

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) 1. Till 5th May, 2011, Northern Railway was running 13 service (7 Down and 6 Up) on Ring Railway. Owing to, however, less occupancy of these services, the frequency was reduced to 5, from 6th May, 2011.

2. The average number of passenger travelled per day was 3693 in 2014-2015.
3. The reasons for reduction in the passenger service on the Ring Railway, *intra-railia*, is due to non-availability of connectivity of the road side stations by feeder road services.

#### **Electrification of railway line between Basti and Gorakhpur**

†1110. SHRI VISHAMBHAR PRASAD NISHAD:

SHRIMATI KANAK LATA SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) since when is the electrification work of railway line between Basti and Gorakhpur under North Eastern Railway going on and by when it is likely to be completed;

(b) whether it is a fact that there has been a massive increase in its cost due to excessive time being taken to complete it;

(c) the cost at the time of tender and the amount to which it has increased now; and

(d) whether anyone has been identified for this delay and if so, the action taken against the people responsible for this, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Electrification of Gorakhpur-Basti is a part of Barabanki-Gonda-Gorakhpur-Barauni including Siwan –Thawe electrification project (757 Route Kilometres), which was sanctioned in 2007-08. The project is being completed in phases/stretches. The last remaining stretch of Gorakhpur-Basti is planned for completion during 2016-17.

(b) and (c) The contract for electrification of Barabanki-Gonda-Basti-Gorakhpur section was awarded to M/s Avadh Transformer Private Limited (JV) at a cost of ₹ 49.43 crores *vide* Letter of Acceptance (LoA) dated 14.03.2008. This contract was terminated on 16.11.2015, as the contractor was not able to complete the work. A fresh contract for balance portion of work in Basti-Gorakhpur section has been awarded to

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†Original notice of the question was received in Hindi.

M/s Fedders Lloyd Corporation Limited *vide* LoA dated 19.01.2016 at a cost of ₹17.88 crores. After recovery of ₹ 5.73 crores from M/s Avadh Transformer Private Limited (JV), in terms of the condition of the contract, towards recovery of damage, there is an increase in cost of the project by ₹ 6.19 crore.

(d) The contract awarded to M/s Avadh Transformer Private Limited (JV) was terminated as the firm failed to execute work in time. As per terms and conditions of contract, an amount of ₹ 5.73 crore have been recovered from the firm by way of encashment of Performance Guarantee, forfeiting the Security Deposit and recovery of penalty.

**Meetings with Members of Parliament in the region serviced  
by North Eastern Railway**

†1111. SHRIMATI KANAK LATA SINGH:

SHRI VISHAMBHAR PRASAD NISHAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of meetings held with Members of Parliament in regions serviced by North-Eastern Railway during last five years and details of action taken on suggestions given by them in these meetings;

(b) the number of such meetings held in railway campuses and in hotels;

(c) the reasons for arranging meetings in hotels, total cost involved in organizing the meetings, head-wise, the number of guests participated in these meetings and number of rooms booked for such meetings; and

(d) whether Government is considering to issue guidelines to hold the meetings in railway campuses to check wasteful expenditure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) 11 meetings with Members of Parliament (MP) in regions serviced by North Eastern Railway were held during last five years. Details of action taken on suggestions given by Hon'ble MPs in these meetings have been circulated to them as compliance to the minutes of meeting issued.

(b) 6 (Six) such meetings were held in Railway Campuses and 5 (Five) meetings were held in hotels.

(c) At times due to non-availability of sufficient infrastructure in Railway campuses, both for lodging and for holding meetings with Hon'ble MPs, alternative arrangements outside Railway premises are made. Details of expenditure incurred in holding 5 (Five) meetings in the hotels during last five years are as under:

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