

(c) In the past, some Apprentices were appointed in a few Zonal Railways in exigencies of service, when there was no direct recruitment in Group 'D' through the Railway Recruitment Cells (RRCs). Now RRCs have come into existence and open market recruitment is being done through competitive examination. Further, a provision has been made that in future, 20% of erstwhile Group 'D' vacancies shall be filled by giving preference to Course Completed Act Apprentices (CCAAs) trained in Railways' establishments and possessing National Apprenticeship Certificate (NAC) granted by National Council of Vocational Training (NCVT).

(d) Yes, Sir. Provisions have been made in this regard.

Railway project proposals by Government of Maharashtra

1864. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the proposals submitted by Government of Maharashtra for the widening of existing lines, construction of new lines and doubling of existing railway lines in the State during the last three years, project-wise;

(b) the action taken by Government thereon;

(c) whether many previous railway projects are running slow for want of funds or for any other reasons, if so, Government's response thereto; and

(d) the time by which such pending proposals are likely to be implemented completely?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Proposals from State Governments or various public representatives and other organizations for construction of railway projects are received at Divisional Offices, Zonal Offices and in the Ministry from time to time. As receipt of such proposals is a continuous and dynamic process, compendium of such proposals is not maintained. However, due attention is given to the suggestions, subject to the overall availability of resources and feasibility of their implementation. Projects are sanctioned based on remunerativeness, operational requirements, missing links, strategic/socio-economic considerations etc.

(b) Projects included in Budget in last three years (since 2014-15, 2015-16 and 2016-17) falling partly or fully in the State of Maharashtra are as under:—

(₹ in crore)

Sl. No.	Name of project (length)	Latest anticipated cost
New Lines		
1.	Karad-Chiplun (112km)	1200
2.	Pune-Nashik (265 km)	2425
3.	Vaibhavwadi-Kolhapur (107 km)	2750
4.	Indore-Manmad <i>via</i> Malegaon (368 km)	9968
Doubling		
1.	Itarsi-Nagpur 3rd line (267 km)	2326
2.	Kazipet-Balharshah 3rd line (202 km)	2020
3.	Pune-Miraj-Londa (467 km)	4670
4.	Rajnandgaon-Nagpur 3rd line (228 km)	1273
5.	Hotgi-Kudgi-Gadag (284 km)	1618
6.	Teegaon-Chichonda Ghat Section 3rd line (17 km)	141
7.	Wardha-Ballarshah 3rd line (132 km)	630
8.	Jalgaon-Bhusawal 4th line (24 km)	199
9.	Daund-Manmad (236 km)	1876
10.	Manmad-Jalgaon 3rd line (160 km)	854
11.	Wardha-Nagpur 4th line (76 km)	912

(c) Railway projects have traditionally suffered on account of law and order, difficult geological conditions in some projects, delay in land acquisition, forestry and wild life clearances etc. However, sufficient fund allotment has been made for projects in the last three budgets commensurate with the physical progress.

(d) Completion of projects depends on many factors such as land acquisition, forestry and wild life clearances, shifting of services, construction of road over and road under bridges, law and order etc. As many of these factors are not within the control of Railways, it is not feasible to fix timelines for all the projects.

Implementation of TCAS and TPWS to prevent train accidents

1865. PROF. M. V. RAJEEV GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of train accidents in last three years;