

links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throwforward of ongoing projects, overall availability of funds and competing demands. However, it is not feasible to maintain data for fulfilling such demands and no time frame or commitment can be given for approval of all demands/ proposals. However, 11 (eleven) doubling projects falling fully/partly in Rajasthan have been taken up.

(b) and (c) Double line exists on Bandikui-Jaipur-Phulera sections. Doubling of Alwar-Bandikui and Phulera-Degana sections has been taken up. Survey for doubling of Jodhpur (Rai Ka Bag)-Degana has also been completed.

Bio-toilet project

2040. SHRI K. SOMAPRASAD: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the bio-toilet project in trains has been completed or not;
- (b) the total number of units of bio-toilets used by Railways so far and the unit cost of a bio-toilet;
- (c) the total number of trains fitted with bio-toilets and the total number of trains not fitted with bio-toilets;
- (d) the process applied for the disposal of human excreta from bio-toilets; and
- (e) whether the excreta from bio-toilets is thrown out on the railway tracks even now?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) No, Sir. The project of installation of bio-toilets in passenger coaches has not yet been completed. The project is still in progress.

(b) More than 49,000 bio-toilets have been installed by Indian Railways in passenger coaches till 31.10.2016.

The additional cost of providing bio-toilets in one coach (4 bio-toilets) is ₹ 4.0 lakh approximately and for the in-service coaches, which require replacement of structural members for fitment of bio-toilets, the additional cost is approximately ₹ 16.0 lakh per coach.

(c) At present, there are more than 900 trains in which bio-toilets have been introduced either in all coaches or in some coaches of the trains. More and more trains are being progressively augmented with coaches fitted with bio-toilets.

(d) and (e) Anaerobic digestion process is applied for the digestion of human excreta in the bio-toilets that are being fitted in passenger coaches of Indian Railways. No human excreta is thrown out on the railway track from a bio-toilet fitted in trains. In these bio-toilets, which are fitted below the coach floor underneath the lavatories, the human waste is collected from toilet and is acted upon by a colony of anaerobic bacteria that convert human waste mainly into water and bio-gases (mainly Methane CH₄ and Carbon Dioxide CO₂). The gases escape into the atmosphere and waste water is discharged after disinfection onto the track. Human excreta thus do not fall on the railway tracks.

Tatkal quota

2041. SHRI SANJAY SETH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry has devised any policy to determine the Tatkal quota in each class of every train;

(b) if so, the details thereof and whether such quota is decided at the level of Railway Board or at the Zonal level;

(c) whether it is a fact that such Tatkal quota is increased during the seasons of peak demand, if so, the rationale therefor; and

(d) the earning of Railways from such Tatkal quota during the last three years, the Zone-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Powers for earmarking of Tatkal accommodation in different classes have been delegated to zonal Railways, keeping in view the utilization pattern in the class of travel during the last six month period and availability of accommodation subject to maximum Tatkal quota (upto 30% of capacity of coach). Earmarking of Tatkal quota and its review based on utilization is a continuous and ongoing process.

In case of trains where although average utilization of Tatkal accommodation is low and yet there is demand during certain specific periods, zonal Railways can earmark Tatkal accommodation upto the maximum limit for those specific periods.

(d) The zone-wise details of earnings from Tatkal charges and dynamic fare (in case of Premium Tatkal) during the last three years are given in the Statement.