

For Unchahar-Amethi-Sultanpur-Kadipur sections, land plans have been submitted to the State Government for taking up land acquisition. Time lines for their completion can only be fixed after complete handing over of land by the State Government. Construction of new line between Kadipur and Shahganj has not been sanctioned.

### **Corruption in PSUs under Railways**

1586. SHRI RAVI PRAKASH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are aware of the fact that mass scale corruption is prevailing in the PSUs under the Ministry of Railways, preventing them from generating revenue and to pay dividend to the Railways, if so, the facts thereof;

(b) whether Railways have instructed the PSUs under them to ensure transparency and best practices in the tendering and contract process, if so, the details thereof; and

(c) the steps taken by Government to make PSUs profit making institutions so as to get the maximum dividends from them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Railway has robust systems to check, prevent and act against instances of possible corruption in the Public Sector Undertakings (PSUs) under Ministry of Railways. Chief Vigilance Officer of each PSU is assigned the task of Vigilance. As and when a case of corruption comes to the notice of the Management, the same is investigated as per the standing instructions of the Government/Central Vigilance Commission (CVC). Many of the PSUs are generating substantial revenue and paying healthy dividends to the Railways.

(b) There are standing instructions on ensuring transparency and best practices in the tendering and contract process. To ensure transparency, open tender are published on the official website of the respected PSUs and also on the Central Public Procurement web portal.

(c) PSUs under the administrative control of Ministry of Railways have to sign an MoU every year with the Ministry, wherein targets for various parameters like Sales Turnover, Profit after Tax, Gross Operating Margin, Capital Expenditure, physical targets etc. are assigned to the PSU for the coming financial year. After the end of the financial year, the performance of the PSU is evaluated and accordingly grading assigned. This exercise is an endeavour to make the PSU a profit making institution and to give maximum possible dividend to the Government. PSUs were directed to exceed turnover,

profitability and physical targets fixed in MoU 2015-16, as a step towards their further growth. Intensive review of the PSUs is held from time to time.

#### **New DRM offices in Odisha**

1587. SHRI BHUPINDER SINGH: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways plan to set up one DRM office in Kalahandi-Bolangir and Koraput (KBK) zone and one at Rourkela in Odisha;
- (b) whether any reorganisation of DRM offices of Railways is being considered; and
- (c) whether there is any proposal to re-organise the East Coast Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir.

(b) At present, there is no plan to re-organise the existing Divisions amongst the Zonal Railways.

(c) There is presently no plan to re-organise the Zonal Railways.

#### **Bogibeel National Project**

1588. SHRI SANTIUSE KUJUR : Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Bogibeel National Project is still pending for completion;
- (b) if so, the details thereof and the action taken up by Government thereon; and
- (c) the reasons that this important National Project is still pending for completion, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) Construction of Rail-cum-Road bridge over Brahmaputra at Bogibeel with linking lines (73 km) has been taken up at an anticipated cost of ₹ 4996 crore. An expenditure of ₹ 3689 crore has been incurred upto March, 2015 and an outlay of ₹ 701 crore has been provided in 2015-16.

The project has mainly suffered in the past on account of inadequate availability of funds, apart from delays in land acquisition and forestry clearances.