

WRITTEN ANSWERS TO STARRED QUESTIONS**Wagon manufacturing units of Burn Standard Company Limited**

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

(a) whether it is a fact that two wagon manufacturing units of Burn Standard Company Limited, situated at Burnpur and Howrah, are getting inadequate orders from Railways; and

(b) whether it is also a fact that the aforesaid units are also facing non-availability of working capital?

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): (a) Ministry of Railways has placed adequate orders for manufacture of wagons on M/s Burn Standard and Company Limited (BSCL). As on 01.12.2016, orders for manufacture of 2364 wagons, amounting to ₹296.73 Crores are balance on M/s BSCL. Since 2015, the Company is also carrying out major repairs of wagons for Indian Railways. In 2015 - 16, 2305 wagons and in 2016 - 17 (till November 2016), 2581 wagons have been repaired by the Company. Orders for repair of 659 wagons, amounting to ₹11.86 Crores, are still balance on M/s BSCL as on 01.12.2016. In addition, orders worth ₹25.27 crores for cast components are also balance on the Company.

(b) To tide over the shortage of working capital, Ministry of Railways has sanctioned advance payment to M/s BSCL for fabrication of wagons. In 2015 - 16, an advance of ₹23.32 crores was paid to the Company for fabrication of wagons and in 2016 - 17, an advance of ₹21.20 crores has been sanctioned. In addition, the Company is arranging funds through borrowings from bank as well.

Shelving of Tanakpur-ghat-Bageshwar railway route

†*257. SHRI MAHENDRA SINGH MAHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the railway routes in the country whose construction works have been shelved permanently after conducting a survey;

(b) whether Government has permanently shelved the construction work of the strategically important Tanakpur-Ghat-Bageshwar railway route in the border district of Uttarakhand, if so, the reasons therefor; and

†Original notice of the question was received in Hindi.

(c) if not, for how much time its construction work has been suspended?

THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): (a) Reconnaissance/ Preliminary Engineering cum Traffic Survey is pre-requisite for consideration of any new investment proposal for new projects to assess the likely investment, traffic potential and return from the same. Based on the outcome of Reconnaissance/ Preliminary Engineering cum Traffic Survey, projects are sanctioned/included in Budget Document (Pink Book) on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throwforward of ongoing project, overall availability of funds and competing demands. Thereafter, Final Location Survey (FLS) is carried out and DPR/ Detailed Estimate is prepared before taking up construction work. In case it is decided to shelve/suspend permanently the construction work after carrying out Final Location Survey, then the project is dropped from Budget Document (Pink Book). However, no project has been dropped from Budget Document (Pink Book) after completion of Final Location Survey.

(b) and (c) Preliminary Engineering cum Traffic Survey for construction of new line from Tanakpur-Ghat-Bageshwar (155 Km.) in Uttarakhand has been completed. As per survey report, the cost of this project has been assessed as ₹ 2791 Crores with negative rate of return 1.16%. This project could not be taken forward due to its unremunerative nature, huge throwforward of railway projects and limited availability of funds for new lines with Ministry of Railways. However, this is one of the 14 Railway Projects identified by Ministry of Defence as strategic lines. These 14 strategic lines are to be funded by Ministry of Defence. Out of these 14 Strategic lines, Ministry of Defence has identified, four strategic lines for taking up in first phase. None of these projects has been sanctioned. However, Final Location Survey for these four lines has been taken up as Deposit work of Ministry of Defence. Tanakpur-Ghat-Bageshwar (155 Km.) is not one of the four lines identified by Ministry of Defence for taking up in first phase.

As on 01.04.2016, a total of 166 ongoing New Lines projects spread across the country including the State of Uttarakhand, have been taken up for construction of 18,592 Km. of New Line at a cost of ₹2,47,840 Crore. For 2016-17, budgetary allocation of ₹14,166 Crore has been made for these New Line projects. Out of these, four new line projects costing ₹5,622 Crore for construction of 212 Km. of New Line are falling fully/partly in the State of Uttarakhand for which a budgetary allocation of ₹193 Crore has been made in the current financial year. The total outlay for 2016-17 for the projects

of New Line, Gauge Conversion and Doubling which are falling partly or fully in the State of Uttarakhand is ₹458 Crore which is 700% more than the outlay provided for the year 2014-15.

Further, in anticipation of Government of Uttarakhand coming forward to take up projects through Joint Venture, two New Line projects have been included in Capital Investment Programme of 2016-17 (incorporated as annexure to the 'Pink Book' of sanctioned works) at an anticipated cost of ₹1828 Crore. Details of these four New Line projects are as under:-

Sl. No.	Name of project	Railway	Length (in Km.)	Cost (₹ in Cr.)
1.	Kashipur-Dhampur	Northern	58	1200
2.	Dehradun-Vikasnagar	Northern	38	628

The capital expenditure for Railways has been increased from ₹54,000 Cr in 2013-14 to around ₹94,000 Cr in 2015-16. For 2016-17, a plan size of ₹1,21,000 Crore has been kept.

Direct Cash Transfer

*258. SHRIMATI JAYA BACHCHAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government has any plan to introduce Direct Cash Transfer to farmers for procurement of fertilizers, if so, the details thereof; and

(b) whether Government has set up any panel to study the impact of such a step, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI ANANTH KUMAR):

(a) and (b) At present there is no plan to implement any system for direct transfer of cash by way of subsidy to farmers for procurement of fertilizers. However, pilot project in 16 districts is under implementation to introduce modified Direct Benefit Transfer (DBT) for fertilizer subsidy payment, under which subsidy on various fertilizer grades shall be released to the fertilizer companies on the basis of actual sales made by the retailers to the farmers/beneficiaries. This subsidy payment procedure under the proposed system is under implementation on a pilot basis in 16 districts covering 12 States. After implementation of the DBT on pilot basis, the experience gained during its implementation in the 16 select districts will be analysed and difficulties faced and challenges arising during the implementation process shall be studied in-depth.