

points, reading lights etc. have been provided in coaches as per prescribed norms.

- (xiii) To provide better ride quality and safety even at higher speeds and improved interiors, LHB (Linke Hofmann Busch) coaches with superior design have also been introduced. Production Units of IR are now producing only LHB coaches from April, 2018 and, Integral Coach Factory (ICF) design conventional coaches are being gradually phased out by converting/introducing more and more trains with LHB type coaching stock in important and long distance trains.
- (xiv) Regular checks are conducted at officers/supervisors levels, and corrective action is taken wherever any deficiency is noticed.
- (xv) Enforcement of Indian Railway (Penalties for activities affecting cleanliness at railway premises) Rules, 2012.
- (xvi) Catering services on trains are made available through Pantry Cars/Mini Pantries, Train Side Vending, e-catering service and at stations through static units. In addition, while providing catering service to passengers, IR ensures that proper hygiene and cleanliness is maintained as per the standards.

(b) Complaints have been received on lack of hygiene and sanitation at the platforms and in running trains and duly taken note of. Measures taken are indicated in part (a) of the reply.

Repairing of old tracks and overhauling of bridges

†2349. SHRI RAM NATH THAKUR:

SHRI SURENDRA SINGH NAGAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government has formulated a plan to repair old rail tracks and overhaul the dilapidated rail bridges across the country;
- (b) if so, the details thereof;
- (c) the details of the plan to renew tracks and reconstruct the dilapidated bridges in the States including Bihar and whether a time-limit has been fixed in this regard, the complete details thereof; and
- (d) if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (d) Yes, Sir.

Track: Track maintenance/renewal is an ongoing process. There is a set system of inspection of tracks at different levels to ensure all the time that track is in sound condition for safe running of trains. Track renewal works are undertaken as and when a stretch of track becomes due for renewal on the basis of criteria laid down in Indian Railway Permanent Way Manual on age/condition basis viz. traffic carried in terms of gross million tonnes, incidence of rail fracture/failure, wear of rails, corrosion of rails, maintainability of track as per standards etc. Year-wise details of track renewal carried out in the country including Bihar in last five years are as under:—

Year	Track Renewal Progress (In Complete Track Renewal Units)
2014-15	2424
2015-16	2794
2016-17	2487
2017-18	4023
2018-19	4181

Track renewal, as per requirement shall be continued in the year 2019-20. Renewal of 618 km. has been done upto May, 2019.

Bridge: There is a well established system of inspection of bridges on Indian Railways. All the bridges are inspected twice a year, one before the onset of monsoon and one detailed inspection after the monsoon. In addition, certain bridges are also inspected more frequently depending upon their condition. Repair/strengthening/rehabilitation/rebuilding of railway bridges is a continuous process and is undertaken wherever so warranted by their physical condition as ascertained during these inspections. During the last five years (2014-15 to 2018-19), a total of 4032 bridges have been repaired/strengthened/rehabilitated/rebuilt on Indian Railways.

The information on bridges is maintained zone-wise and not State-wise. Bihar is covered under Eastern Railway, East Central Railway, North Eastern Railway, and Northeast Frontier Railway. There is no bridge in dilapidated condition in all concerned zones covering Bihar. However, as on 01.04.2019, a total of 1321 bridges in the above four zones have been sanctioned for repair/strengthening/rehabilitation etc.