

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.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Yes, Sir. In December, 2012, Ministry of Railways had announced a participative policy with five models of private participation to strengthen capacity augmentation and building rail connectivity projects.

Under the policy, financial commitments of ₹ 10,000 crores have been received for 17 projects. Model Concession Agreements have been prepared for three participative models *i.e.* Non-Government Private line model, Joint Venture model and Build Operate Transfer (BOT) model.

New express trains between New Delhi and Itanagar

1522. SHRI SANTIUSE KUJUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that new express trains were announced between New Delhi and Itanagar *via* Rangia;

(b) if so, the details thereof and the number of trains announced *via* Rangia and Tangla; and

(c) whether Tangla railway station is considered for stoppage being a major business hub, a tea garden belt and military transit destination, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Yes, Sir. The trains announced in Railway Budget 2014-15 serving Naharlagun (Itanagar) and other trains *via* Rangia and Tangla are as under:-

- (i) 22411/22412 New Delhi-Naharlagun AC Express (Weekly)
- (ii) 15617/15618 Guwahati-Naharlagun Intercity Express (Daily)
- (iii) 15613/15614 Guwahati-Murkongselek Intercity Express (Daily)
- (iv) 55429/55430 Rangia-Rangapara North Passenger (Daily)

(c) All the above announced trains have scheduled stoppage at Tangla station except 22411/22412 New Delhi-Naharlagun AC Express (weekly) which is proposed to have only 15 scheduled enroute stoppages.

New passenger trains

1523. SHRI A.K. SELVARAJ: Will the Minister of RAILWAYS be pleased to state: