

(c) whether his Ministry has brought the proposal before the Cabinet for the approval of the Union Government to constitute the MRVC;

(d) if so, the time by which the proposal is likely to be approved; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) No, Sir. However, a Memorandum of Understanding (MOU) has been signed between Indian Railways and Government of Maharashtra to set up Mumbai Railway Vikas Corporation (MRVC) in connection with development of suburban rail infrastructure in Mumbai Metropolitan Region.

(b) The features of the MOU are :-

(i) Develop co-ordinated plans for the rail components to be included in Mumbai Urban Transport Project-II (MUTPII) and other planned investments in Mumbai's rail services and execute the resulting infrastructure projects relating to Civil, Electrical, Mechanical and Signalling & Telecommunication (S&T) etc.

(ii) Integrate urban development plans for the Mumbai Metropolitan Region with rail capacity plans and proposed investments.

(iii) Co-ordinate and ensure improvement of track drainage and the removal of encroachments and trespassers from the railway right-of-way and station approaches and Rehabilitation and Resettlement (R&R) of PAP (Project Affected Persons) with the R&R cost of projects being included in MUTP-II and being shared on a 50:50 basis.

(vi) Approve and execute specific projects for the commercial development of railway land and airspace for mobilisation of resources for executing rail projects in Mumbai.

(c) to (e) A Cabinet note has been sent to the Cabinet Secretariat on 13.11.1998 to obtain approval for establishment of MRVC. The proposal is under consideration of the Government.

[Translation]

#### Gauge Conversion of Raipur-Ghamtari Rail Line

1976. SHRI CHANDRASHEKHAR SAHU : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have received any representation regarding conversion of Raipur-Ghamtari Metre Gauge rail line into Broad Gauge; and

(b) if so, the steps taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) and (b) A Survey carried out in 1996-97 revealed that the cost of Conversion of the existing Raipur-Rajim-Dhamtari Narrow Gauge Line into the Broad Gauge would be around Rs. 68.77 crore with a negative Rate of Return of investment. In view of acute resource constraints as well as extremely unremunerative nature of the Line, it has not been found possible to consider taking up this work at present.

#### Appointment on Compassionate Ground

1977. SHRI H.P. SINGH :

SHRI BHARTRAHARI MAHTAB :

Will the Minister of RAILWAYS be pleased to state:

(a) the cases of appointment on compassionate grounds are pending since 1990 with the Railway, zone/division-wise;

(b) the reasons for delay in providing employment to the eligible persons; and

(c) the time by which all the cases of appointment on compassionate grounds are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : (a) The information is being collected and will be laid on the Table of the House.

(b) Delays in making compassionate appointment occur due to the various reasons like wards being minor, non-availability of suitable vacancies, legal cases pending in Courts, time barred cases etc.

(c) Instructions have been issued and reiterated from time to time to make all out efforts to provide compassionate appointments to the eligible candidates as early as possible within the guidelines laid down for the purpose. It is, however, difficult to fix any time limit for the appointment on compassionate grounds as there are many factors not attributable to the Railway administration which may cause delays.