services from Delhi to eastern parts of the country as the major routes remain busy and over utilized;
- (b) if so, the facts thereof and reaction of the Government thereto; and
- (c) the remedial steps taken by the Government in this regard and the outcome thereof?

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. 58 BY SHRIMATI RAMA DEVI AND SHRI RAM TAHAL CHOUDHARY TO BE ANSWERED IN LOK SABHA ON 06.02.2019 REGARDING RAIL SERVICES TO EASTERN PARTS

(a) & (b) Introduction of new train services is an ongoing process on Indian Railway depending on the demand and operational feasibility. Despite operational constraints, Indian Railways, during 2014-15 to 2018-2019 (till 31st January, 2019), have introduced 24 pairs of regular services bound for various destinations located in the eastern part of the country from Delhi area. In addition special trains have also been operated to clear the rush of east bound passengers during festive seasons/holidays/vacation etc. Furthermore, it has been decided to introduce the new technology "Train Set" type Vande Bharat Express between New Delhi and Varanasi and a weekly Humsafar Express between Anand Vihar (T) and Madhupur.

(c) There has been historical neglect in investment in infrastructure which has led to capacity constraints on Indian Railways including in the Eastern parts of India. To address this, a number of infrastructure and traffic facility works including terminal capacity works and doubling projects are being undertaken. Currently on Indian Railways, a total of 263 doubling projects including on the eastern sector are under various stages of implementation to increase line capacity. A masterplan for the whole network is also under consideration. Lastly, advanced signalling is also being considered for Indian Railways.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1618
TO BE ANSWERED ON 13.02.2019**

CRIMES IN MOVING TRAINS

1618. DR. KIRIT SOMAIYA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether registering cases of crime on running trains is a complicated process due to confusion of jurisdiction and if so, the details thereof;
- (b) whether due to this, passengers face great difficulties to register theft and other criminal cases on moving trains and if so, the details thereof;
- (c) whether the Railway Protection Force is not empowered to register crimes on a moving train;
- (d) if so, whether to ease the situation the Government is planning to give powers to Railway Protection Force to handle the complaints of crimes on a moving train; and
- (e) if so, the details thereof?

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. 1618 BY DR. KIRIT SOMAIYA TO BE ANSWERED IN LOK SABHA ON 13.02.2019 REGARDING CRIMES IN MOVING TRAINS

(a) to (e): Policing on Railways being a State subject, prevention of crime, registration of cases, their investigation and maintenance of law & order in Railway premises as well as on running trains are the statutory responsibility of the State Governments, which they discharge through Government Railway Police (GRP)/District Police. Railway Protection Force (RPF) supplements the efforts of GRP to provide better protection and security of passenger area & passengers and for matters connected therewith. However, to facilitate travelling passengers in running trains to report a crime, First Information Report (FIR) forms are available with TTE, Guard or RPF/GRP train escorting staff. After filling it up, the Form may be handed over to one of the said officials for registration of the case at the next Police Station irrespective of the jurisdiction. If the place of occurrence does not fall in their jurisdiction, the case is registered under Zero FIR and transferred to the concerned Government Railway Police Station having jurisdiction. Further course of action is taken by the Police as per extant legal provisions.

RPF is not empowered for registration and investigation of passenger related crime in station premises or moving trains. A proposal has been initiated for amendment in the Railways Act, 1989 which inter-alia envisages empowerment of RPF to deal with cases of theft of passengers' belongings and to initiate legal action against accused persons apprehended for insulting modesty of women passengers. After completion of Inter-Ministerial consultations, proposal has been forwarded to the Cabinet Secretariat for approval.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

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

EXPANSION PLAN FOR KONKAN RAILWAYS

1641. SHRI MULLAPPALLY RAMACHANDRAN:

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

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

Appendix - XVI

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 788
TO BE ANSWERED ON 26.06.2019**

RAIL CONNECTIVITY TO DUDHWA NATIONAL PARK

†788. SHRI AJAY MISRA TENI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the railway projects that have been almost completed/likely to be completed soon in the country;
- (b) whether the Government proposes to make operational the railway project connecting Dudhwa National Park and to promote tourism; and
- (c) if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

(a): During 2018-19, Indian Railways have completed the New Line, Gauge Conversion and Doubling Projects of 3596 km length and as

Contd..2/-

-:2:-

on 01-04-2019, 491 Railway Projects including 189 New Line, 55 Gauge Conversion and 247 Doubling Projects are in different stages of planning/sanction/execution.

(b) & (c): Yes, Sir. It is proposed to make operational Mailani to Nanpara section connecting Dudhwa National Park to promote eco-tourism. Consultation with Government of Uttar Pradesh has been taken up.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.164
TO BE ANSWERED ON 03.07.2019**

MAINTENANCE UNDER NORTHERN RAILWAY FACILITY

***164. SHRI MOHANBHAI KALYANJI KUNDARIYA:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has received any representations requesting for carrying out the maintenance of 12957/12958 (Ahmedabad-New Delhi Swarna Jayanti Rajdhani Express) under the facility of Northern Railway instead of Ahmedabad and if so, the details thereof;**
- (b) the action taken by the Government on such representations;**
- (c) the existing handling capacity for carrying out primary maintenance/secondary maintenance/terminal attention etc. for all sorts of trains under the Northern Railway facility; and**
- (d) the details of all trains and general time taken for carrying out such maintenance?**

ANSWER

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

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF
STARRED QUESTION NO.164 BY SHRI MOHANBHAI KALYANJI
KUNDARIYA TO BE ANSWERED IN LOK SABHA ON 03.07.2019
REGARDING MAINTENANCE UNDER NORTHERN RAILWAY FACILITY**

**(a) & (b): Yes, Sir. A representation from Hon'ble Member of
Parliament was received for shifting the maintenance of
12957/12958 Ahmedabad-New Delhi Swarna Jayanti Rajdhani
Express from Ahmedabad to New Delhi to facilitate extension of the
train to Rajkot.**

The matter has been examined but not found operationally feasible.

**(c) & (d): The existing handling capacity for carrying out primary
maintenance/secondary maintenance/terminal attention of all trains
over Northern Railways and general maintenance time taken over
Northern Railway is as under:**

Type of maintenance	Total no. of trains	Time taken per rake
Primary	197	6 hrs
Secondary	117	Up to 6 hrs
Terminal	388	2 to 3 hrs

65

(Q. 164)

श्री मोहनभाई कल्याणजीभाई कुंडारिया: माननीय अध्यक्ष महोदय, मैं आपके माध्यम से सौराष्ट्र में रेलवे के संबंध में मंत्री जी से एक प्रश्न पूछना चाहता हूँ।

गुजरात राज्य में सौराष्ट्र एक अलग राज्य था। आजादी के बाद 1948 में एक राज्य की स्थापना हुई, जिसकी केपिटल राजकोट थी। अभी सौराष्ट्र गुजरात का थर्ड हिस्सा है। सौराष्ट्र में द्वारका और सोमनाथ दो बड़े मन्दिर भी हैं। ये दोनों आस्था के केन्द्र हैं, जहाँ पूरे भारत से लोग आते हैं।

दिल्ली से अहमदाबाद तक जो राजधानी एक्सप्रेस चल रही है, वह यहाँ से रात को आठ बजे चलकर सुबह नौ बजे अहमदाबाद पहुँचती है और वापस अहमदाबाद से शाम को सात बजे चलकर सुबह सात बजे दिल्ली पहुँचती है।

मैं मंत्री जी से रिक्वेस्ट करना चाहता हूँ कि उसका जो मेन्टेनेंस का कार्य हो रहा है, वह अहमदाबाद में हो रहा है। यह ट्रेन सुबह से शाम तक दिल्ली में पड़ी रहती है। यदि मेन्टेनेंस का काम वहीं पर हो और राजकोट के लिए एक अलग से सुविधा मिल जाए, तो दिल्ली से सौराष्ट्र तक एक एयररेक्ट ट्रेन मिल जाएगी।

श्री सुरेश सी. अंगड़ी: सर, माननीय कुंडारिया जी ने बहुत ही अच्छा प्रश्न किया है। जैसे श्री नरेन्द्र मोदी जी ने पूरे भारत को जोड़ दिया है, वैसे ही वे राजस्थान और गुजरात को भी जोड़ना चाहते हैं। Ahmedabad to Rajkot is 250 kilometers. 250 किलोमीटर जाने में मिनिमम चार घंटे लगते हैं, इसलिए आने और जाने के लिए minimum eight hours are required. For service and maintenance, minimum six hours are required. वह टाइम सेट नहीं होता है। आने वाले दिनों में, what best help we can give to the people of Rajasthan and Ahmedabad, Gujarat, we will study that.

श्री मोहनभाई कल्याणजीभाई कुंडारिया: माननीय अध्यक्ष महोदय, मेरा सप्लीमेंट्री क्वेश्चन वही है।

माननीय अध्यक्ष: यही सप्तीमेंट्री क्वेश्चन है, तो इसका जवाब आ गया।

श्री मोहनभाई कल्याणजीभाई कुंडारिया: सौराष्ट्र के साथ 70 वर्षों तक रेलवे में हमेशा अन्याय हुआ है। सोननगर से राजकोट तक सिंगल ट्रैक होने के कारण इस पर रेलवे का भार डेढ़ सौ टका से ज्यादा होता है, इसलिए नयी ट्रेन नहीं मिलती थी। श्री नरेन्द्र भाई की सरकार बनी, तो उस लाइन को डबल ट्रैक करने के लिए 12 सौ करोड़ रुपये मंजूर किये गये, इसके लिए मैं मंत्री जी का आभार भी व्यक्त करता हूँ।

राजकोट में जो एन्स दिया गया, उसके लिए मैं प्रधान मंत्री जी और आरोग्य मंत्री का आभार व्यक्त करता हूँ। डबल ट्रैक का जो काम चल रहा है, वह जल्दी पूर्ण हो और सौराष्ट्र को ज्यादा ट्रेन्स मिलें, मेरा यही प्रश्न है।

श्री सुरेश सी. अंगडी : अध्यक्ष महोदय, माननीय सदस्य के विषय को हमने स्टडी किया है। माननीय कुंडारिया साहब ने इसके बारे में कहा है। पूरे देश में डबल ट्रैकिंग का काम चल रहा है। हम जल्दी से जल्दी उसे पूरा करने का प्रयास कर रहे हैं। पांच साल पहले के काम पर अब बहुत तेजी से काम चल रहा है। हम जल्दी से जल्दी यह सुविधा देने का प्रयास करेंगे।

माननीय अध्यक्ष : क्वेश्चन नंबर - 165, श्रीमती कनिमोड़ी जी।

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1861
TO BE ANSWERED ON 03.07.2019

SURVEY OF ABU ROAD AND AMBAJI ROAD RAIL LINE

†1861. SHRI DEVJI M. PATEL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether approval has been given to connect Abu Road and Ambaji Road with a railway line in the Railway Budget of 2017 and if so, the details thereof;
- (b) the total length of this railway line and the estimated cost of this project;
- (c) whether any time limit has been fixed to start the work from survey to construction of the said railway line; and
- (d) if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

(a) to (d): Taranga Hill-Abu Road via Ambaji new line project has been included in the Budget 2017-18 subject to requisite approvals. Final Location Survey (FLS) has been taken up. After this, further decision shall be taken up.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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

MUMBAI SUBURBAN RAILWAY SYSTEM

2844. SHRI MANOJ KOTAK:

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

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

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

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

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

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

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

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

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

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.2857
TO BE ANSWERED ON 10.07.2019**

RAILWAY CONNECTIVITY TO CHAR DHAM

2857. SHRI AJAY BHATT :

Will the Minister of RAILWAYS be pleased to state:

- (a) the budget sanctioned for the rail line being laid to connect the Char Dham from Rishikesh, Uttarakhand as on date;
- (b) whether the work of railway line has since been started and the details of the length of rail line laid so far; and
- (c) whether the said project is likely to be completed on time and if so, the details thereof?

ANSWER

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

- (a) to (c) Final Location Survey (FLS) has been sanctioned to connect Char Dham, which is under progress. Further appropriate action shall be taken after FLS is completed.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.345
TO BE ANSWERED ON 17.07.2019**

CONSTRUCTION OF NEW LINES AND ROBS

***345. SHRI S. MUNISWAMY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has identified the places to construct new Railway Lines and Railway Over Bridges (ROBs) in the country;**
- (b) if so, the details thereof, State/UT-wise including Karnataka; and**
- (c) the details of funds allocated and utilized for the purpose so far, State/UT-wise?**

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(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.345 BY SHRI S. MUNISWAMY TO BE
ANSWERED IN LOK SABHA ON 17.07.2019 REGARDING
CONSTRUCTION OF NEW LINES AND ROBS**

(a) and (b): Yes, Sir. As on 01.04.2019 Indian Railways have taken up 189 New Line Projects of length 2555 Km, costing ₹3,74,753 crores, which are in different stages of execution/planning/sanction.

This includes 20 New Line Projects in Karnataka State covering a length of 2,501.72 Km costing ₹26,393 crores and are under different stage of execution/planning/sanction. Out of which, 244.55 Km length has been commissioned and an expenditure of ₹2,927.63 crores has been incurred till March, 2019.

Further, 42 No. of Road Over Bridges (ROBs) have been sanctioned in the State of Karnataka on Cost sharing basis. State-wise number of Road Over Bridges (ROBs) including Karnataka on cost sharing basis is appended as Appendix-I.

(c): Railway projects are sanctioned zone-wise and the expenditure on New Line projects up to March, 2019 has been ₹76,917 Crore. However, the details of allotment of funds and expenditure project-wise are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget). This list includes the works of all States of Country including Karnataka.

Further, State-wise expenditure on construction of Road over Bridges/ Road under Bridges (ROBs/RUBs) is not being maintained. However, year-wise amount spent on construction of ROBs/RUBs over Indian Railways during the last three years is appended as Appendix-II.

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APPENDIX-I REFERRED TO IN REPLY TO PARTS (a) AND (b) OF STARRED QUESTION NO.345 BY SHRI S. MUNISWAMY TO BE ANSWERED IN LOK SABHA ON 17.07.2019 REGARDING CONSTRUCTION OF NEW LINES AND ROBS

(a) and (b): State-wise - number of Road Over Bridges (ROBs) sanctioned on cost sharing basis are as under:

S.No.	State	Road over Bridges
1	Andhra Pradesh	66
2	Assam	1
3	Bihar	119
4	Chhattisgarh	29
5	Delhi	4
6	Goa	3
7	Gujarat	127
8	Haryana	74
9	Jammu & Kashmir	1
10	Jharkhand	41
11	Karnataka	42
12	Kerala	109
13	Madhya Pradesh	92
14	Maharashtra	102
15	Odisha	42
16	Puducherry	5
17	Punjab	18
18	Rajasthan	62
19	Tamil Nadu	148
20	Telangana	45
21	Uttar Pradesh	312
22	Uttarakhand	6
23	West Bengal	87
	TOTAL	1535

APPENDIX-II REFERRED TO IN REPLY TO PART (c) OF STARRED QUESTION NO.345 BY SHRI S. MUNISWAMY TO BE ANSWERED IN LOK SABHA ON 17.07.2019 REGARDING CONSTRUCTION OF NEW LINES AND ROBS

(c): Allocation and Utilization in Plan head - 30 for construction of Road over Bridges/ Road under Bridges (ROBs/RUBs) in last three year is as under:

(₹ in crores)

Zonal Railway	2016-17		2017-18		2018-19	
	Allocation	Utilisation	Allocation	Utilisation	Allocation	Utilisation
Central Railway	117.34	112.84	147.30	128.46	205.37	175.21
Eastern Railway	64.71	87.72	79.02	52.42	76.92	66.32
East Central Railway	68.54	64.46	89.12	38.20	88.00	101.00
East Coast Railway	148.64	128.94	200.23	165.42	187.24	153.07
Northern Railway	396.08	396.29	528.49	439.95	524.42	448.86
North Central Railway	394.94	525.94	469.05	332.23	458.40	314.01
North Eastern Railway	100.01	120.50	116.86	122.94	213.95	186.34
Northeast Frontier Railway	100.68	88.32	140.57	93.39	76.86	85.54
North Western Railway	258.24	391.35	466.81	475.60	558.34	469.23
Southern Railway	343.95	293.54	426.73	333.30	408.62	381.73
South Central Railway	174.01	146.23	247.75	172.93	419.21	385.70
South Eastern Railway	140.58	138.48	230.60	213.14	145.23	117.11

Contd..2/-

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- 2 -

South East Central Railway	173.70	157.25	199.32	180.23	168.20	160.99
South Western Railway	165.95	159.36	181.69	111.57	121.83	99.92
Western Railway	266.50	210.62	297.76	190.50	308.64	310.06
West Central Railway	152.30	148.71	178.70	124.02	241.96	88.36

(Q.345)

श्री एस. मुनिस्वामी : माननीय अध्यक्ष जी, मैं आपकी तरफ से हमारे रेल मिनिस्टर जी से एक सवाल पूछना चाहता हूँ। इस नए बजट में हमारे कर्नाटक में नई रेलवे लाइन को किससे जोड़ा है और क्या उससे कोलार में नई रेलवे लाइन को जोड़ा है? क्या उसमें आरओबी/आरयूबी को दिया है? अगर नहीं दिया है, तो यूपीए की सरकार ने वर्ष 2011-12 में व्हाइटफील्ड-कोलार कडमा, बेंगलुरु की पूजा करके छोड़ दिया था। मैं पूछना चाहता हूँ कि क्या आप उसको फिर से शुरू करना चाहते हैं?

SHRI SURESH C. ANGADI : Sir, the hon. Member comes from the State of Karnataka. The 53 k.m. Whitefield-Kolar railway line project was sanctioned in 2011-12 in which the State Government of Karnataka was to bear the full cost of land plus 50 per cent cost of the railway construction. Land acquisition has not been done by the State Government. Though we want progress there, villagers are not allowing us to survey the land there. Even policemen are deployed there but villagers are not allowing us. If the Government of Karnataka provides the land for the 53 k.m. project, it will be taken up by the Railways.

Regarding overbridges, if the hon. Member can give specific information where he is having problems, that can be examined.

श्री एस. मुनिस्वामी : अध्यक्ष जी, राज्य सरकार की नेग्लिजेंसी के चलते ऐसा हुआ है। अब हम सभी चुनकर आए हैं। हम सभी रेल मिनिस्टर के साथ में रहते हैं। व्हाइटफील्ड-कोलार और बेंगलुरु-कडमा में नई लाइन बनाने के लिए लैंड का क्या इशू है? हम भी साथ में रहकर उस समस्या का समाधान करेंगे। रेल मिनिस्टर साहब एक बार वहां पर जाएं और वहां का स्पॉट इन्स्पेक्शन करें और उसको शुरू करने की कृपा करें, मैं यह पूछना चाहता हूँ।

✓ **SHRI SURESH C. ANGADI** : Sir, I will consider the hon. Member's request. I will go there and examine it. I will sit with the Karnataka Government. If there is any problem, it will be solved. We are here for the people of Karnataka. आदरणीय नरेन्द्र मोदी जी, कर्नाटक के बारे में विशेष सोच रखते हैं। हमारे मेंबर नए-नए चुनकर आए हैं। उनकी फीलिंग्स बहुत हैं। हम वहां के कामों को जल्दी से जल्दी करने के लिए एग्जामिन करेंगे।

SHRI DEEPAK ADHIKARI (DEV) : Sir, I have a request to the hon. Minister. In my Ghatal constituency, there is a place called Panskura. One of the busiest railway lines is situated in Panskura. I would like to request the hon. Minister to construct a railway overbridge there. We have been requesting for the overbridge for the past few years. Nothing has been done yet. It is my personal request. There are lakhs of people who cross the railway line and as a result so many accidents happen there. So, our request to you is to take this as an urgent matter and construct a railway overbridge there.

SHRI SURESH C. ANGADI: Sir, I understand the hon. Member's feeling. All the requests for ROBs and RUBs have been taken by this Government. When hon. Narendra Modi ji assumed the office, he has given specific instructions to the Railways regarding this. Late Shri Atal Bihari Vajpayee changed the situation of the roads in the country. Now, hon. Narendra Modi holds a vision that the Railways should be connected with each and every person without any difficulty. If the hon. Member gives details of it to our concerned officers, then that can be examined.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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

COMMITTEE TO MOBILIZE RESOURCES

†2260. SHRI RAMESH CHANDER KAUSHIK:

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

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

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

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

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

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

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

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

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	funded through safety surcharge with matching budgetary grant support.	'Rashtriya Rail Sanraksha Kosh'(RRSK) has been created on 1.4.2017. The Kosh is to get a funding of Rs. 1 lakh crore in 5 years comprising of Rs. 75,000 crore from Ministry of Finance and the balance to be contributed by the Ministry of Railways.
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 in the Budget speech, it has been envisaged that the proposal Rail Development Authority (RDA) will inter-alia be also entrusted with the task to determine the tariff. Therefore, the proposed RDA will take care of this recommendation.
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 (EBR-IF in short) has been introduced with effect from FY 2015-16. EBR-IF funds are being utilized in mostly Doubling and Railway Electrification. Ministry of Railways has signed a Memorandum of Understanding (MOU) with the Life Insurance Corporation of India (LIC) to provide funding assistance to the tune of Rs. 1,50,000 Crore over a five year

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

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

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

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

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

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

INCIDENTS OF CHAIN PULLING

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

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

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

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

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

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

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

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

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

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

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

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

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

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

South Eastern	2017	524	406
	2018	884	771
	2019	822	745
South East Central	2017	716	715
	2018	1907	1902
	2019	1953	1740
South Western	2017	284	284
	2018	451	451
	2019	614	608
Western	2017	1765	1739
	2018	2959	2933
	2019	3577	3425
West Central	2017	5479	5213
	2018	6512	5208
	2019	3602	3425

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA

UNSTARRED QUESTION NO. 2929
TO BE ANSWERED ON 11.03.2020

DEDICATED FREIGHT CORRIDOR

†2929. SHRI RAJAN VICHARE:

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

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

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

(c) & (d): A Concession Agreement has been signed between Ministry of Railways (MOR) and Dedicated Freight Corridor Corporation of India Limited (DFCCIL) on 28th February 2014 which inter alla enjoins DFCCIL to allow authorized Railway users including Indian Railways to run their own trains on the DFC network.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

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

SOUTHERN COAST RAILWAY ZONE

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

Will the Minister of RAILWAYS be pleased to state:

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

ANSWER

MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY

(SHRI PIYUSH GOYAL)

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

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

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

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

MINUTES

COMMITTEE ON GOVERNMENT ASSURANCES
(2022-2023)
(SEVENTEENTH LOK SABHA)
FIRST SITTING
(23.11.2022)

The Committee sat from 1100 hours to 1230 hours in Committee Room 'C', Parliament House Annex, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

MEMBERS

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

SECRETARIAT

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

WITNESSES

Ministry of Railways

1. Shri V. K. Tripathi, Chairman and Chief Executive Officer, Railway Board
2. Shri Raj Kumar Mangla, Member (Infrastructure)
3. Shri D.C. Sharma, Member (Traction and Rolling Stock)
4. Shri Sanjay Chander, Director General (Railway Protection Force)
5. Shri Ram Prakash, Addl. Member (Planning)
6. Shri Vijay Pratap Singh, Principal Executive Director (Bridge)
7. Shri Devendra Kumar, Principal Executive Director (Coaching)
8. Shri Anil Kumar Khandelwal, Principal Executive Director (Gati Shakti)

Ministry of Parliamentary Affairs

1. Shri P.K. Haidar - Under Secretary

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

4. The Secretary, Ministry of Railways, briefed the Committee about the review meetings being held for implementation of pending Assurances. The Chairperson asked the representatives of the Ministry to furnish the Minutes of the review meetings for monitoring of pending Assurances.

5. The Committee then took up each of the 24 Assurances on various subjects pertaining to the Ministry of Railways for detailed deliberations. The Members raised queries and sought clarifications on the pending Assurances which were replied by the representatives of the Ministry. As some queries required detailed replies and inputs from several quarters, the Chairperson asked the witnesses to furnish written replies on the same in due course.

6. The Committee observed that there have been inordinate delays in laying of Implementation Reports in the House even though the action has been completed on various Assurances by the Ministry of Railways. The Committee directed the representatives of the Ministry to furnish Implementation Reports in respect of all such Assurances to the Ministry of Parliamentary Affairs at the earliest.

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

8. The witnesses, then, withdrew.

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

The Committee then adjourned.

Annexure-III**COMMITTEE ON GOVERNMENT ASSURANCES (2021-2022) LOK SABHA**

Statement of pending/implemented Assurances pertaining to the Ministry of Railways discussed during oral evidence on 23.11.2022.

Sl.No.	SQ/USQ No. dated	Subject
1.	SQ No. 4 dated 19.11.2009	Crimes in Trains
2.	USQ No. 2344 dated 11.03.2010	ROBs in Madhya Pradesh
3.	SQ No. 302 dated 15.12.2011 (Supplementary by Shri Jaswant Singh, M.P.)	Railway Stations in Metro Cities
4.	USQ No. 4176 dated 22.03.2013	Abolition of Residential Help
5.	USQ No. 2489 dated 06.02.2014	Job in Lieu of Land Acquired for Railway Lines
6.	SQ No. 442 dated 05.04.2017 (Supplementary by Smt. Hemamalini, M.P.)	Railway Stations Run by Local People
7.	USQ No. 1831 dated 26.07.2017	Palakkad Coach Factory
8.	USQ No. 707 dated 20.12.2017	Debroj Committee
9.	USQ No. 1603 dated 27.12.2017	Re-organisation of Railways
10.	USQ No. 1583 dated 19.12.2018	Konkan Railway Corporation Limited
11.	USQ No. 2481 dated 26.12.2018	Safety of Women in Trains

12.	SQ No. 58 dated 06.02.2019	Rail Services to Eastern Parts
13.	USQ No. 1618 dated 13.02.2019	Crimes in Moving Trains
14.	USQ No. 1641 dated 13.02.2019	Expansion plan for Konkan Railways
15.	USQ No. 788 dated 26.06.2019	Rail Connectivity to Dudhwa National Park
16.	SQ No. 164 dated 03.07.2019 (Supplementary by Shri Mohanbhai Kalyanji Kundariya, M.P.)	Maintenance under Northern Railways Facility
17.	USQ No. 1861 dated 03.07.2019	Survey of Abu Road and Ambaji Road Rail Line
18.	USQ No. 2844 dated 10.07.2019	Mumbai Suburban Railway System
19.	USQ No. 2857 dated 10.07.2019	Railway Connectivity to Char Dham
20.	SQ No. 345 dated 17.07.2019 (Supplementary by Shri S. Muniswamy, M.P.)	Construction of New Lines and ROBs
21.	USQ No. 2260 dated 04.03.2020	Committee to Mobilize Resources
22.	USQ No. 2823 dated 11.03.2020	Incidents of Chain Pulling
23.	USQ No. 2929 dated 11.03.2020	Dedicated Freight Corridor
24.	SQ No. 352 dated 18.03.2020	Southern Coast Railway Zone

MINUTES
COMMITTEE ON GOVERNMENT ASSURANCES
(2022-2023)
(SEVENTEENTH LOK SABHA)
SEVENTH SITTING
(25.07.2023)

The Committee sat from 1500 hours to 1530 hours in Room No. 216 (Chamber of Hon'ble Chairperson), 'B' Block, Extension to Parliament House Annexe, New Delhi.

PRESENT

Shri Rajendra Agrawal - Chairperson

Members

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

Secretariat

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

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the day's agenda. Thereafter, the Committee considered and adopted the following eight (08) draft Reports without any amendments:-

- (i) Draft Eighty-Third Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Health and Family Welfare (Department of Health and Family Welfare)';
- (ii) Draft Eighty-Fourth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Railways';
- (iii) Draft Eighty-Fifth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Law and Justice (Legislative Department)';

- (iv) Draft Eighty-Sixth Report (17th Lok Sabha) regarding 'Review of Pending Assurances Pertaining to the Ministry of Road Transport and Highways'.
- (v) Draft Eighty-Seventh Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (vi) Draft Eighty-Eighth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (vii) Draft Eighty-Ninth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)'; and
- (viii) Draft Ninetieth Report (17th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)'.

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

The Committee then adjourned.