

Improvement in expansion of Railway infrastructure is an ongoing exercise. In the last three years *i.e.* 2009-10/2010-11 and 2011-12, 1694 kms of new line, 3209 kms of gauge conversion and 1969 kms of doubling have been accomplished. During this period 3257 route kms of railway lines have also been electrified.

- (c) No, Sir.
- (d) Does not arise.

Sensitive railway stations

3220. SHRI P. RAJEEVE : Will the Minister of RAILWAYS be pleased to state:

- (a) the number of stations on the railway network that have been identified as sensitive; and
- (b) the number of sensitive stations that are using hand-held metal detectors as part of the screening of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) and (b) 202 stations have been identified as sensitive for the purpose of strengthening of security. One of important features of Integrated Security System, envisaged for strengthening security at these stations, comprises of personnel and baggage screening system. Keeping in view threat perception, operational requirement and availability of man power, access control duties are performed by Railway Protection Force (RPF) personnel at all the major stations of the country and hand held metal detectors have been provided to RPF staff performing access control duties for screening of passengers at all such stations.

Schemes for rehabilitation

3221. SHRI BHARATSINH PRABHATSINH PARMAR :
SHRI PARSHOTTAM KHODABHAI RUPALA :

Will the Minister of RAILWAYS be pleased to state:

- (a) the schemes or projects implemented or under process of implementation by Railways to rehabilitate poor families living in urban areas near railway stations and tracks in the State of Gujarat, as on date; and
- (b) whether Railways have consulted Ministry of Housing and Urban Poverty Alleviation and State Government of Gujarat in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) to (b) Rehabilitation & Resettlement (R&R) of

poor families, living in urban area nearby railway stations and tracks including those of Gujarat, is the responsibility of the State Governments as housing is a State subject. In this regard, Ministry of Housing & Urban Poverty Alleviation has formulated guidelines under the Rajiv Awas Yojana (RAY). The issue of rehabilitation of poor people in close proximity of railway tracks has been taken up with Ministry of Housing & Urban Poverty Alleviation.

Non-profitable railway routes

†3222. SHRI RAMCHANDRA PRASAD SINGH :
SHRI RAVI SHANKAR PRASAD :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether it is a fact that Railways are operating train services on many non-profitable routes in order to fulfil their social obligations;
- (b) if so, the details of these non-profitable routes and the average annual financial losses suffered due to this;
- (c) whether possibilities have been explored to convert these routes into profitable ones; and
- (d) if so, the details of such non-profitable routes which can be converted into profitable ones?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) Yes, Sir. Railways do not assess profitability route wise. However, there is a system of assessing profitability of all branch lines operated, some of which turn out to be uneconomic.

(b) During 2010-11, number of such Uneconomical Branch Lines was 89. The average losses incurred by Indian Railways during last 3 years is ₹ 1036.34 crores.

(c) and (d) In most of the Uneconomic Branch Lines traffic potential is limited. Continuous measures are being taken from time to time to minimize losses by various cost cutting measures like economizing in staff costs, single train operation etc. Branch lines that have ceased to figure in the list of Uneconomic Branch Lines during last 3 years is given in Statement.

† Original notice of the question was received in Hindi.