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Rail Coach Factory (RCF)	RCF	01 (Minor Penaty Action) and 02 (Administrative Action)	01 (Major Penalty Action) and 01 (Minor Penalty Action) and 02 (Administrative Action)

***Statement-III****Details of cases of rejections/recovery*

Northern Railway	₹ 10.27 Lakh recovery proposed for rejected materials.
South Eastern Railway	Material worth ₹ 19.36 Lakh (399 Numbers flap doors and 1780 Litres paint) rejected.
Chittaranjan Locomotive Works (CLW)	₹ 1,65,33,846/- recovered from firms for fake material Ferrite Core.
Integral Coach Factory (ICF)	₹ 87.36 Lakh recovered but later on repaid after the firm made good the short supply of EMU Coupler.
Rail Coach Factory (RCF)	Material worth ₹ 46,88,268/- for 78 Retention Tanks rejected and returned to firm after joint inspection with RITES.

**Patti-Makhu railway link**

2673. SHRI SHWAIT MALIK: Will the Minister of RAILWAYS be pleased to state:

(a) by when the final sanction of the Patti-Makhu rail link, which will connect Amritsar with Ferozepur and reduce the distance between Amritsar and Mumbai by upto 240 kilometres, from NITI Aayog is expected;

(b) the expected date of commencement of work for laying of Patti-Makhu rail link; and

(c) the main reasons for the continuous delay in implementing this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) The direct link between Patti and Makhu can be established by constructing 25 km. long new railway line from Gharyala station falling on Amritsar-Khemkaran railway line to Mallanwala station on Jalandhar-Firozpur Railway line. The work of construction of new line between Firozpur and Patti (Mallanwala Khas-Gharyala) was included in Works Programme 2013-14, subject to obtaining requisite approvals. Now all requisite approvals have been obtained.

(b) and (c) The starting/completion of Railway projects depends on a number of factors such as land acquisition, forestry and wildlife clearances, shifting of various services, apart from availability of adequate funds. Since many of these factors are beyond the control of the Ministry of Railways, it is not feasible to give time lines for completion of the project.

**Collective funding of railway projects by Central and State Governments**

†2674. SHRI PREM CHAND GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of such railway projects which will be funded collectively by Central and State Governments;

(b) whether some of these projects have been delayed, if so, the details thereof;

(c) the length of new railway lines announced during the last three Rail Budgets and the status of Bihar and Jharkhand regarding such new projects;

(d) the Zone-wise details of such projects where work has been started and to what extent work has been completed; and

(e) the steps being taken to expedite the railway projects regarding new railway lines, especially the ones which are passing through Bihar and Jharkhand?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) The details of Railway projects funded collectively by Central and State Governments are given in the Statement (*See* below).

(b) Completion of a Railway project is dependent upon acquisition of land, obtaining statutory clearances like forestry and wild life clearances, shifting of services, cutting of trees, construction of road over bridges and road under bridges by road maintaining agencies etc. which needs involvement of various Ministries and Departments of State/Central Governments. As many of these factors are beyond control of Railways, majority of Railway projects are facing delay.

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† Original notice of the question was received in Hindi.