

- Separation of Policy making, regulations and operations.
- Setting-up, independent of Ministry of Railways, a Railway Regulatory Authority of India (RRAI) which should subsume the Commissioner of Railway Safety.
- Bifurcation of roles of Research, Design and Standards Organisation (RDSO).
- Private Participation in running freight and passenger trains and in various Railway infrastructure services and non-core activities like production and construction.
- Unbundling of Indian Railways into two independent organisations, one responsible for track and infrastructure and another that will operate trains.
- De-linking of Railway Protection Force (RPF) from the Indian Railway System.
- Merger of Railway Budget with the General Budget in a phased manner and accounting reforms.
- Existing Production Units to be placed under Government SPV known as Indian Railway Manufacturing Company (IRMC) under Ministry of Railways.
- To bring all Zonal Construction organisations under the umbrella of one or more PSUs to improve speed, efficiency and quality of execution of works.
- Re-organisation of various Group A Services into two streams and merging of Railway Board Secretariat Service (RBSS) with Central Secretariat Services (CSS).
- Decentralisation and delegation of powers.
- Separation of sub-urban services from Indian Railways and to run as Joint Venture with State/Local Government.

(c) and (d) No decision has been taken on the Interim recommendations of the committee, which is at the stage of feedback/comments from stakeholders. Suitable action will be taken based on the final report of the committee targeted for submission in August, 2015.

Development of New Delhi railway station

254. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) the details of works proposed and completed for development of New Delhi railway station to a world class standard, during the last three years;

(b) whether it is a fact that many passengers, particularly old aged persons, are facing problems due to unfixed and daily changes of railway platform for any particular train at New Delhi Railway Station; and

(c) if so, the reasons therefor and the time by when Railways will sort out this problem of train passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Development of a station with provision of modern amenities is a continuous process. Works costing about ₹ 6.7 crores has been completed in last three years at New Delhi station and works costing about ₹ 26.70 crores have been undertaken/sanctioned. A Master Plan for redevelopment of New Delhi station to international standards, based on consultancy undertaken by international consultants had been submitted to Unified Traffic Transportation Planning and Infrastructure Committee, (UTTIPEC), a planning body of Delhi Development Authority for approval. However, UTTIPEC demanded resubmission of a modified proposal after reduction in commercial area at project site by 50%, which rendered the project commercial unviable and project could not be taken forward.

(b) and (c) New Delhi Railway Station handles an average of 268 passenger carrying trains daily, including 158 Mail/Express trains and 106 EMU/passenger trains. All the trains are received/despached from scheduled platforms which are displayed on trains information Boards at the station for the information of passengers and announcements are done on public address system of the station. Platform berthing has to be changed when incoming trains are running late due to problems such as asset failures, law and order problems, foggy weather, other unusual events as if its scheduled platform at New Delhi is occupied by another train. Due to operational constraints as cited above, berthing of on average of 2 trains had to be changed daily at New Delhi station during 2014-15.

Recommendation of Bibek Debroy Committee

255. SHRI NEERAJ SHEKHAR:

SHRI ARVIND KUMAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Bibek Debroy Committee has recommended for allowing private players to run passenger as well as freight trains and produce coaches, wagons and locomotives;

(b) if so, the details thereof; and

(c) the reaction and response of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) The Interim Report submitted by the Committee for Mobilisation of Resources for major Railway Projects and Restructuring of Railway Ministry and Railway Board, headed by Dr. Bibek Debroy, contains, *inter-alia*, the following recommendations: