

- (vii) Freight terminal.
- (viii) Passenger terminal.
- (ix) Infrastructure in industrial park pertaining to railway line/siding.
- (x) Mass Rapid Transport System.

(c) Currently there are no operational projects of Suburban corridor through PPP, High speed train and Dedicated Freight Corridors. Also, Rolling Stock manufacturing and maintenance facilities, Railway Electrification, Signaling system, Freight terminals, Passenger terminals, Rail sidings in industrial parks are not separate profit centers on Indian Railways. In view of this, no revenue generation figures of the last five years are available.

Railway claims tribunal

1520. DR. T.N. SEEMA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is a huge backlog of claims pending in various Railway Claims Tribunal (RCTs), if so, the details thereof along with the reasons therefor;
- (b) whether several posts of Judicial Member in various RCTs are lying vacant;
- (c) if so, the details thereof along with the reasons therefor; and
- (d) the steps taken/being taken by Railways to fill up the said vacancies in a time bound manner?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Yes, Sir.

As on 01.11.2014, the total number of pending cases categorized as Goods (Freight), Train Accidents, Untoward Incidents and Refund (Fare) in all Benches of Railway Claims Tribunal, is as under:-

Zone	Names of Benches	No. of pending cases
North	Delhi*, Chandigarh, Lucknow, Ghaziabad and Gorakhpur	15426
East	Kolkata*, Patna, Guwahati, Bhubaneswar and Ranchi	14485
West	Mumbai, Bhopal, Ahmedabad, Jaipur and Nagpur	12145
South	Chennai, Secunderabad, Ernakulam and Bangalore	3924
	TOTAL	45980

*Delhi and Kolkata have two Benches each.

The main reason for huge pendency of cases in Railway Claims Tribunal (RCT) is non-availability of adequate number of Members in various Benches of RCT. As on 12.11.2014, 21 posts of Members are lying vacant. The other reason being that, sometimes, parties also seek adjournments for giving evidence, cross examination, etc.

(b) Yes, Sir.

(c) and (d) The vacancy position as on 12.11.2014 in different Benches of RCT is as under:-

Post	Sanctioned Strength	Working	Vacant
Vice-Chairman (Judicial)	02	00	02
Member (Judicial)	18	01	17
Member (Technical)	19	17	02
TOTAL			21

Owing to some administrative reasons, the selection process for filling up of the vacancies of Vice-Chairman (Judicial), Member (Judicial) and Member (Technical) arising in the years 2011, 2012 and 2013 could not be undertaken in time. The selection process for all vacancies arising up to the year 2013 (*i.e. Vice-Chairman (Judicial) - 02; Member (Judicial) - 15 and Member (Technical) - 01; Total= 18*) has since been completed and the appointment orders would soon be issued after completion of formalities and with the approval of competent authority.

In the meanwhile, Circuit Benches are arranged by deputing Members from one Bench to another in order to dispose of claims cases expeditiously.

Railways' development under PPP mode

†1521. SHRI BAISHNAB PARIDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government plans to fast develop railway sector under Public Private Partnership (PPP) mode to make Railways a lucrative field for investors, if so, the details thereof; and

(b) how far development in the above sector has since been attempted by Railways indicating the status of its progress?

†Original notice of the question was received in Hindi.