

(f) As per Concession Agreement, scheduled date of completion for Gwalior-Shivpuri section is 12.11.2015. For Shivpuri-Dewas section, the date of completion will depend on the outcome of the Court order as the matter is *sub-judice*.

Inquiry against RIL in respect of Airport Metro Express

1709. SHRI JAI PRAKASH NARAYAN SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Delhi Metro Rail Corporation has taken over the operation of Airport Metro Express from the Reliance Infrastructure Limited, if so, the details thereof and the reasons therefor;

(b) whether RIL has invoked the termination clause and claimed termination payment due to DMRC failing to cure substantial defects in the civil structure designed and built by it within the period prescribed under the Concession Agreement, if so, the details thereof along with Government's response thereto; and

(c) whether Government has conducted any inquiry in this regard, if so, the details thereof and if not, the reasons therefor along with other corrective steps taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): (a) Yes, Sir. Delhi Metro Rail Corporation Ltd. (DMRC) has taken over the operation of Airport Metro Express Line from the close of business operating hours of 30th June, 2013. M/s Delhi Airport Metro Express Private Limited (DAMEPL), the Special Purpose Vehicle (SPV) formed by Reliance Infra Limited and CAF JV, informed DMRC on 27th June, 2013 that they will not be responsible for the Project after the close of business operating hours of June 30, 2013 and asked DMRC to take over the Project and the Assets. Therefore, in the larger public interest, DMRC decided to take over the operations of the Airport Express Line from the close of business operating hours of 30th June, 2013.

(b) Yes, Sir. Reliance Infra Limited has invoked the Termination clause and claimed Termination payments from DMRC. DMRC, in response to the notice issued by DAMEPL dated 9th July, 2012, informed DAMEPL on 5th October, 2012 that the defects identified by DAMEPL have been cured and it is not correct to say that DMRC failed to cure the substantial defects in the civil structure within the prescribed period under the Concession Agreement. DMRC also informed DAMEPL that the notice of default was against the provisions of Concession Agreement. However, DAMEPL decided to terminate the Concession Agreement on 8th October, 2012. DMRC has also invoked the Arbitration mechanism available within the Concession Agreement

to resolve the disputes between the parties and the arbitrator has been appointed by both parties for the same. In the meantime, DAMEPL, however, continued with operation of the line till 30.06.2013. An EGoM note on the “Status Report on Airport Metro Express Line” is under Inter-Ministerial consultation.

(c) Yes, Sir. The Enquiry Committee consisting of the Additional Secretary and Chief Vigilance Officer (CVO), Ministry of Urban Development (MoUD) and the then Additional Member (Works), Railway Board conducted an enquiry into the incident to fix the responsibility for the defects in construction. The Enquiry Committee found deficiencies/failures on part of various agencies viz. the Concessionaire (M/s DAMEPL), the construction contractor (M/s IJM-IJMI JV), Airport Line Consultants (PCI — PBI — JARTS — TONICHI — RITES), the Detailed Design Consultants (M/s Systra) and DMRC.

The report of the Enquiry Committee was referred to Central Vigilance Commission (CVC), and as per the CVC's advice, the report has been forwarded to DMRC for examination by the Board of DMRC and for taking action against various officials of DMRC, Consultants and Contractors as per finding of the report. DMRC has also been directed to examine system improvements to avoid recurrence of such failure in the future.

Feasibility study regarding Inland Waterways

1710. SHRI AMBETH RAJAN: Will the Minister of SHIPPING be pleased to state:

(a) whether Government would undertake any feasibility study regarding Inland Waterways besides the existing one;

(b) if so, the details of the feasibility study to develop various Inland Waterways in the country; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MILIND DEORA): (a) to (c) Normally techno-economic feasibility studies are undertaken on existing rivers, canals, lakes, creeks etc. to assess their potential for development of navigation as well as for declaration as National Waterway (NW). Some studies have also been conducted on those stretches which had been used for navigation long time back but having been in disuse for a considerable time have now silted up.

Since many existing waterways are yet to be developed for navigation purposes conducting feasibility studies for creation of new waterways, other than the existing ones, does not merit priority.