

**COMMITTEE ON
GOVERNMENT ASSURANCES
(2025-2026)**

4

(EIGHTEENTH LOK SABHA)

FOURTH REPORT

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

Presented to Lok Sabha on

**LOK SABHA SECRETARIAT
NEW DELHI**

February, 2026/Magha 1947 (Saka)

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COMPOSITION OF THE COMMITTEE ON GOVERNMENT ASSURANCES*

(2025 - 2026)

SHRI HARENDRA SINGH MALIK - CHAIRPERSON

MEMBERS

2. **Shri Anil Baluni**
3. **Shri Rajkumar Chahar**
4. **Shri Yogender Chandolia**
5. **Md. Rakibul Hussain**
6. **Shri Amar Sharadrao Kale**
7. **Smt. Kanimozhi Karunanidhi**
8. **Dr. Prabha Mallikarjun**
9. **Shri Ramprit Mandal**
10. **Shri Khagen Murmu**
11. **Shri Devendra Singh *Alias* Bhole Singh**
12. **Shri Dharambir Singh**
13. **Shri E. Tukaram**
14. **Vacant**
15. **Vacant**

The Committee has been constituted w.e.f. 04 March, 2025 *vide* Para No. 2003 of Lok Sabha Bulletin Part-II dated 04 March, 2025.

SECRETARIAT

1. **Smt. Mamta Kemwal - Joint Secretary**
2. **Dr. Sagarika Dash - Director**
3. **S.Vijayaraghavan - Under Secretary**

INTRODUCTION

I, the Chairperson of the Committee on Government Assurances (2025-2026), having been authorized by the Committee to submit the Report on their behalf, present this Fourth Report (18th Lok Sabha) of the Committee on Government Assurances.

2. The Committee at their sitting held on 16 June, 2025 took oral evidence of the representatives of the Ministry of Railways regarding some of the pending Assurances from the 16th Session of the Lok Sabha to the 17th Session of the the Lok Sabha.

3. At their sitting held on 10 February 2026, the Committee considered and adopted their Fourth Report.

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

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

SHRI HARENDRA SINGH MALIK

NEW DELHI

CHAIRPERSON

February, 2026

COMMITTEE ON GOVERNMENT ASSURANCES

REPORT

I. Introductory

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

2. The Committee on Government Assurances (2009-10) took a policy decision to call the representatives of various Ministries/Departments of the Government of India, in a phased manner, to review the pending Assurances, examine the reasons for pendency and analyze operation of the system prescribed in the Ministries/Departments for dealing with Assurances. The Committee also decided to consider the quality of Assurances implemented by the Government.

3. The Committee on Government Assurances (2014-15) decided to follow the well established and time tested procedure of calling the representatives of the Ministries/Departments of the Government of India, in a phased manner and review the pending Assurances. The Committee took a step further and decided to call the representatives of the Ministry of Parliamentary Affairs also as all the Assurances are implemented through it.

4. In pursuance of the *ibid* decision, the Committee on Government Assurances (2025-2026) called the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs and examined the following 14 pending assurances clarifications with regard to delay in implementation of the pending Assurances pertaining to the Ministry of Railways at their sitting held on 16 June 2025.

Statement of Pending Assurances pertaining to the Ministry of Railways discussed during oral evidence on 16.06.2025

Sl. No.	SQ/USQ No. and date	Subject
1	USQ No. 2481 dated 26.12.2018	Safety of women in Trains (Appendix -I)
2	USQ No. 352 dated 18.03.2020	Southern Coast Railway Zone (Appendix -II)
3	USQ No. 1664 dated 21.09.2020	Corpoatisation of Production Units (Appendix -III)
4	USQ No. 1478 dated 10.02.2021	Shifting of Railway Zone (Appendix -IV)
5	USQ No. 1492 dated 10.02.2021	Semi High Speed Silver Line Project (Appendix -V)
6	USQ No. 2612 dated 10.03.2021	Creation of Rayagada Division (Appendix -VI)
7	USQ No. 2632 dated 10.03.2021	National Rail Plan for India- 2030 (Appendix -VII)
8	USQ No. 4693 dated 24.03.2021	DPR of SCR (Appendix -VIII)
9	SQ No. 130 dated 28.07.2021 (Supplementary by Sh. Basanta Kumar Panda, MP)	Electric Loco Periodical Overhauling Workshop (Appendix -IX)
10	SQ No. 13 dated 02.02.2022	K-Rail (Silver Line) Project (Appendix -X)
11	SQ No. 102 dated 09.02.2022 (Supplementary by Sh.Ram Mohan Naidu Kinjarapu MP)	Kotipalli-Narsapur Railway Line (Appendix -XI)
12	SQ.No.201 dated 16.03.2022 (Supplementary by Sh.Kesingni Srinivas, MP)	Line Capacity Utilisation (Appendix -XII)
13	SQ.No.205 dated 16.03.2022	Approval for K-Rail Project (Appendix -XIII)
14	USQ.No.649 dated 20.07.2022	K-Rail Project (Appendix -XIV)

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

6 During the oral evidence, the Committee drew the attention of the representatives of the Ministry of Railways to the long pendency in the fulfillment of the above 14 Assurances and desired to know as to whether the Ministry have prepared any network wherein a review meeting is held in an interval of 15 or 20 days at the level of Senior level officers. In this regard, the Chairman and Chief Executive Officer, Ministry of Railways informed the Committee in the affirmative.

7. Further, in their written reply furnished by the Ministry for Disposal of Parliamentary Assurances the Ministry stated as under:-

"Pending matters concerning above officials were reviewed. During the deliberations, it was brought out that most of the pending Assurances pertains to issues, involving detailed surveys, Detailed Project Reports, acquisition of land, obtaining requisite clearances, laying of new lines etc. which at times entail consultation with State Governments and other stakeholders. Thus, fulfillment of such Assurances take considerable time as the projects related to such Assurances are long-drawn and have a long gestation period.

The Directorates concerned informed that considering the above constraints action is being taken on priority for carrying out the work related to fulfillment of the Assurances and necessary request for extension of time have been sent/are being sent for consideration of the Committee on Government Assurances (CGA). In some cases, the work related to the fulfillment of the Assurances has been completed.

The requisite Implementation Reports (IR) are being prepared and will be sent for consideration of the CGA by concerned directorates.

All concerned have been advised to strictly monitor the progress of Assurances and other Parliamentary References and to take timely action for their finalization. It was stressed upon that the Directorates concerned would need to prioritize the work related to fulfillment of the Assurances and in all cases, timely extension would be sought'.

8. The Committee, further noted that Ministry of Railways have stated that with regard to the status of Implementation Report they have submitted that out of Fourteen Assurances ten Assurances have been implemented in the Eighteenth Lok Sabha, however, two Assurances are dropped and two are pending with the Ministry.

Observations/Recommendations

9. The Committee note that out of the 14 Assurances of the Ministry of Railways taken up by them, the Assurances mentioned at SI.Nos.1,2,4,5,6,8,10,11,13 and 14 have been implemented. While the

Assurances at SI.Nos.3 and 7 have been dropped and the remaining two Assurances at SI.Nos. 9 and 12 are still pending even after a lapse of more than 5 years and more than 3 years respectively. The Committee emphasize that once an Assurances has been given on the floor of the House, the same is required to be implemented within 3 months unless the Committee agree to drop it on justifiable grounds. The Committee feel that the delay in implementation of Assurances indicate that monitoring, review and follow-up action taken on Assurances need to be further strengthened in the Ministry. The Committee are of the view that Railway is a core sector of the country and protection, promotion and nurturing of the Railways are crucial for the country not only owing to its substantial contribution in labour absorption, employment generation and integrating markets and increasing trade but also due to it being an affordable long distance transport system and its contribution to socio-economic bonding. Expeditious fulfilment of Parliamentary Assurances with proper planning will keep the Railways in a better position to serve the nation in a better way. The Committee, therefore, recommend that the existing mechanism in the Ministry of Railways be streamlined with a view to ensuring expeditious implementation of the pending Assurances. The Committee understand that implementation of some of the Assurances especially those pertaining to policy matters and matters which require co-ordination with other Ministries/ Departments concerned may require time and may be difficult to be executed within the prescribed time limit. However, the same cannot be left unimplemented indefinitely and the Ministry needs to make earnest and sustained efforts to implement Assurances within a specific time frame as these are solemn

Parliamentary obligations. The Committee recommend 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 for expeditious implementation of pending Assurances.

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

10. In the succeeding paragraphs, the Committee will also 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 16.06.2025

A. Electro Loco Periodical Overhauling Workshop

SQ No. 130 dated 28.07.2021 regarding Electric Loco Periodical Overhauling Workshop

In replying to the Starred Lok Sabha Question 130 on 28.07.2021 regarding 'Electric Loco Periodical Overhauling Workshop' at Kalahandi, Odisha, asked by Shri Basanta Kumar Panda, Hon'ble MP (Lok Sabha) in reply to a Supplementary Question Hon'ble MR pronounced as under:-

'We all know Kalahandi is an aspirational district of Odisha. Setting up of POH workshop over here will not only provide direct employment but many ancillary units too will be set up. This project is being taken up on 10 priority. DGPS survey has already been conducted on the land provided by State Government. There are some issues related to forest, stage one clearance is yet to be obtained. The issues related to forest land is being pursued by Ministry of Railways with the State Government.'

In their Status Note furnished in July 2025 with regard to SQ.No.130 dated 28.7.2021, the Ministry of Railways apprised the Committee of the further development in the implementation of the Assurances as under:-

"The total land required for the project has been revised to 207.67 acres (alternate land) from 355.76 Acres as the Forest officials had advised Railways to exclude construction activity in dense forest areas) and to acquire alternate land having least forest growth.

About 26.4% i.e. 54.92 Acres, out of the required 207.67 Acres, has been acquired/handed over by the State Government of Odisha to the Railways. The projected requirement of land for the workshop area is 257.41 acres. In the initial stage only 160.63 acres will be acquired for setting up of the workshop. Balance 96.78 acres will be acquired later.

Due to delay in land acquisition through Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement Act, 2013 (RCTLAR&R), it has been approved to acquire the land through Railway Amendment Act, 2008 and Gazette Notification has been issued on 15.01.2025 declaring the project as 'Special Railway Project' for the purpose of acquisition of land. Accordingly, Spl. LAO, Lanjigarh-Junagarh Rail link Project, Bhawanipatna as CALA has been nominated vide Gazette Notification dated 17.02.2025. Verification DLC & Sabik record is under progress.

Further, State Government is yet to hand over the Required Forest Land of 8.18 Acres to the Railways, Forest diversion proposal (of the alternate forest land) is yet to be filed”.

11. Further, when asked about its progress, the Chairman Railway Board stated in evidence as under:-

“ Sir, 54 acres of the 207 hectares have been acquired. The remaining land is under acquisition. Further action will be taken when all the land is acquired”

12. During oral evidence when asked the reason for not able to acquire land so far; the Chairman Railway Board, stated that reviews are conducted very frequently. The Chairman Railway Board further stated as under:-

“Land is such an issue that we don't easily obtain land from the state government, and the process is very difficult. There are States from which it's very difficult to acquire land. Sometimes, land remains unused because a free-of-cost agreement was signed, but the State Government changes its stance. I would like to point out that we hold regular meetings. We meet with the Chief Secretary every month and review the progress of this project. I will provide the committee with information about the progress of this project within a week”.

13. When the Committee pointed out that due to Project delays there is increase in costs. If the project had been completed on time it would have created employment, promoted development, and reduced expenditure the project, This issue is not solely the Railway Board's responsibility, the Board can make efforts, but it is a State Government issue and the Ministry of Railways will also need to obtain clearance from the Forest Department, the Chairman Railway Board stated as under:-

“Sir, we are doing that. The problem with this is that, according to our regulations, action must begin within three months and the assurances must be fulfilled. There are some assurances that cannot be fulfilled within three months, but at least action should begin on them. The Committee also expects that, regardless of the department, the process of taking action on them should be taken seriously and continue. We cannot force the government; it must either refuse or implement them; one of the two must be done”

Observations/Recommendations

14. The Committee note that the Ministry had given an Assurance in reply to SQ. No.130 dated 28.07.2021 regarding ‘Electric Loco Periodical Overhauling Workshop’ which is pending for more than three years. The

Committee are given to understand that the work for setting up of new POH workshop at Kalahandi, Odisha had been sanctioned in Budget 2017-18. The Committee further note that the execution of the project is held up due to delay in handing over the complete land required for the project, as promised by the State Government of Odisha. The Committee find that due to delay in land acquisition through Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement Act, 2013 (RCTLAR&R), it has been approved to acquire the land through Railway Amendment Act, 2008 and Gazette Notification has been issued on 15.01.2025 declaring the project as 'Special Railway Project' for the purpose of acquisition of land. Accordingly, Spl. LAO, Lanjigarh-Junagarh Rail link Project, Bhawanipatna as CALA has been nominated vide Gazette Notification dated 17.02.2025 and verification DLC & Sabik record is under progress. The Committee, however, feel that due to Project delays there is always an increase in costs. If the project had been completed on time it would have created employment, promoted development, and reduced expenditure on the project.

The Committee understand that when any policy is implemented consultations with States/ Stakeholders is a pre-requisite for implementing any policy but delay in this regard can be avoided with proper planning and meticulous compliance with due procedures which are apparently found wanting in the instant case. The Committee are of the view that there is an imperative need to implement the project in tune with the changing needs arising out of the growth and dynamics in Railway sector in the country. The Committee, therefore, desire that the Ministry expedite the matter, implement

the requisite project without further delay and lay the Implementation Report of the Assurance on the Table of the House.

B. Line Capacity Utilisation

15. SQ No. 201 dated 16.03.2022 regarding Line Capacity Utilisation

In replying to the Starred Lok Sabha Question 201 on 16.3.2022 regarding 'Line Capacity Utilisation' asked by Shri Kesineni Srinivas. Hon'ble MP (Lok Sabha) in reply to a Supplementary Question Hon'ble MR pronounced as under:-

" the DPR – all those are in very advanced stage of finalisation, and we are fully committed. I assure the Hon'ble Member and I had assured earlier also on the floor of the House that we are fully committed to completing this work at the earliest".

16. In their Status Note furnished in July 2025 with regard to SQ.No.201 dated 16.3.2022, the Ministry of Railways apprised the Committee of the further development in the implementation of the Assurance as under:-

"Detailed Project Report (DPR) was under examination in Board due to many representations received for various jurisdictional issues including retention of Waltair division.

An SAG level committee was formed to go into the jurisdictional issues. Based upon the committee report and other inputs, a Cabinet Note was prepared. Cabinet has approved the proposal in the Note on 10.2.2025, which inter-alia include (i) retention of Waltair division with revised jurisdiction and re-naming it as Visakhapatnam division, (ii) Jurisdiction of Rayagada division, Waltair division and South Coast Railway zone.

The foundation stone of new SCoR Zone has been laid by the Hon'ble Prime Minister on 8.1.2025. Tender for SCoR Hq Office building has been awarded for a cost of Rs. 124 Cr on 18.02.2025.

Revised DPRs for new SCoR zone has been received and are under examination in Board's office.

In the meantime, General Manager/SCoR has also been posted on 5.6.2025.Extension of time has been taken up to 30.09.2025".

Observations/Recommendations

17. The Committee note that in reply to SQ.No.201 dated 9.2.2022 regarding Line Capacity Utilisation an Assurance was given that the DPR relating to the

Project are in advance stage of finalisation and the work will be completed at the earliest. The Committee are however concerned to note that above assurance is still pending even after an elapse of four years. The Ministry in their status note has informed that DPR was under examination in Board due to representations received for jurisdictional issues. The Committee note that the foundation stone of new SCoR Zone has now been laid by the Hon'ble Prime Minister on 08.01.2025. Approval of the Cabinet on the proposal in the Note was also received on 10.02.2025. Tender for SCoR HQ Office building has been awarded on 18.02.2025. Additionally, the General Manager has also been posted at South Coast Railway on 05.06.2025. The Committee, therefore, recommend that the Ministry of Railways should expedite the process of operationalisation of the said project without any further delay and fulfil the Assurance by laying the Implementation Report of the Assurances on the Table of the House.

New Delhi;
0 February, 2026
Magha, 1947 (*Saka*)

HARENDRA MALIK
Chairperson
Committee on Government Assurances

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

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

SAFETY OF WOMEN IN TRAINS

†2481. SHRI HARISH CHANDRA ALIAS HARISH DWIVEDI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government proposes changes in the Railway Act regarding women safety; and

(b) if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

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

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

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

APPENDIX - II

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 STARTED 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.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA

UNSTARRED QUESTION NO. 1664
TO BE ANSWERED ON 21.09.2020

APPENDIX-III

CORPORATISATION OF PRODUCTION UNITS

1664. SHRI P.K. KUNHALIKUTTY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has announced privatisation of train services across the rail networks in the country;
- (b) if so, the details thereof;
- (c) whether all the Production Units under the Ministry of Railways are being corporatised or formed into a single entity; and
- (d) if so, the details thereof?

ANSWER

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

(a) and (b) Ministry of Railways (MoR) has invited applications for investment and induction of modern rakes over select routes through Public Private Partnership (PPP) to provide world class services to the passengers. As part of this initiative, MOR has issued 12 Requests for Qualification (RFQs) on 1st July, 2020 for operation of passenger trains over approximately 109 origin-destination pairs (divided into 12 clusters) through PPP on Design, Build, Finance and Operate ("DBFO") basis. The routes are spread across the entire Indian Railway network and the list is available in the public domain namely, <http://www.indianrailways.gov.in/IndicativeRoutesfor12clusters.pdf>. The responsibility of train operations and safety certification rests with Indian Railways.

(c) and (d) Proposal for capitalization of Production Units of Indian Railways is under consideration of Government. Final decision on this issue is yet to be taken.

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 1478
TO BE ANSWERED ON 10.02.2021

APPENDIX-IV

SHIFTING OF RAILWAY ZONE

1478. SHRI KANUMURU RAGHU RAMA KRISHNA RAJU:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the progress and status of establishment of Visakhapatnam Railway Zone at Visakhapatnam alongwith the reasons for the delay, if any;
- (b) whether there is any plan to shift the railway zone from Visakhapatnam to Vijayawada and if so, the details thereof and if not the reasons therefor;
- (c) whether any proposal has been received from any quarters to this effect; and
- (d) the stand of the Ministry in this regard?

ANSWER

MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION
(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.1478 BY SHRI KANUMURU RAGHU RAMA KRISHNA RAJU TO BE ANSWERED IN LOK SABHA ON 10.02.2021 REGARDING SHIFTING OF RAILWAY ZONE

(a): An Officer on Special Duty/South Coast Railway (OSD/SCoR) was posted at Visakhapatnam to undertake planning and preparatory work for formation of New Zone. He has submitted the Detailed Project Report (DPR) for setting up of new SCoR Zone which is currently under examination in Board. In the meantime, an Umbrella work titled "Creation of new South Coast Railway Zone and new Rayagada Division in East Coast Railway" has been included in Budget 2020-21 under Capital Expenditure at an estimated cost of ₹170 Cr.

(b): No, Sir. The decision for formation of a new Railway Zone viz. South Coast Railway (SCoR) with headquarters at Visakhapatnam, has been taken after due consideration taking all relevant factors into account including administrative and operational requirements.

(c): No, Sir.

(d): Does not arise.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

APPENDIX - V

**LOK SABHA
UNSTARRED QUESTION NO. 1492
TO BE ANSWERED ON 10.02.2021**

SEMI HIGH SPEED SILVER LINE PROJECT

1492. ADV. DEAN KURIAKOSE:

SHRI THOMAS CHAZHIKADAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government of Kerala has submitted any proposal for construction of Thiruvananthapuram-Kasaragod Semi High Speed Silverline project for approval;
- (b) if so, the details thereof;
- (c) the decision taken by the Government in this regard; and
- (d) the details of estimated cost of the project and the implementation plan for the same?

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND
CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(SHRI PIYUSH GOYAL)

(a) to (c) : Yes Sir. Kerala Rail Development Corporation Ltd. (KRDCL) a Joint Venture Company of Ministry of Railways (49%) and Government of Kerala (51%) has taken up the work of Silver Line (Semi High Speed Rail) from Thiruvananthapuram to Kasaragod (529.45Km). On submission of feasibility Report, In Principle Approval (IPA) has been granted by Ministry of Railways

on 17.12.2019 for taking up pre-investment activities for this project. After detailed survey, KRDCCL has submitted Detailed Project Report (DPR) to the Railway Board, which is under examination.

(d) : Total estimated Cost of this project is ₹ 63,940.67 Cr. Project will be implemented by Kerala Rail Development Corporation Ltd. (KRDCCL), if sanctioned.

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2612
TO BE ANSWERED ON 10.03.2021

APPENDIX - VI

CREATION OF RAYAGADA DIVISION

2612. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status on the progress of creation of Rayagada Division;**
- (b) the time by when Rayagada Division would be operational along with the detailed plan outlay; and**
- (c) the details of the new trains that have been planned once the Rayagada Division is created?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(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 UNSTARRED QUESTION NO.2612 BY SHRI SAPTAGIRI SANKAR ULAKA TO BE ANSWERED IN LOK SABHA ON 10.03.2021 REGARDING CREATION OF RAYAGADA DIVISION

(a): Subsequent to the approval by the Government for setting up of a new Railway Division with its headquarters at Rayagada, Chief Transportation Planning Manager, East Coast Railway, Bhubaneswar (CTPM/ECOR/BBS) was nominated as Nodal officer from ECoR to undertake planning and preparatory work for setting up and operationalisation of new Rayagada Division. Detailed Project Report (DPR) has been submitted by ECoR and is under examination. In meantime, an Umbrella work titled "Creation of new South Coast Railway Zone and new Rayagada Division in East Coast Railway" has been included in Budget 2020-21 under Capital Expenditure at an estimated cost of ₹170 Cr.

(b): As the DPR is still under examination, no time-frame can be fixed for operationalisation of the new Division.

(c): Prior to discontinuation of regular services to contain the spread of Covid-19 w.e.f. 23.03.2020, Rayagada was being adequately served by 23 pairs of Mail/Express and 05 pairs of passenger trains. Introduction of additional train is not feasible, at present, due to operational and resource constraints. However, introduction of trains is an ongoing process in Indian Railways.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
UNSTARRED QUESTION NO. 2632
TO BE ANSWERED ON 10.03.2021

APPENDIX - VII

NATIONAL RAIL PLAN FOR INDIA - 2030

2632. SHRI RAJVEER SINGH (RAJU BAAIYA):

DR. JAYANTA KUMAR ROY:

SHRI BHOLA SINGH:

SHRIMATI SANGEETA KUMARI SINGH DEO:

DR. SUKANTA MAJUMDAR:

SHRI VINOD KUMAR SONKAR:

KUMARI SHOBHA KARANDLAJE:

SHRIMATI SARMISTHA SETHI:

SHRI V.K.SREEKANDAN:

SHRI RAJA AMARESHWARA NAIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has prepared a National Rail Plan for India-2030 to create a 'future ready' Railway system by the year, 2030;

(b) if so, the details thereof;

(c) whether the Railways proposes to monetise its Infrastructure Assets and Dedicated Freight Corridor (DFC) assets for operations and maintenance, after its commissioning and if so, the details thereof;

(d) whether the Government has also launched Vision 2024 for accelerated implementation of certain critical projects by 2024 and if so, the details thereof;

(e) the expected time by which the new DFCs will be commissioned and the funds allocated and spent for this infrastructure project as on 31st December, 2020;

(f) whether the Government has proposed to introduce two new technologies 'MetroLite' and 'MetroNeo' to provide metro rail systems at much lesser cost and if so, the details thereof; and

(g) the other steps being taken by the Government to reform Railways in the country?

ANSWER

MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER AFFAIRS,
FOOD & PUBLIC DISTRIBUTION

(SHRI PIYUSH GOYAL)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO. 2632 BY SHRI RAJVEER SINGH (RAJU BAAIYA), DR. JAYAN, A KUMAR ROY, SHRI BHOLA SINGH, SHRIMATI SANGEETA KUMARI SINGH DEO, DR. SUKANTA MAJUMDAR, SHRI VINOD KUMAR SONKAR, KUMARI SHOBHA KARANDLAJE, SHRIMATI SARMISTHA SETHI, SHRI V.K.SREEKANDAN AND SHRI RAJA AMARESHWARA NAIK TO BE ANSWERED IN LOK SABHA ON 10.03.2021 REGARDING NATIONAL RAIL PLAN FOR INDIA - 2030.

(a) and (b): Indian Railways have prepared a National Rail Plan (NRP) for India - 2030. The Plan is to create a 'future ready' Railway system by 2030. The NRP is aimed to formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%. The objective of the Plan is to create capacity ahead of demand, which in turn would also cater to future growth in demand right up to 2050 and also increase the modal share of Railways to 45% in freight traffic and to continue to sustain it. The draft plan has been put up in the public domain (The Indian Railways website) and is also being circulated amongst stakeholders for comments/remarks.

The key objectives of the National Rail Plan are:-

- Formulate strategies based on both operational capacities and commercial policy initiatives to increase modal share of the Railways in freight to 45%.**
- Reduce transit time of freight substantially by increasing average speed of freight trains to 50Kmph.**
- As part of the National Rail Plan, Vision 2024 has been launched for accelerated implementation of certain critical projects by 2024 such as 100% electrification, multi-tracking of congested routes, upgradation of speed to 160 kmph on Delhi-Howrah and Delhi-Mumbai routes, upgradation of speed to 130kmph on all other Golden Quadrilateral-Golden Diagonal (GQ/GD) routes and elimination of all Level Crossings on all GQ/GD route.**
- Identify new Dedicated Freight Corridors.**

- Identify new High Speed Rail Corridors.
- Assess rolling stock requirement for passenger traffic as well as wagon requirement for freight.
- Assess Locomotive requirement to meet twin objectives of 100% electrification (Green Energy) and increasing freight modal share.
- Assess the total investment in capital that would be required along with a periodical break up.
- Sustained involvement of the Private Sector in areas like operations and ownership of rolling stock, development of freight and passenger terminals, development/operations of track infrastructure etc.

(c): Yes, Sir. The same has been announced in the budget speech of 2020-21, {para 47 (b) & 47 (d) (v)}. The details have not been worked out yet.

(d): Yes, Sir. 58 Super critical Projects of a total length of 3750 kms costing ₹39,663 Crore, out of which commissioning of 2279 km length has been achieved and an expenditure of Rs.28,891 Crore has been incurred upto March,2020. Similarly, 68 Critical Projects of a total length of 6913 kms costing ₹75,736 Crore, out of which commissioning of 838 km length has been achieved and an expenditure of Rs.25,434 Crore has been incurred upto March,2020. Till date 25 Super Critical Projects and 3 Critical projects have been completed.

(e): The work related to preparation of Detailed Project Report (DPR) for the following Dedicated Freight Corridors (DFCs) have been entrusted to Dedicated Freight Corridor Corporation of India Limited :-

(i) East Coast Corridor – Kharagpur - Vijaywada- Length 1115 Kms.

(ii) East-West sub Corridor

a. Bhusawal-Wardha-Nagpur-Rajkharswan-Kharagpur-Uluberia-Dankuni - Length-1673 Kms.

b. Rajkharswan-Kalipahari-Andal- 195 Kms.

(iii) North South Sub Corridor– Vijaywada -Nagpur-Itarsi – Length - 975 Kms.

The decision with regard to taking up the new DFCs and mode of implementation and financing is based on the final outcome of the DPR.

(f) Urban transport is an integral part of urban development which is a state subject. Respective state governments are, therefore, responsible for initiating and developing urban transport infrastructure, including metro rail projects/MetroLite/MetroNeo in cities or urban agglomerates. The Central Government considers financial assistance for metro rail proposals, on the basis of the feasibility of the proposal and availability of resources, as and when posed by the concerned state governments. Details of new technologies are as under:-

(i) MetroLite - Standards for Light Urban Rail Transit system called "MetroLite" have been issued by the Ministry of Housing and Urban Affairs in July, 2019. This low-cost solution is suitable for cities with lower projection of ridership that are aspiring for rail-based mass transit system. This system can also be used as feeder to high capacity metro rail system. State Governments have been requested to adopt MetroLite as a prime mode of mass transit in smaller cities. Cost of its construction is about 40% of high capacity metro system. This system is more viable and sustainable due to its very less capital, operation and maintenance costs.

(ii) MetroNeo- MetroNeo is rubber-tyred electric coach powered by overhead traction system running on a road slab with an exclusive right of way, standard specification of which has been issued in November 2020 by the Ministry of Housing and Urban Affairs. It will provide a similar experience and ease of travel in terms of comfort, convenience, safety, punctuality, reliability, & environment-friendliness as that of a conventional metro system. This is suitable for tier-2 cities with lower Peak Hour Peak Direction Traffic (PHPDT). Low capital cost of MetroNeo is attributed to much lighter civil structure due to lesser axle load (10 ton), absence of track and Communications Based Train Control (CBTC) signaling, open and simple station structure, requirement of low power rated electrical equipment, etc. like MetroLite. This system can also be

developed either At-Grade or elevated with low curve radius thus avoiding the need for underground construction.

(g): Other steps taken by the Government to reform Railways in the country are:

- **Process reforms to improve project execution-** Projects have been prioritized into super critical and critical from the point of view of freight traffic and these have been provided with prioritized fund allocation for time-bound completion.
- **Business Development Units (BDUs)** have been set up to attract new business by providing compelling value-for-money logistics solutions.
- **Indian Railways** is undertaking a **Public Private Partnership (PPP)** approach for **Passenger Train Operations** to enhance overall service quality and operational efficiency.
- **Proliferation of indigenously developed automatic train protection system** that eliminates train collision due to human error.
- **Indian Railways** has leveraged digital platforms to encourage transparency in all the facets of functioning to enhance customer satisfaction and outreach.
- **In order to provide integrated multi modal solution – end to end planning of transport infrastructure across modes, Indian Railways is part of the Sectoral Group comprising of Infrastructure Ministries such as Civil Aviation (Convener), Shipping, Road Transport and Highways, Housing and Urban Affairs.**

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4693
TO BE ANSWERED ON 24.03.2021**

APPENDIX - VIII

DPR OF SCR

4693. SHRI KESINENI SRINIVAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways has received any Detailed Project Report (DPR) related to South Coast Railway (SCR);**
- (b) if so, the details thereof;**
- (c) whether there has been a delay in the examination of the said report; and**
- (d) if so, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER
AFFAIRS, FOOD & PUBLIC DISTRIBUTION
(SHRI PIYUSH GOYAL)**

(a) to (d): Detailed Project Report (DPR) for setting up of new South Coast Railway (SCoR) Zone has been submitted by Officer on Special Duty (OSD/SCoR). Based on this DPR, an Umbrella work titled "Creation of new South Coast Railway Zone and new Rayagada Division in East Coast Railway" has been included in Budget 2020-21 at an estimated cost of ₹170 Cr.

Since setting up of new Zones affects railway operations and efficiency and requires additional resources, the DPR is under detailed examination.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

APPENDIX-IX

LOK SABHA

**STARRED QUESTION NO. 130
TO BE ANSWERED ON 28.07.2021**

ELECTRIC LOCO PERIODICAL OVERHAULING WORKSHOP

† *130. SHRI BASANTA KUMAR PANDA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether in the Union Budget, the Government has approved a new railway project "Electric Loco Periodical Overhauling Workshop" for Kalahandi district in Odisha;**
- (b) if so, the details thereof;**
- (c) the time by which the said railway project is likely to be launched; and**
- (d) the funds allocated by the Government for the said project along with the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(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. 130 BY SHRI BASANTA KUMAR PANDA
TO BE ANSWERED IN LOK SABHA ON 28.07.2021 REGARDING
ELECTRIC LOCO PERIODICAL OVERHAULING WORKSHOP**

(a): Yes, Sir

**(b): A new work 'Electric Loco Periodical Overhauling Workshop' at
Kalahandi has been sanctioned in Budget 2017-18 to be set up on
the land to be provided by Government of Odisha. The total
estimated cost is ₹ 186.37 Crores.**

**(c): Out of 328.35 Acres of land required for setting up of the
Workshop and rail connectivity, the State Government of Odisha
has handed over 141.07 acres of land in four patches to the
Railway. The project shall progress once complete land is handed
over.**

**(d): ₹ 3.28 Crores have been allocated under 'CAPITAL' for the
project up to Budget 2021-22.**

(Q.130)

श्री बसंत कुमार पंडा: माननीय अध्यक्ष जी, कालाहाण्डी जिले में नरला एक पिछड़ा ब्लॉक है, यहां इलेक्ट्रिक लोको पीरियोडिकल ओवरहॉलिंग वर्कशाप मंजूर की गई थी। राज्य सरकार 328 एकड़ में से 141 एकड़ यानी 47 परसेंट जमीन ऑलरेडी दे चुकी है और बाकी देने वाली है। मैं निवेदन करूंगा कि परियोजना को तुरंत प्रारंभ किया जाए। ... (व्यवधान)

दूसरी बात, वर्ष 2017-18 में मंजूर किया गया प्रोजेक्ट अभी तक पेंडिंग है। यह निश्चित रूप से विडंबना का विषय है। मैं माननीय मंत्री जी से अनुरोध करता हूं कि वर्ष 2017-18 से आज तक यानी वर्ष 2021-21 तक हम पहुंच चुके हैं, यह पांच साल लंबित हो चुका है। मैं माननीय मंत्री जी से जानना चाहता हूं कि इस बीच में कितनी बार राज्य सरकार से जमीन देने के लिए निरंतर पत्राचार किया गया है? अगर ऐसा हुआ है तो इसका विवरण दें? ... (व्यवधान)

मैं निवेदन करूंगा कि सरकार राज्य सरकार को डायरेक्शन दे या निवेदन करे कि जल्दी से जल्दी जमीन मुहैया कराई जाए और इस पिछड़े जिले में आकांक्षी जिले के तहत इलेक्ट्रिक लोको पीरियोडिकल ओवरहॉलिंग वर्कशाप निश्चित रूप से बनाई जाए। 47 परसेंट जमीन अभी तक मिल गई है, इसमें भी काम चालू किया जा सकता है। मेरा यह निवेदन माननीय मंत्री जी से है। ... (व्यवधान)

श्री अश्वनी वैष्णव : माननीय अध्यक्ष जी, माननीय बसंत कुमार पंडा जी मेरे बहुत ही अच्छे मित्र हैं। वह प्रदेश के अध्यक्ष भी थे, जब मैंने भारतीय जनता पार्टी ज्वाइन की थी। इन्होंने बहुत अच्छा प्वाइंट रैज किया है। कालाहाण्डी में पीरियोडिकल ओवरहॉलिंग वर्कशाप बनेगी। ... (व्यवधान)

हम सब कालाहाण्डी को जानते हैं, ओडिशा का एस्पिरेशनल डिस्ट्रिक्ट है। इसमें पीओएच वर्कशाप बनने से न केवल डायरेक्ट एम्प्लायमेंट मिलेगा बल्कि बहुत सी एनसिलरी यूनिट्स भी

2013-14

स्थापित होंगी। इस प्रोजेक्ट को टॉप प्रयोरिटी पर लिया जा रहा है। ऑलरेडी राज्य सरकार ने जितनी लैंड दी है, उस लैंड का डीजीपीएस सर्वे कर दिया गया है। ... (व्यवधान) कुछ फोरेस्ट के इश्यूज हैं, स्टेज वन क्लियरेंस होनी है, फोरेस्ट के इश्यु मंत्रायल की तरफ से राज्य सरकार को परस्यू किए जा रहे हैं। ... (व्यवधान)

माननीय सदस्य का राज्य सरकार में बहुत प्रभाव है, मैं उनसे भी निवेदन करूंगा कि अपनी तरफ से जोर लगाएं ताकि किसी भी तरीके से जमीन जल्दी से जल्दी मिल जाए। ... (व्यवधान)

माननीय अध्यक्ष : पंडा जी, क्या आप दूसरा प्रश्न पूछना चाहते हैं?

... (व्यवधान)

श्री बसंत कुमार पंडा : धन्यवाद सर। ... (व्यवधान)

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 13
TO BE ANSWERED ON 02.02.2022

APPENDIX - X

K-RAIL (SILVER LINE) PROJECT

***13. SHRI N. K. PREMACHANDRAN:
SHRI K. MURALEEDHARAN:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government of Kerala has submitted the K-Rail (Silver Line) project for approval and permission and if so, the details thereof;**
- (b) whether the Kerala Government has also furnished any environmental study report and if so, the details thereof;**
- (c) whether the Government of Kerala has sought permission from the Union Government for foreign loan for K-Rail project and if so, the total amount and the details thereof;**
- (d) whether the Union Government has examined the project in detail and if so, the details thereof;**
- (e) whether the Union Government has given permission/NOC to Government of Kerala for the start of the work of K-Rail;**
- (f) if so, the details thereof and the copy of the orders issued;**
- (g) whether it has come to the notice of the Government that protest against K-Rail are going on in Kerala; and**
- (h) if so, the action taken to stop the project?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

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

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF STARRED QUESTION NO. 13 BY SHRI N. K. PREMACHANDRAN AND SHRI K. MURALEEDHARAN TO BE ANSWERED IN LOK SABHA ON 02.02.2022 REGARDING K-RAIL (SILVER LINE) PROJECT.

Detailed Project Report (DPR) of Semi High Speed Rail Project (530.6 Km) from Thiruvananthapuram to Kasargod has been submitted by Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Govt. of Kerala (51%) and Ministry of Railways (49%) to the Ministry for approval. Cost of the project has been assessed as ₹ 63,941 Cr. by KRDCL. Further, consideration of the project depends upon techno-economic viability of the project.

No, Sir.

Application for availing financing to the tune of ₹ 33,700 Cr from various multilateral funding agencies (JICA, ADB, AII and KfW) has been submitted to Department of Economic Affairs by KRDCL.

State Government of Kerala has approved the DPR and forwarded to Railway Board for obtaining sanction of Central Government.

& (f) No, Sir. DPR is under examination by Ministry of Railways. Sufficient details for technical feasibility are not available in the DPR. Therefore, KRDCL has been advised to provide detailed technical documents such as alignment plan, particulars of railway land and private land, crossings over existing railway network, duly depicting affected railway asset through Zonal Railway for detailed examination of the project and to arrive at conclusion about feasibility of project. Financial viability will also be examined and firmed up after finalisation of technical parameters.

(g) & (h) Yes, Sir. Moreover, Govt. of Kerala has issued 4(1) notification for conducting Social Impact Assessment (SIA) Study report. The SIA Study report will bring out the extent of impact on public in general. Project is not yet sanctioned. Consideration of the project will depend upon techno-economic viability of the project.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.102
TO BE ANSWERED ON 09.02.2022**

APPENDIX - XI

KOTIPALLI - NARSAPUR RAILWAY LINE

***102. SHRI RAM MOHAN NAIDU KINJARAPU:**

Will the Minister of RAILWAYS be pleased to State :

- (a) the current estimated cost for the completion of the Kotipalli-Narsapur railway line project;**
- (b) the date when the project was started and the expected date of completion;**
- (c) the total amount of funds released by the Union Government and the Government of Andhra Pradesh, separately, for the construction of the Kotipalli-Narsapur railway line till date;**
- (d) whether the State Government has released its complete share of funds required for the completion of the project; and**
- (e) if so, the reasons for the delay in the completion of the said project and the steps taken by the Government in this regard?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

- (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.102 BY SHRI RAM MOHAN NAIDU
KINJARAPU TO BE ANSWERED IN LOK SABHA ON 09.02.2022
REGARDING KOTIPALLI-NARSAPUR RAILWAY LINE**

(a) to (e) Kotipalli-Narsapur (57.21 km) new line Project was sanctioned in Budget 2000-01. Project is on cost sharing basis with Government of Andhra Pradesh. Government of Andhra Pradesh is sharing 25% cost of the project. Sanctioned cost of the project is ₹ 2120 crore, So far an expenditure of ₹ 1048 crore has been incurred and an outlay of ₹ 120 crore {(Gross Budgetary Support (GBS))} has been provided for the project for Financial Year 2021-22. Project involves acquisition of 369 hectare land, out of which 163 hectare land has been acquired. Works on three important bridges have been taken up.

So far Government of Andhra Pradesh has deposited only ₹ 2.69 crore towards their share in project, an amount of ₹ 357.96 crore is outstanding from Government of Andhra Pradesh towards their share in project.

Government of Andhra Pradesh has stopped releasing their cost shares fund for all cost sharing projects including Kotipalli-Narsapur new line in Andhra Pradesh. Works on Kotipalli-Narsapur new line project is held up on this account.

Completion of a Railway project(s) depends on various factors like expeditious land acquisition by State Government, forest clearance by officials of forest department, timely deposition of cost share by cost sharing authorities, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of

Cond.....P/2.

working months in a year for particular project site due to climatic conditions etc. and all these factors affect the completion time and cost of the project(s), which is finally worked out at the completion stage. Nevertheless, every effort is being made to execute the project(s) expeditiously.

Railway is regularly following up with Government of Andhra Pradesh for depositing their share in the project.

Since 2014, there has been substantial increase in budget allocation and commensurate commissioning of infrastructure projects. Average annual budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Andhra Pradesh, during 2014-19 has increased to ₹ 2830 crore per year from ₹ 886 crore per year during 2009-14. Thus, an increase of 219% over the average annual budget allocation of 2009-14. Budget outlay for these projects has been increased to ₹ 3885 crore in 2019-20 (338% more than average annual budget outlay during 2009-14) and ₹ 4910 crore in 2020-21 (454% more than average annual budget outlay during 2009-14). For financial year 2021-22, highest ever budget outlay of ₹ 6223 crore has been provided for these projects, which is 602% more than average annual outlay during 2009-14.

During 2014-21, 731 Km sections (319 km New line and 412 km Doubling) falling fully/partly in the State of Andhra Pradesh have been commissioned at an average rate 104.43 km per year, which is 44% more than average annual commissioning during 2009-14(72.6 Km/Yr.)

(Q. 102)

श्री राम मोहन नायडू किंजरापुः महोदय, आपने मुझे शून्यकाल में प्रश्न पूछने का मौका दिया, इसके लिए आपका धन्यवाद।

महोदय, मैं माननीय मंत्री जी से पूछना चाहता हूँ कि जो कोटिपल्ली-नरसापुर रेलवे लाइन है, यह हमारे राज्य के लिए स्पेशियली अमलापुरम एरिया के लिए बहुत ही महत्वपूर्ण है। यह वर्ष 2000 में हमारे सदन के पूर्व अध्यक्ष माननीय बालयोगी जी का सपना था और उनके समय में, उनकी मेहनत से यह रेल लाइन सैंक्शन भी हुई। जैसा आप जानते हैं कि इस प्रोजेक्ट को चलते-चलते 20 साल हो गए हैं और अभी उत्तर में दिया हुआ है कि राज्य सरकार का जो शेयर है, क्योंकि यह कॉस्ट शेयरिंग प्रोजेक्ट है, तो 360 करोड़ रुपये में से उन्होंने लगभग 2 करोड़ 70 लाख रुपये दिए हैं। अभी राज्य सरकार की परिस्थिति ऐसी है कि जो संड़कें हैं, उनके गड्ढों को भी वे अभी ठीक तरह से नहीं कर पा रहे हैं। यह तो हम करोड़ों रुपयों की बात कर रहे हैं। अगर इस तरह की परिस्थिति राज्य में रहती है तो रेलवे मंत्रालय से क्या सपोर्ट मिलेगा कि हम इस प्रोजेक्ट को ऐसे ही रहने दें या फिर मंत्रालय से अभी इसमें कोई सपोर्ट मिलेगा। धन्यवाद।

श्री दानवे रावसाहेब दादाराव : महोदय, यह बात सही है कि यह कोटिपल्ली-नरसापुर प्रोजेक्ट आन्ध्र प्रदेश के लिए बहुत ही महत्वपूर्ण है। माननीय सदस्य ने बताया कि बालयोगी साहब का यह सपना था। यह बात भी सही है, लेकिन मैं आपके माध्यम से माननीय सदस्य को बताना चाहता हूँ कि इस प्रोजेक्ट में 2,120 करोड़ रुपये की लागत लगने वाली थी और 25 परसेंट पैसा राज्य सरकार से आना था, लेकिन राज्य सरकार ने अभी पैसा देना बंद कर दिया है। एक ही प्रोजेक्ट पर नहीं, पाँच प्रोजेक्ट्स, जो आन्ध्र प्रदेश में चल रहे हैं, पाँचों के पाँचों प्रोजेक्ट्स को राज्य सरकार ने पैसा देना अभी बंद कर दिया है, इसलिए इस प्रोजेक्ट की प्रगति धीमी है।

01.02.11

श्री राम मोहन नायडू किंजरापु : अब इसका तो कुछ कर ही नहीं सकते हैं, जब तक राज्य सरकार पैसे नहीं देगी। मेरा दूसरा सवाल इसी से थोड़ा सा संबंधित है, आन्ध्र प्रदेश के लिए जो साउथ कोस्ट रेलवे जोन सैंक्शन हुआ है, कोटिपल्ली-नरसापुर आदि ये सब डिविजन उसी जोन में आने हैं। इसको प्रपोज किये हुए अभी तक तीन साल हो गए हैं। इसके लिए अभी आन्ध्र प्रदेश के लोगों को और कितना इंतजार करना पड़ेगा? यह साउथ कोस्ट रेलवे जोन ऑपरेशन में कब तक आएगा?

श्री दानवे रावसाहेब दादाराव : महोदय, माननीय सदस्य का प्रश्न इस प्रश्न से संबंधित नहीं है, लेकिन मैं माननीय सदस्य की जानकारी के लिए बता देता हूँ कि सरकार ने इस पर कार्यवाही ऑलरेडी शुरू कर दी है और बहुत ही जल्दी यह काम शुरू हो जाएगा। ...(व्यवधान)

SHRI MARGANI BHARAT : Sir, thank you for giving me this opportunity to raise this supplementary question. I do agree with the point raised by the hon. Member. But I would like to make one point in this regard. There is a lot of revenue deficit on the part of the Government of India.

I would like to request the Government, through you, to revise the cost estimate and the cost has to be borne by the Government of India. The State got bifurcated unscientifically. So, where is the fund with the State Government? So, I request the Government of India and the Ministry of Railways to revise the cost estimate and the entire cost has to be borne by the Government of India. I request my colleague from the TDP to support this particular issue.

श्री दानवे रावसाहेब दादाराव : महोदय, जब तेलंगाना और आन्ध्र प्रदेश का विभाजन हुआ, उस समय यह तय हुआ था कि वह रास्ता जिस राज्य के अंतर्गत आएगा, जो भी उसकी लागत है, वह उस राज्य को देनी चाहिए।

श्री राम कृपाल यादव : महोदय, मेरा प्रश्न बिहार से संबंधित है।

माननीय अध्यक्ष : यह मूल प्रश्न आन्ध्र प्रदेश का है।

श्री राम कृपाल यादव : सर, मेरा प्रश्न उसी तरह का है, सिमिरल प्रश्न है। परियोजना बहुत महत्वपूर्ण है।

माननीय अध्यक्ष : यह आपकी जानकारी में रहे कि मूल प्रश्न आन्ध्र प्रदेश का है।

श्री राम कृपाल यादव : सर, मूल प्रश्न आ गया है। अगर आपकी कृपा होगी तो मैं अपना प्रश्न पूछ लूँगा।

माननीय अध्यक्ष : मुझे याद है कि आप बिहार के हैं।

श्री राम कृपाल यादव : महोदय, बिहार में मेरे संसदीय क्षेत्र पाटलिपुत्र में वर्ष 2007 में बिहटा से औरंगाबाद रेल लाइन की स्वीकृति मिली थी और उसका शिलान्यास भी हुआ था। वर्ष 2007 से 2022 तक न जाने कितनी दफा हम लोगों ने प्रयास किया। माननीय पूर्व रेल मंत्री जी भी बैठे हुए हैं। प्रधान मंत्री जी से लेकर सब तक गुहार लगाई थी। हालांकि इस बार इस योजना में मात्र 50 करोड़ रुपये की राशि आवंटित हुई है। मैं यह जानना चाहता हूँ, चूंकि 50 करोड़ रुपये में वह रेलवे लाइन नहीं बिछने वाली है। यह लाइन 122 किलोमीटर है। उसमें चार-चार लोक सभा के क्षेत्र प्रभावित होते हैं।

माननीय अध्यक्ष : आपका प्रश्न क्या है?

श्री राम कृपाल यादव : सर, मेरा प्रश्न यह है कि बिहटा से औरंगाबाद रेल लाइन, जो 122 किलोमीटर है, वह कब प्रारंभ होगी और कब सपना पूरा होगा?

माननीय अध्यक्ष : आगे सपना कहने की जरूरत नहीं है। बस इतना ही बहुत है।

श्री दानवे रावसाहेब दादाराव : माननीय अध्यक्ष महोदय, बिहटा से औरंगाबाद रेल लाइन की जो परियोजना है, इसके लिए माननीय सदस्य को अलग से प्रश्न पूछना चाहिए। मैं आपके माध्यम से उनकी जानकारी के लिए बताना चाहता हूँ कि मैं इसकी जानकारी लेकर बता दूँगा।

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**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

APPENDIX - XII

**STARRED QUESTION NO. 201
TO BE ANSWERED ON 16.03.2022**

LINE CAPACITY UTILIZATION

***201 SHRI KESINENI SRINIVAS:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the 'Line Capacity Utilization' of the Railways, zone-wise, especially for the Vijayawada division;**
- (b) whether the Government has any plans to construct a Dedicated Freight Corridor along the Vizag-Chennai industrial corridor and if so, the details thereof;**
- (c) whether a need has been felt to undertake an evaluation survey in this regard and if so, the details thereof;**
- (d) whether the Government is aware of the congestion on rail routes connecting Vishakhapatnam-Sambalpur and Raipur-Vizianagaram line; and**
- (e) the details of the measures being taken to resolve the congestion ?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(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. 201 BY SHRI KESINENI SRINIVAS TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING LINE CAPACITY UTILIZATION

(a) The details of the Line Capacity Utilization on Indian Railways, Zone-wise, for the year 2020-21 is at Appendix-I. The details of Line Capacity Utilization of Vijayawada Division for the year 2020-21 is at Appendix-II.

(b)&(c) Ministry of Railways has sanctioned preparation of Detailed Project Reports (DPR) for new Dedicated Freight Corridors (DFC) on the three routes including East Coast Corridor-Kharagpur to Vijayawada (1115 kms). The work of preparation of DPRs has been entrusted to M/s. Dedicated Freight Corridor Corporation of India Limited (DFCCIL), a Public Sector Enterprise under the Ministry of Railways. The outcome of above DPRs would be the primary basis for arriving at an investment decision as the Report would essentially bring out some of the key data such as alignment, technical feasibility, major streams of freight and growth potential of key sectors along the corridor, financial internal rate of return (FIRR)/economic internal rate of return (EIRR) and other relevant data/details. None of the above DFCs has been sanctioned as yet and any further decision with regard to taking up the new DFCs, if any, may be taken on the basis of the final outcome of DPR and other factors like financing options etc.

(d)&(e) As a result of continuous economic growth, demand for rail transportation in both passenger and freight sectors is also continuously increasing. The Indian Railways is constantly endeavoring to increase its capacity over a large number of routes to meet this growing demand. The line capacity of Visakhapatnam-Sambalpur and Raipur-Vizianagaram line is

also being increased by undertaking multi-tracking works such as (i) doubling of Sambalpur-Titlagarh line (ii) doubling of Raipur-Titlagarh line and (iii) tripling of Titlagarh-Vizianagaram line. Further, Automatic Signalling work have been approved on Vishakhapatnam-Titlagarh-Raipur and Titlagarh-Sambalpur sections.

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APPENDIX-I REFERRED TO IN REPLY TO PART (a) OF STARRED QUESTION NO. 201 BY SHRI KESINENI SRINIVAS TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING LINE CAPACITY UTILIZATION

SUMMARY OF LINE CAPACITY UTILIZATION ON INDIAN RAILWAYS FOR YEAR 2020-21

Sl. No.	Railway Zone	0 to 80% (No. of Sections)	80 to 100% (No. of Sections)	100 to 120% (No. of Sections)	120 to 150% (No. of Sections)	More than 150% (No. of Sections)	Total
1	Central Railway	51	17	15	7	1	91
2	East Coast Railway	50	18	13	2	0	83
3	East Central Railway	45	21	15	19	13	113
4	Eastern Railway	51	45	6	1	0	103
5	North Central Railway	12	7	11	19	4	53
6	North Eastern Railway	18	7	9	9	4	47
7	North East Frontier Railway	38	9	13	11	2	73
8	Northern Railway	76	31	38	32	24	201
9	North Western Railway	61	6	2	1	0	70
10	South Central Railway	42	28	15	9	2	96
11	South East Central Railway	16	4	9	4	3	36
12	South Eastern Railway	45	15	11	3	1	75
13	Southern Railway	80	27	16	0	0	123
14	South Western Railway	49	10	8	2	1	70
15	West Central Railway	9	9	6	1	0	25
16	Western Railway	150	4	3	0	0	157
		793	258	190	120	55	1416

APPENDIX-II REFERRED TO IN REPLY TO PART (a) OF STARRED QUESTION NO. 201 BY SHRI KESINENI SRINIVAS TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING LINE CAPACITY UTILIZATION

LINE CAPACITY UTILIZATION STATEMENT FOR VIJAYAWADA DIVISION FOR YEAR 2020-21

S. No.	Section	Capacity Utilization
1	Gudur- Nellore	95%
2	Nellore- Bitragunta	93%
3	Bitragunta-Ongole	95%
4	Ongole-Tenali	96%
5	Tenali-Krishnacanal	87%
6	Krishnacanal- Vijayawada	84%
7	Vijayawada-Nidadavolu	91%
8	Nidadavolu- Rajamundry	103%
9	Rajamundry- Samalkot	95%
10	Samalkot-Duvvada	85%
11	Vijayawada-Gudivada	126%
12	Gudivada-Machlipatnam	90%
13	Gudivada-Bhimavaram	113%
14	Bhimavaram-Nidadavolu	116%
15	Bhimavaram-Narsapur	114%
16	Samalkot-Kakinada	61%
17	Kakinada-Kotipalli	9%
18	Vijayawada-Kondapalli	127%
19	Kommarapudi- Krishnapatnam Port	47%
20	Venkatachalam Rd Jn - Obulavaripalli	16%

ORAL ANSWERS TO QUESTIONS

माननीय अध्यक्ष: प्रश्न संख्या 201, श्री केसिनेनी श्रीनिवास ।

(Q. 201)

SHRI KESINENI SRINIVAS : Sir, a separate railway zone for residual Andhra Pradesh was the promise made while the State was bifurcated. It is also mentioned in the Andhra Pradesh Reorganisation Act, 2014. But it is not yet operationalised until today. Even the hon. Prime Minister had announced that the South Coast Railway Zone would be operationalised soon. After that, I think, on 27th February, 2019, the hon. Railway Minister had also announced a separate South Coast Railway Zone for Andhra Pradesh. But it is not yet operationalised.

So, I would like to know from the hon. Minister the reasons for the delay in operationalising this Railway Zone. What is the tentative date by which they would start the operations of this Railway Zone?

SHRI ASHWINI VAISHNAW: Hon. Speaker, Sir, the Government is fully committed to operationalise the South Coast Railway Zone at the earliest. Whatever steps are needed to complete the work — especially the building work, the site location, the DPR — all those are in very advanced stage of finalisation; and we are fully committed. I assure the hon. Member; and I had assured earlier also on the floor of this House that we are fully committed to completing this work at the earliest.

SHRI KESINENI SRINIVAS: Sir, Vijayawada railway station is one of the oldest railway stations of this country. It is the fourth biggest station in this country after Howrah, Kanpur and New Delhi railway stations.

Sir, it is also one of the busiest junctions after Mughalsarai junction. Daily, 256 passenger trains and nearly 140 freight trains are plying on this route. It is catering to nearly 1.4 lakh passengers per day with five crore passengers per annum.

But even today, it is lacking proper facilities for the passengers and other amenities. So, I would like to ask the hon. Minister: what are the steps being taken to make it a world class railway station in passenger amenities?

Thank you.

माननीय अध्यक्ष : सभी लोगों की वर्ल्ड क्लास स्टेशन की अपेक्षाएं जाग गई हैं :

श्री अश्वनी वैष्णव : अध्यक्ष जी, माननीय सदस्य का सुझाव नोट कर लिया है। इनका सफ्टीमेंटरी प्रश्न मेन प्रश्न से अलग है। पैसेंजर एमेनिटीज को बढ़ाना एक कंटीन्युअस प्रोसेस है। वर्ल्ड क्लास स्टेशन्स के हिसाब से देखेंगे, तो देश भर के सारे स्टेशंस में सफाई का लेवल बहुत बेहतर है और बहुत सारी लिफ्ट्स और एक्सकलेटर्स लगाए गए हैं। यह प्रक्रिया चलती रहेगी।

SHRI P.V. MIDHUN REDDY : In the Thirteenth Schedule of the AP Reorganization Act, it clearly states that high speed rail connectivity will be given between Hyderabad and Vijayawada. It has been eight years since the AP Reorganization Act has been passed. So, I would like to know from the hon. Minister when such a thing would happen and when this connectivity work will start.

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SHRI ASHWINI VAISHNAW: Sir, it is again a very different question from the main question. We can always discuss it. Hon. Member can come over to my place and we can discuss it.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 205
TO BE ANSWERED ON 16.03.2022**

APPENDIX - XIII

APPROVAL FOR K-RAIL PROJECT

***205. SHRI HIBI EDEN:
SHRI BENNY BEHANAN :**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government of Kerala has submitted new documents/clarifications for the K-Rail (Silver Line) project for approval and permission, on or after 02 February, 2022 and if so, the details thereof;**
- (b) whether the Union Government has re-examined the project on or after 02 February, 2022 and if so, the details thereof;**
- (c) whether the grant of approval/permission/NOC by the Government for the project is likely to depend on the technological/economic/financial viability of the said project and if so, the details thereof;**
- (d) whether it has come to the notice of the Union Government that the State Government is moving ahead with the project without conducting proper environmental impact studies and if so, the steps taken by the Ministry in this regard; and**
- (e) the measures taken by Government to increase the speed of existing trains passing through the State?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(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. 205 BY SHRI HIBI EDEN AND SHRI BENNY BEHANAN TO BE ANSWERED IN LOK SABHA ON 16.03.2022 REGARDING APPROVAL FOR K-RAIL PROJECT

(a) No, Sir.

(b) No, Sir.

(c) Project of Semi High Speed Rail from Thiruvananthapuram to Kasargod (530.6 Km) in Kerala has been identified by Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Government of Kerala (51%) and Ministry of Railways (49%) for development. In- Principle approval (IPA) for taking up pre-investment activities has been conveyed by Ministry of Railways. After survey, KRDCL has submitted Detailed Project Report (DPR) of Semi High Speed Rail Project to the Ministry of Railways for approval. Cost of the project has been assessed as ₹ 63941 Cr. DPR is under examination by Ministry of Railways. Sufficient details for technical feasibility are not available in the DPR. Therefore, KRDCL has been advised to provide detailed technical documents such as alignment plan, particulars of railway land and private land, crossings over existing railway network, duly depicting affected railway asset through Zonal Railway after site verification for detailed examination of the project and to arrive at conclusion about feasibility of project. Financial viability will be examined and firmed up thereon. Consideration of the project will depend upon techno-economic viability of the project. Project is not yet sanctioned. Approval of Cabinet Committee of Economic Affairs will be required as project is costing more than ₹ 1000 Cr.

(d) No, Sir. Project is not yet sanctioned.

(e) Indian Railways do not operate train services on State-wise basis as Railway network straddle across State boundaries. During 2020-21, 179 Express train services and 17 passenger services have been speeded over Southern Railway, which inter alia caters to the stations located in the State of Kerala. Besides, speeding up of train services is a constant endeavour and continuous exercise on Indian Railways.

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 649
TO BE ANSWERED ON 20.07.2022**

APPENDIX - XIV

K-RAIL PROJECT

649. SHRI HIBI EDEN :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government of Kerala has submitted new documents / clarifications for the K-Rail (Silver Line) project for approval and permission, on or after 16.03.2022 and if so, the details thereof;**
- (b) whether the Government has re-examined the project on or after 16.03.2022 and if so, the details thereof;**
- (c) whether the consideration of the project is likely to depend upon technological viability and economic viability of the project and if so, the details of technical reasons that may be considered before the Government grants permission/ issue NOC; and**
- (d) whether the Government is aware of the protests over K Rail - (Silver Line) Project and if so, the stand of the Government in this regard?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

- (a) No, Sir.**
- (b) No, Sir. Sufficient details for technical feasibility are not available in the Detailed Project Report (DPR). Therefore, Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture Company of Government of Kerala (51%) and Ministry of Railways (49%) has been advised to provide detailed technical documents such as alignment plan, particulars of**

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railway land and private land, crossings over existing railway network duly depicting affected railway asset through Zonal Railway after site verification for detailed examination of the project and to arrive at conclusion about feasibility of project. Details have not yet been submitted by KRDCL

(c) Yes, Sir. Soil condition, natural drainage, environmental issues, Interoperability, debt serviceability with mainly passenger traffic, etc. will be looked into after receiving of details from KRDCL.

(d) Many representations are being received in this Ministry. Major issues raised are :- (i) thousands of hectares of cultivable land, 20,000 thousand houses, shops and business establishments will be ruined (ii) Angamaly railway station operates railway sidings for Food Corporation of India. Silver line will be an obstacle for expansion (iii) Proposed alignment will demolish many religious structures (iv) Proposed track being built on standard gauge so it cannot be integrated with the existing railway track network (v) Proposed route is prepared in such a way that the same is adversely affecting the life and property of the residents of Poundukadavu who have been residing there for the past 70 years. (vi) Kerala Govt. having a big amount of debt. Even for giving salary and pension Govt is borrowing a big amount. Therefore, this project will be a heavy loss for Govt. of Kerala. (vii) The proposed plans be adjusted in such a way that the land is not acquired for the purpose of the silver line project.

These issues will be looked into after receiving of details from KRDCL.

**Extracts from the Manual of Practice & Procedures in the Government of
India, Ministry of Parliamentary Affairs**

Chapter -8

Assurances

Definition

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.

Time limit for fulfilling an the assurance

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

Online Assurances Monitoring System (OAMS)

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.

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 along with 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.

Role of Section Officer and Branch Officer

The Section Officer in charge of the concerned section will:

- (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.

Procedure for fulfilment of an assurance

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.

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 members) 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

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

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.

Reports of the Committees on Government Assurances

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.

Effect on assurances on dissolution of the Lok Sabha

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.

MINUTES**COMMITTEE ON GOVERNMENT ASSURANCES
(2025-2026)
(EIGHTEENTH LOK SABHA)
FOURTH SITTING
(16.06.2025)**

The Committee sat from 1100 hours to 1300 hours in Committee Room 'B', Parliament House Annex, New Delhi.

PRESENT

Shri Harendra Singh Malik - Chairperson

MEMBERS

2. Shri Yogender Chandolia
3. Shri Ramprit Mandal
4. Shri Khagen Murmu
5. Shri Devendra Singh Alias Bhole Singh
6. Shri Dharambir Singh
7. Shri E. Tukaram

SECRETARIAT

1. Shri J.M. Baisakh - Joint Secretary
2. Shri M.C. Gupta - Deputy Secretary

WITNESSES**Ministry of Railways**

1. Shri Satish Kumar, Chairman and Chief Executive Officer
2. Shri Naveen Gulati, Member (Infrastructure)
3. Shri Manoj Yadava, Director General, Railway Protection Force
4. Shri Sanjay Kumar Pankaj, Additional Member (Production Unit)
5. Shri Vijay Pratap Singh, Additional Member (Traction)
6. Shri Rajesh Agarwal, Additional Member (Works)
7. Shri Manoj Kumar, Joint Secretary (Parl.)
8. Shri Sanjeev Kumar, Executive Director (Efficiency & Research)

Ministry of Parliamentary Affairs

1. Shri A. B. Acharya - Director

At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them that the sitting has been convened to take oral evidence of the representatives of the Ministry of Railways regarding pending Assurances.

2. Thereafter, the representatives of the Ministry of Railways and the Ministry of Parliamentary Affairs were ushered in. Welcoming the witnesses to the sitting of the Committee, the Chairperson impressed upon them not to disclose the deliberations of the Committee till the Report of the Committee is laid on the Table of the House. The Committee then took oral evidence of the representatives of the Ministry of Railways regarding pending 14 Assurances (Annexure). Considering the long pendency of a large number of Assurances of the Ministry, the Chairperson asked the representatives to give an overview of the pending Assurances and brief the Committee about the internal mechanism in place for monitoring and review of the pending Assurances in the Ministry.

3. The Chairman and Chief Executive Officer 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 being held from time to time for monitoring of pending Assurances.

4. The Committee then took up each of the 14 Assurances on various subjects pertaining to 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 of Railways. In view of the explanation submitted by the representatives of the Ministry of Railways during the course of oral evidence, the Committee decided to accede to the request of Ministry to drop the Assurances mentioned at Sl.No.3 and 7. As some queries required detailed replies and inputs from various quarters, the Chairperson directed that written replies to the same may be furnished to the Secretariat in due course.

5. 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 some of the 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 and co-ordinate with them so that the Implementation Reports will be laid on the Table of the House.

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

The witnesses, then, withdrew.

A verbatim record of the proceedings has been kept.

The Committee then adjourned.

Statement of Pending Assurances pertaining to the Ministry of Railways discussed during oral evidence on 16.06.2025

Sl. No.	SQ/USQ No. and date	Subject
1.	USQ No. 2481 dated 26.12.2018	Safety of women in Trains
2.	USQ No. 352 dated 18.03.2020	Southern Coast Railway Zone
3.	USQ No. 1664 dated 21.09.2020	Corpoatisation of Production Units
4.	USQ No. 1478 dated 10.02.2021	Shifting of Railway Zone
5.	USQ No. 1492 dated 10.02.2021	Semi High Speed Silver Line Project
6.	USQ No. 2612 dated 10.03.2021	Creation of Rayagada Division
7.	USQ No. 2632 dated 10.03.2021	National Rail Plan for India-2030
8.	USQ No. 4693 dated 24.03.2021	DPR of SCR
9.	SQ No. 130 dated 28.07.2021 (Supplementary by Sh. Basanta Kumar Panda, MP)	Electric Loco Periodical Overhauling Workshop
10.	SQ No. 13 dated 02.02.2022	K-Rail (Silver Line) Project
11.	SQ No. 102 dated 09.02.2022 (Supplementary by Sh. Ram Mohan Naidu Kinjarapu MP)	Kotipalli-Narsapur Railway Line
12.	SQ.No.201 dated 16.03.2022 (Supplementary by Sh.Kesingni Srinivas, MP)	Line Capacity Utilisation
13.	SQ.No.205 dated 16.03.2022	Approval for K-Rail Project
14.	USQ.No.649 dated 20.07.2022	K-Rail Project

MINUTES

**Committee on Government Assurances
(2025-2026)
(EIGHTEENTH LOK SABHA)
FIFTEENTH SITTING
(10.02.2026)**

The Committee sat from 1500 hours to 1600 hours in Committee Room 'D', PHA New Delhi.

PRESENT

Shri Harendra Singh Malik – Chairperson

MEMBERS

2. Shri Anil Baluni
- 3..Shri Yogender Chandolia
4. Shri Khagen Murmu
5. Dharambir Singh
6. Shri E. Tukaram

SECRETARIAT

1. Smt. Mamta Kemwal - Joint Secretary
2. Dr. Sagarika Dash - Director
3. Shri. Jeetendra Singh Patiyal - Deputy Secretary

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At the outset, the Chairperson welcomed the Members to the sitting of the Committee and apprised them regarding the days's agenda. Thereafter, the Committee considered and adopted the following Five (05) draft Reports without any amendments:-

- (i) Draft First Report (18th Lok Sabha) regarding 'Requests for Dropping of Assurances (Acceded to)';
- (ii) Draft Second Report (18th Lok Sabha) regarding 'Requests for Dropping of Assurances (Not Acceded to)';
- (iii) Draft Third Report (18th Lok Sabha) regarding 'Review of Pending Assurances pertaining to the Ministry of Health and Family Welfare';
- (iv) Draft Fourth Report (18th Lok Sabha) regarding 'Review of Pending Assurances of the Ministry of Railways';

- (v) Draft Fifth Report (18th Lok Sabha) regarding 'Review of Pending Assurances of the Ministry of Consumer Affairs, Food and Public Distribution';

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