

- (i) Jaynagar Garibrath Exp. *via* Mughalsarai-Allahabad-Kanpur-Ghaziabad,
- (ii) Swatantrata Senani Exp. *via* Varanasi-Allahabad-Kanpur-Ghaziabad,
- (iii) Vaishali Exp. *via* Barabanki-Lucknow-Kanpur-Ghaziabad, and
- (iv) Bihar Sampark Kranti Exp. *via* Barabanki-Lucknow-Kanpur-Ghaziabad.

The above routes are facing severe capacity constraints (140% or above utilization) on account of increasing passenger and freight traffic. Any delay on these corridors on account of even a small failure/unusual results in cascading effect on train operations leading to delay in all trains following the affected train. Apart from the above, punctuality of these trains have also been affected by accidents, planned blocks for executing capacity enhancement works and construction of low height subway, ROBs, RUBs etc. Factors external to Railway working, too have adversely impacted the running of trains on these sectors such as adverse weather conditions (fog, rains, breaches), intermittent natural calamities such as floods, heavy rains, heavy road traffic at level crossing gates, multi faceted law and order problems etc.

Various measures are being taken to augment sectional capacity on the above routes and all efforts are being made to ensure punctual running of the above trains.

(b) Some instances of passengers having waiting list tickets entering reserved compartments do come to notice. Periodical drives are conducted to check this menace. Regular joint drives are also conducted by Commercial, Vigilance and Railway Protection Force. These checks are intensified during peak rush/festival periods and action as per provisions of Railway Act 1989 is taken against the unauthorized persons found in reserved coaches.

(c) At present, increase in frequency of 12569/12570 Jaynagar-Anand Vihar (T) Garib Rath Express from bi-weekly to daily is not feasible, due to operational and resources constraints.

Completion of Tarakeswar-Bishnupur rail route

3068. SHRI T. K. RANGARAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) the present targeted date of completion of Tarakeswar-Bishnupur railway line which was inaugurated in 2012; and

(b) the present targeted, date of completion of Bagnan-Amta railway line which was inaugurated in 2010?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Execution of Tarakeshwar-Bishnupur (82 km) new line project has been taken up from both ends. So far, Bishnupur - Mayonapur (22 km) and Tarakeshwar - Arambagh-Goghat (34 km) sections have been completed and commissioned. Bridge-work and earthwork have been taken up in Goghat-Kamarpukur (6 km) section. In remaining Kamarpukur-Mayonapur (20 Km) section, execution of work has not been taken up due to non acquisition of requisite land by the State Government. Hence target date of completion of whole project is not fixed.

(b) Execution of Bagnan-Amta New Line project is held up due to non-availability of requisite land from State Government of West Bengal. Hence target date of completion of the project is not fixed.

Signing of MoU with SNCF

3069. SHRI T. RATHINAVEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway had signed Memorandum of Understanding (MoU) with SNCF during last year, if so, the details thereof;

(b) whether it is also a fact that feasibility/implementation study for raising the speed of passenger trains to 200 kmph on some routes has commenced; and

(c) whether it is also a fact that the feasibility study was awarded on 50:50 cost sharing basis divided into three phases, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Ministry of Railways had signed Memorandum of Understanding (MoU) with SNCF (French Railway) in February, 2013 wherein high speed, semi-high speed rail, station renovation and operations, modernization of current operations and infrastructure and suburban trains were identified areas cooperation. a Protocol between Ministry of Railways and SNCF (French Railway) was also signed in April, 2015 for carrying out technical and execution study on 50:50 cost sharing basis for upgrading the speed of Delhi-Chandigarh Section to 200 kmph and for a study on renovation of Ludhiana and Ambala Stations.

The technical and execution study for speed raising on existing tracks on Delhi-Chandigarh section to 200 kmph has commenced and is divided in three Phases as (i) Phase-I - Technical solutions with options and related costs, (ii) Phase-II-Operational and economic impact and (iii) Phase-III - Execution plan including design specifications and tender document preparation.