

(a) whether there is a demand to ensure that trains are parked at platforms nearest to exits at all major railway stations;

(b) whether it is a fact that trains are parked for long periods of 30 minutes or more, creating a shortage of available platform space;

(c) the reasons for not using the latest technology to create software to enable trains to park at most convenient platform and exit within reasonable time, etc.;

(d) whether Railways has refused to create new system to deal with public demands; and

(e) the measures proposed to help the public in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS  
(SHRI BHARATSINH SOLANKI): (a) Yes, Sir.

(b) Trains are usually provided scheduled berthing for about 30 minutes only at originating/terminating stations to facilitate easy boarding/de-boarding of passengers with luggage, loading/unloading of parcel, attachment of locomotive, pre-cooling of AC coaches, loading of passenger amenities items like bed rolls and food etc. At intermediate stations trains are stopping only for 2 to 10 minutes except at stations where engine reversal is unavoidable. At engine reversal station trains are stopping for 15 to 20 minutes. During these halts watering and *en-route* cleaning of long distance trains is ensured.

(c) to (e) Platform occupancy and berthing is planned in detail while preparing Time Tables of trains keeping in view convenience of travelling public, patronization of the train etc. Assignment of originating and terminating Mail/Express trains to platform is done rationally on the basis of platform occupation, arrival and departure of trains. The scheduled berthing of platform at stations, however change on account of late running of trains. However, for the convenience of passengers, information of platform nomination is relayed from time to time through public address system and auto announcement system. Further, at major stations all platforms are invariably connected with the platform having direct exit through foot-over-bridges or subways.

#### **Joint venture with Autokast Limited**

609. DR. T.N. SEEMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal for formation a joint venture company between Indian Railways and Autokast Limited, Alappuzha, a Government of Kerala undertaking is pending with the Railway Board for approval;

(b) if so, the reasons for delay in giving approval for the venture; and

(c) whether Government would take necessary steps to approve the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (c) A memorandum of Understanding (MOU) had been signed between Ministry of Railways and Government of Kerala for setting up of a component factory at Cherthala in Kerala. In view of the upgraded technology being adopted by Railways now, a revised business plan is being prepared by M/s. RITES, on receipt of which the proposal would be considered.

#### **Development of dedicated rail corridor**

610. SHRI RUDRA NARAYAN PANY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is considering a proposal for the development of a dedicated rail corridor of Meramandali to Talcher to Angul to Chhendipada to Boinda in Orissa which is going to be connected with 57 industries based on coal, integrated steel plants and power generating units causing a rail traffic of 113 MTPA;

(b) if so, whether the steps have already been taken in this direction;

(c) if not, the reasons therefor; and

(d) whether the State Government of Orissa has sent any proposal in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) No, Sir.

(b) Does not arise.

(c) The decision for development of Dedicated Freight Corridor Project is taken depending on the traffic justification and based on the outcome of the detailed feasibility study conducted.

(d) No, Sir.

#### **Corporate safety plan**

611. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details regarding Corporate Safety Plan according to which all safety related posts were to be filled-up; and

(b) the details of such vacancies and also information regarding vacancies filled-up during financial year 2009-10?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) and (b) In the Corporate Safety Plan (CSP) it has been mentioned that all safety category vacancies would be filled up on urgency basis. The arising and filling up of vacancies is a continuous process and Notifications for filling up the same are done from time to time. As per information available, on