

all AI, A, B, C and D category of stations which are approximately 2100 stations. These categories of stations also cover rural and remote areas.

- (c) The concerned banks will be responsible for the security of ATMs.

Train branding packages to earn non-fare revenue

3483. SHRI ANUBHAV MOHANTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways are planning to offer train branding packages through bidding in a phased manner, starting with Rajdhani and Shatabdi services;

(b) whether it is in a bid to earn revenue from non-fare sources of Railways; and

(c) the other plans to Railways to earn revenue from non-fare sources?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) Yes, Sir. Indian Railways is inviting open and transparent bids for train advertisement on all important categories of trains, including Rajdhani and Shatabdi trains, to augment non-fare revenue.

(c) New policies related to Digital Content on Demand, Out of Home advertisement, ATMs and Unsolicited Non-Fare Revenue proposals have been issued to increase non-fare revenue.

Maintenance of passenger coaches and development of vacant railway land/yards

3484. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government appreciates that maintenance of passenger coaches, irrespective of class, sanitation/cleanliness at railway stations and development of vacant railway land/yards is far from satisfactory wherein enough attention has not been paid in the past;

(b) if so, the steps Government has taken to bring improvements in this regard; and

(c) whether Government would identify only a few trains and railway stations for development as models in the first place, considering the gigantic nature of task?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) and (b) No, Sir. The maintenance of passenger coaches, sanitation/cleanliness at railway stations and development of vacant railway land/yards are given the required attention by the Indian Railways.

Systems are in place to ensure that the passenger coaches are maintained regularly as per their prescribed maintenance schedules at the Coaching depots and Workshops of the Indian Railways.

Regular intensive campaigns/drives have been organized with the objective of bringing about significant and sustainable improvements in the cleanliness standards of Trains and Railway premises, including Railway stations. Some of the major initiatives taken by Indian Railways towards improvement of sanitation/cleanliness are as follows:

- (i) Bio-toilets, which prevent the discharge of human waste directly onto the track, are being fitted in coaches at an accelerated pace.
- (ii) The facility of On-Board Cleaning has been extended to more than 800 pairs of trains and this is being monitored through a closed loop 'APP' based passenger feedback system.
- (iii) SMS-based, Web-based and APP-based complaint redressal systems have been established. IVRS-based feedback is randomly being taken from about 1 lakh passengers every day.
- (iv) To assess the impact of cleanliness efforts at major stations, third party surveys on cleanliness indicators have been done at 407 stations in 2016 involving feedback from 1.3 lac passengers.
- (v) Additional toilets at Railway Stations, including Pay & Use toilets, have been provided.
- (vi) The enforcement of the Indian Railways (Penalties for activities affecting cleanliness at Railway premises) Rules, 2012 is being monitored.
- (vii) CCTVs are being used for the monitoring of cleanliness activities at major stations.
- (viii) Intensive cleanliness drives are being carried out at various Railway stations, by the Zonal Railways.
- (ix) Various theme-based drives have been undertaken from time to time with a focus on cleanliness in different areas of Railways.

The vacant land, which is mostly in the form of narrow strips along the tracks, is used for servicing and maintenance of track, bridges and other railway infrastructure. The vacant land is also utilized for execution of various infrastructural projects for meeting future growth needs of Railways which include projects like doubling/tripling and traffic facilities works, etc. Railway's operations also necessarily require development of ancillary logistic support/infrastructure such as bulk oil installations and oil depots, steel yards, concrete sleeper plants, coal dumps, connectivity to private sidings, connectivity to ports and other infrastructure, commercial plots, vending stalls, etc. for which land is leased/licensed. The vacant land, which is not required by Railways for its immediate operational needs, is utilized in the interim period for commercial development through Rail Land Development Authority (RLDA), wherever feasible, in order to mobilize additional financial resources.

(c) Indian Railways undertakes Mid-Life Rehabilitation (MLR) of Mainline coaches in a programmed manner depending upon the capacity and availability of funds. As a part of MLR, selected number of coaches are being refurbished. Refurbished coaches with improved interiors, vibrant colour scheme, additional amenities, etc. have been inducted in the Mahamana Express running between New Delhi and Varanasi. Additional coaches are taken up for refurbishing based on sanctions under the Rolling Stock Programme and availability of capacities/funds.

In addition to the above, Humsafar trains have recently been introduced for providing comfortable Air-Conditioned III Tier travel. Also, Antyodaya and Deen Dayalu coaches having better amenities, have been introduced in service for unreserved travel. AI and A class stations of Indian Railways have been identified for development under the Station Redevelopment Program.

Railway projects in Jharkhand and Gujarat

3485. SHRI PARIMAL NATHWANI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway projects which were approved/sanctioned during the last three years and the current year in Jharkhand and Gujarat;

(b) the details of ongoing/running behind schedule/lying pending railway projects during the above period, State-wise, Zone-wise and Project-wise;

(c) the estimated cost, including the extent of cost overrun of these projects, Project-wise and Zone-wise;