

(c) if so, the details of (a) and (b) above; and

(d) the price comparison between the German technology coaches and the present conventional coaches?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):

(a) Yes, Sir. Railways had entered into a Transfer of Technology agreement with M/s ALSTOM, Germany for manufacturing of High Speed stainless steel coaches with FIAT-Bogie in the year 1995.

Coaches based on this German technology are being manufactured at Rail Coach Factory, (RCF), Kapurthala since 2001 and are presently being run in premium services like Rajdhani/Shatabdi and a few Duronto trains.

(b) and (c) Yes, Sir. One project has been executed at Rail Coach Factory, Kapurthala at a cost of Rs.114.96 Crores to facilitate manufacture of the upgraded stainless steel coaches and one more project sanctioned at a cost of Rs.130.24 Crores is in progress. A project has also been sanctioned for Integral Coach Factory (ICF), Chennai at a cost of Rs.249.58 Crores to enable it to manufacture such coaches.

(d) The cost of some of the variants of LHB (German) design coaches and ICF design, conventional coaches are as under :

Type of Coach	LHB design coach	ICF design coach
General 2nd class coach	Rs. 1.2 crores	Rs. 65 lakhs
Sleeper class coach	Rs. 1.3 crores	Rs. 70 lakhs
AC 1st	Rs. 2.4 crores	Rs. 1.7 crores
AC 2 tier	Rs. 2.4 crores	Rs. 1.7 crores
AC 3 tier	Rs. 2.6 crores	Rs. 1.6 crores

Vacancies in railways

1368. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether all vacancies in Railways are filled;

(b) if not, by when the recruitment process would be completed;

(c) whether it is a fact that Railway Board has authorized GMs of Railways to fill 5 per cent vacancies of safety areas and 2 per cent vacancies of general area without proper recruitment procedure;

(d) whether 3 per cent physically and mentally handicapped people have been recruited in Railways as per the relevant Act; and

(e) if not, the reasons for not complying with it?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):
(a) and (b) No, Sir. Any large organization like the Railways will have certain vacancies at any point of time. Arising and filling up of vacancies is a continuous process and notifications for filling up posts have been issued.

(c) General Managers have been authorized to engage substitutes in erstwhile Group 'D' posts against vacancies to the extent of 10% in Safety categories and 2% in other categories in exigencies of work, to meet the emergent and the urgent railway services.

(d) and (e) In terms of the provisions of the Persons with Disabilities Act 1995, notifications have already been issued for filling up of 5536 posts identified for disabled persons.

Completing railway projects

1369. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount required to complete all Railway projects by 2014; and

(b) in view of Railways not having adequate funds for their projects, whether Government could allot more budgetary support to Railways and make a special drive to complete all Railway projects by 2014?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):
(a) As on 01.04.2011, railway require about Rs. 1,25,000 Crore for completing ongoing New Line, Gauge Conversion and Doubling projects.

(b) To augment resources other than Gross Budgetary Support (GBS), steps have been taken to generate extra budgetary resources through State participation, Public Private Partnership, defence funding, declaring some projects as National Projects and implementation of bankable projects through Rail Vikas Nigam Limited. In addition to inadequate GBS, there are other reasons also for delay in completion of the projects which includes delay in land availability, forestry clearances, public agitation for change in alignment and adverse law and order problems.