

- (iii) Sonnagar-Dankuni section (534 km.) is to be funded through Public-Private-Partnership (PPP) and implementation would be dependent on the response.

The cost of Eastern DFC Project (including land) is currently estimated at Rs. 43,535 crore. Till now, Rs 2971.09 crore have been spent on this project in land acquisition and construction.

In the Khurja, Saharanpur, Meerut, Ambala area of the Khurja-Ludhiana Sector of the Eastern DFC, land acquisition is at an advanced stage. Out of 766 Hectares of land to be acquired for this sector, notification under section 20A of Railway Amendment Act (RAA 2008) has been issued for 647 Hectares (84%) and 20F Award has been declared for 632 Hectares (83%).

Condition of railway stations in North-Eastern States

609. SHRIMATI NAZNIN FARUQUE: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that there are many railway stations in North-Eastern States that are not in good condition due to poor maintenance, especially in Assam;
- (b) whether it is also a fact that shelters on some platforms are breaking apart and during rains, water leaks and flows onto the platforms;
- (c) if so, whether corrective measures would be taken by Railways to improve the condition at such stations; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (d) No railway station in North-Eastern States, including those in Assam is in poor condition.

However, repair and maintenance of infrastructure including platform shelters is a continuous process. Corrective action is taken for repairs/rectification whenever deficiencies are noticed either as a result of regular inspections or through public complaints.

Concessions in freight for refined salt

610. SHRI DILIPBHAI PANDYA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Railways grant concession in freight in respect of ordinary iodized salt;

(b) if so, the full details thereof; and

(c) whether Railways propose to grant similar concession in freight in respect of refined salt so that the Gujarat salt manufacturers, who are meeting country's major requirement, can survive?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.J. SURYA PRAKASH REDDY): (a) to (c) Yes, Sir. As compared to other essential commodities such as foodgrains (class-130), salt is classified at a lower rate (class-110). In order to further cushion the impact of railway freight on the price of salt as applicable to the common man, a distance-based, graded freight concession scheme exists in the case of booking of non refined salt meant for human consumption (both iodized as well as salt meant for iodization) as under:—

| Distance (km.) | Concession on normal freight rates | Minimum freight |
|-------------------|--|---|
| 1-1000 | Nil | As applicable |
| 1001-1500 | 10% | Not less than freight for distance 1000 kms. |
| 1501-2000 | 15% | Not less than concessional freight for distance 1500 kms. |
| 2001-3000 | 20% | Not less than concessional freight for distance 2000 kms. |
| 3001 and above | 25% | Not less than concessional freight for distance 3000 kms. |

There is no proposal to extend this concession scheme to refined salt, free flow salt, branded vacuum salt etc. at present.

Rules on Prohibition of Activities Affecting Cleanliness and Hygiene

611. SHRI NAND KUMAR SAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have finalised the Rules on Prohibition of Activities Affecting Cleanliness and Hygiene in the railway premises;