

business ideas duly providing for amenities and other requirement of the Railways. The cost of such station redevelopment is to be met by leveraging commercial development of land and air space in and around the railway station.

Relaxation in expenditure contribution to Uttarakhand

†1912. SHRI MAHENDRA SINGH MAHRA : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government will give relaxation in the expenditure contribution to the State of Uttarakhand for railway projects of the State, in view of its special status;

(b) if so, whether Government will exempt the railway projects of strategic importance from expenditure contribution; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA) : (a) to (c) One new line *viz.* Rishikesh-Karanprayag (125 km) has been taken up at an anticipated cost of ₹ 4295 crore, being a strategic line, State Government of Uttarakhand has been fully exempted from any expenditure. The other two new line projects, being non-strategic lines, contribution of the State Government is land free of cost in one project *viz.* Kichha-Khatima (58 km) new line, and 50% cost sharing in the other Deoband (Muzzafarnagar)-Roorkee (27 km) new line, as already agreed to.

Reply to MPs and MLAs

1913. SHRI ARVIND KUMAR SINGH :

SHRI NEERAJ SHEKHAR :

Will the Minister of RAILWAYS be pleased to state:

(a) whether, as per the recent circular/order of Railway Board, MPs and MLAs would not be replied by Railway Board or concerned officers of Railways in cases of complaints against railway officials or recommendations by them;

(b) if so, the details thereof along with circular order number with date; and

(c) the reasons for issuing such an order/circular, which is in contravention and violation of the directions of DoPT regarding replying to MPs by Government/ Government officials and privileges of public representatives?

†Original notice of the question was received in Hindi.