

in lieu of level crossing No. 16 at Railway km. 172/8-9 between Sukinda-Jakhapura Jn. Stations in the district Jajpur has been sanctioned in 2009-10. General Arrangement Drawing for the Road Over Bridge has been approved and detailed estimate is under process.

Statement

Details of the meeting of ZRUCCs and DRUCCs of Eastern and Southern Railway

Eastern Railway

ZRUCC		10.08.2010
DRUCC	Howrah	20.4.2010
	Sealdah	20.08.2010
	Asansol	08.07.2010
	Malda Town	18.08.2010

South Eastern Railway

ZRUCC		17.02.2010
DRUCC	Adra	28.05.2010
	Chakdharapur	17.05.2010
	Kharagpur	25.02.2010, 30.06.2010
	Ranchi	17.05.2010

Doubling and electrification of rail line in Orissa

3485. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Jagatpur to Bhubaneswar *via* Cuttack and from Bhubaneswar to Puri rail line is the most important railway line in the State as all trains pass through Cuttack and Bhubaneswar;

(b) if so, why doubling and electrification of this rail line is not complete till today; and

(c) whether East-coast Railway has enough fund to complete this work in 2010?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) There is no railway station by the name Jagatpur in Orissa. No state-wise hierarchy in terms of importance of railway lines is maintained on Indian Railways.

(b) and (c) On Bhubaneswar-Puri section, double line exists between Bhubaneswar-Khurda Road-Delang. The doubling of Delang-Puri has been taken up in the Railway Budget 2010-11. Rs. 20 crore has been allocated for doubling during the current year. In Cuttack-Bhubaneswar section, double line exists between Bhubaneswar-Barang while doubling of

Cuttack-Barang section is planned for completion during 2010-11. Existing lines from Cuttack-Bhubaneswar to Puri are electrified.

Dividend from public sector undertakings

3486. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for not getting the dividend from seven public sector undertakings special purpose vehicle joint ventures even though Railway has invested 958 crores for a long time; and

(b) in other seven public sector undertakings the dividend is only Rs. 268.46 crores till 2008 and 2009 although the investment of Railway is Rs. 5407.57 crores even though these companies are not facing any competition for getting the work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) Out of seven Central Public Sector Enterprises (CPSEs), there are loss making companies hence not paying dividend, these are expected to become profit making shortly. Remaining four are project development/implementation companies having no business income, hence not paying dividend.

(b) Out of the seven SPSEs referred, six have paid dividend in terms of the guidelines of Ministry of Finance, only exception being Rail Vikas Nigam Limited. The total investment includes financing cost of Rs. 4522.62 crore (*i.e.* 83.63% of the total investment) of railway projects given to Rail Vikas Nigam Limited as equity. As and when the assets, for which financing has been done, are commissioned and transferred to Indian Railways, consequent to that, corresponding amount of equity would also get reduced. Most of these companies earn their business through competitive bidding.

Special railway safety surcharge

3487. DR. K.P. RAMALINGAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has been levying special railway safety surcharge ranging between Rs. 2 and 100 per traveller;

(b) if so, the details thereof; and

(c) the projects undertaken under the safety fund for the last three years and the total cost of those projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) Yes, Sir. Safety surcharge was levied from 1st October, 2001 to 31st March, 2007. The details are as under:—

	Upto 500 kms.	Beyond 500 kms.
	1	2
Single journey ticket		
Second (Ordy)	1	1