

1	2	3	4	5	6	7
122	Kottur-Harihar <i>via</i> Harpanhalli (65 Km)	1995-96	65	66	354.06	95.00%
123	Rayadurg-Tumkur <i>via</i> Kalyandurg (213 Km)	2007-08	213	887.31	1027.89	10.00%
124	Shimoga-Harihar (78.66 Km)	2011-12	78.66	562.74	562.74	0.00%
125	Whitefield-Kolar (52.9 Km)	2011-12	52.9	341.05	341.05	0.00%
126	Ramganjmandi-Bhopal (262 Km)	2000-01	262	425	1225.9	95.00%
127	Chhota Udepur-Dhar	2007-08	157	570	570	6.00%
128	Dahod-Indore <i>via</i> Sardarpur, Jhabua & Dhar	2007-08	200.97	297	948.8	5.00%
129	Ratlam-Dungarpur <i>via</i> Banswara	2011-12	176.47	2082.75	2082.75	0.00%

Demands for restructuring railway zone

4775. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government of Andhra Pradesh has requested for taking out areas of Visakhapatnam Division falling in Andhra Pradesh from East Coast Railway and include the same in South Central Railway;

(b) if so, whether Government is inclined to accept the demand and if not, the detailed reasons therefor;

(c) which other States, including Odisha, have made similar demands to make the jurisdiction of Railway Zones headquarters within their State co-terminus with the State boundaries in the interest of smooth coordination, administration and development of railway network; and

(d) the action taken on each such demand with reasons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) No, Sir. However, request had been received from the State Government of Andhra Pradesh for taking out entire Waltair Division from the East Coast Railway and merging it with South Central Railway or alternatively, creating a separate Railway Zone with headquarters at Visakhapatnam.

(b) The jurisdiction of a Zone is decided on the basis of operational/administrative requirements and not on regional considerations. Besides, transfer of Waltair Division from East Coast Railway to South Central Railway will seriously affect East Coast Railway's operational synergy as also productivity of Railway's assets.

In view of the above, the demand has not been considered feasible.

(c) No request, specifically demanding that jurisdiction of a Zonal Railway be made co-terminus with the State boundaries has been received from any State Government. However, Odisha and Chhattisgarh have asked for transfer of certain sections from one Zonal Railway to another, or for the formation of certain new railway divisions which would make the Zonal Railway boundaries, headquartered in these states, by and large co-terminus with the boundaries of these States.

(d) The jurisdiction of a Zone is decided on the basis of operational/administrative requirements and not on regional considerations. Hence, these demands have not been considered feasible.

Corporatisation of railways

4776. SHRI BAISHNAB PARIDA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is proposed to corporatise Railways;
- (b) whether it is proposed to outsource non-transportation work;
- (c) whether it is also proposed to go in for parallel disinvestment; and
- (d) if so, the details thereof?

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

(b) Outsourcing of certain services in Railways is done on a need-based manner to improve efficiency and enhance customer satisfaction. There is no decision to outsource non-transportation work.

(c) No, Sir.

(d) Does not arise.

Plying EMU train

4777. SHRIMATI KUSUM RAI: Will the Minister of RAILWAYS be pleased to state: