

generators has devised strategy of substitution of imported coal with domestic coal. In the last three years, the fall in thermal coal import for domestic coal based power plants is given in the table below:

Year	Import by domestic coal based power plants (in MT)	Reduction in import (in %)
2014-15	48.5	
2015-16	37.1	(-) 23.50
2016-17	19.8	(-) 46.63
2017-18 (April-Oct.)	9.6	(-) 26.71*

* reduction over the same period of 2016-17.

(c) CIL has taken many steps for promotion of import substitution through:

- Source rationalization of part linkage from higher grade coal sources;
- Offer of coal, including higher grade coal, through various types of e-auction including Special Forward e-Auction;
- Introduction of flexibility in terms of auction, e.g. flexi tenure of lifting, reduction of EMD and floor price to cater to requirement of various consumers including TPPs not having FSA with CIL sources;
- Sanction of coal linkages under provisions of SHAKTI policy of the Government for meeting the demand of various categories of power utilities including IPPs.

Extending the benefit of reduction in GST rates to consumers

†*10. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the benefit of reduction in the rates of Goods and Services Tax (GST) on almost 200 items is extended with immediate effect to the consumers;

(b) whether any action has been taken so far against any shopkeepers or companies for not extending the benefit of reduced GST rates to the consumers; and

(c) if so, the details thereof?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAMVILAS PASWAN): (a) to (c) As per information available major companies are passing on the benefit of reduction in GST rates to consumers. Under the Legal Metrology (Packaged Commodities) Rules, 2011, Government has granted permission

† Original notice of the question was received in Hindi.

to affix an additional sticker or stamping or online printing for declaring the reduced MRP on the pre-packaged commodity, upto 31st December, 2017. The enforcement of Legal Metrology Laws is done by the State Governments.

Length of railway network

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

(a) the total length of railway network in the country, in kilometres, passenger and dedicated freight corridor-wise;

(b) the total length of railway network in the country which require repair, passenger and dedicated freight corridor-wise;

(c) whether major routes of Railways' network have more trains operating per day than the designated capacity currently; and

(d) if so, the details thereof and the steps being taken by the Ministry to remedy this?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Indian Railways presently does not have dedicated Passenger and Freight Corridors. Both Passenger and Freight Services run on the entire network of Indian Railways comprising of 67,368 Route Kilometres as on 31.03.2017.

(b) Indian Railways have both *i.e.* Passenger and Freight type of traffic on its network. As on 01.04.2017, 7546 Km. of track length on Indian Railways is sanctioned for track renewal.

(c) and (d) Yes, Sir. These are 7 identified trunk routes across the country which are also termed as High Density Routes *viz.* (1) Delhi–Howrah (2) Howrah–Mumbai (3) Mumbai–Delhi (4) Delhi–Guwahati (5) Delhi–Chennai (6) Chennai–Howrah and (7) Chennai–Mumbai.

A number of steps have been taken to remove bottlenecks and augment track capacity:

- (1) Railways have a large number of sanctioned projects under the plan heads of doubling, new line, gauge conversion and traffic facility works to decongest routes. These include 177 New Line works, 58 Gauge Conversion works, 256 Double Line works, 570 Traffic Facility works and 112 Electrification works.
- (2) Total outlay for New Lines, Gauge Conversion, Doubling and Traffic Facility works for the year 2017-18 is ₹21,198 crore, ₹3,884 crore, ₹18,001 crore and ₹3,088 crore respectively.