

- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Improvement in running time of trains is not undertaken by Indian Railways on State-wise basis since Railway network cuts across State boundaries.

Action Plan for improving mobility under “Mission Raftaar” programme includes removal of speed restrictions, construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs), right powering of trains, introduction of twin-pipe in wagons and replacement of conventional trains by Main Line Electric Multiple Unit (MEMU) trains and Diesel Electric Multiple Unit (DEMU) trains.

Under this programme, 26 Express trains Originating from/Terminating at/Passing through the stations located in the State of Kerala have been speeded up from 5 to 30 minutes. Besides, 24 level crossings have been eliminated in Kerala during the last 2 years.

During 2017-18, three Nos. of Permanent Speed Restrictions have been relaxed/removed resulting in time saving of 5.30 minutes and during 2018-19, thirteen Nos. of Permanent Speed Restrictions have been relaxed/removed resulting in time saving of 15.20 minutes in Kerala State.

#### **Improvement in rail services in Andhra Pradesh and Telangana**

909. DR. T. SUBBARAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of expansion of new passenger train services, electrification work and improvement in passenger amenities in various railway stations falling under the States of Andhra Pradesh and Telangana, in the last three years;
- (b) whether Government would introduce more passenger trains from Vijayawada and Visakhapatnam towards North India in view of persistent demand; and
- (c) if so, whether it would be included in the current financial year?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Indian Railways do not run trains on State-wise basis as railway network straddles across State boundaries. However, the details of Mail/Express trains (in pairs) introduced during the last three years serving the stations located in the State of Andhra Pradesh and Telangana (originating/terminating basis) is as under:

Year	Introduction	Extension	Increase in frequency
2016-17	7	6	Nil
2017-18	4	4	Nil
2018-19	5	9	3

Further, the details of rail routes commissioned on electric traction on the sections located in the State of Andhra Pradesh and Telangana during last 3 years are as under:

State	Year	Section	Route Kms
Andhra	2016-17	Devarapalle-Dharmavaram	140
Pradesh	2017-18	Dhone-Panyam	61
		Guntakal-Dhone and Gooty-Pendekallu	97
		Mantrayalam road-Guntakal	92
		Nallapadu-Cumbum-Diguvametta	209
		Nallapadu-Siripuram	18
		Panyam-Diguvametta	54
	2018-19	Bobbili-Salur	17
		Guntakal-Kalluru	38
		Guntakal-Virapur	24
		Obulavaripalli-Venkatachalam	88
		Siripuram-Tummalacheruvu-Pondugula	82
	TOTAL		920
Telangana	2017-18	Malakajgiri-Bolaram	13
		Mattampally-Janpahad	20
	2018-19	Medchal-Bolaram	12
		Pagidipalli-Nalgonda-Kukadam	102
		Peddapalli-Gangadhara	56
		Telapur-Ram Chandrapuram	5
		Pondugula-Vishnupuram-Janpahad	17
	TOTAL		225

Besides, various passenger amenities works have been under taken at 251 railway stations falling under the States of Andhra Pradesh and Telangana in last three year These works include provision of additional water taps on platforms, additional benches on platforms, additional platform sheds, additional FOBs, improvements in circulating area, improvements in waiting halls, provision of Air-Conditioning of PRS, escalators, washable apron, lifts, IP based surveillance camera system, extension of IRS type shelter, shifting of station building, provision of approach road, coach watering facilities, provision of second entry, provision of coach Indication and train indication boards, expansion of PA system, provision of mobile charging points, water coolers facilities, improvement of lighting, furniture for booking office, provision of RO plant, etc.

(b) and (c) At present, train connectivity is available from Vijayawada and Visakhapatnam for Delhi which in turn, is well connected to other major stations of northern part of the country. Introduction of additional trains from Vijayawada and Visakhapatnam towards North India is however, not feasible at present, due to operational and resource constraints. Besides, introduction of trains is an ongoing process on Indian Railways subject to operational feasibility, traffic demand, availability of resources, etc.

#### **Railway projects in Madhya Pradesh**

†910. DR. SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the current status of the ongoing, pending and proposed railway projects in Madhya Pradesh since last five years till date; and

(b) the details of the action plan devised towards time-bound completion thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) As on date, 08 new line, 05 gauge conversion and 27 doubling projects covering a length of 6756 Km. at a cost of ₹77302.54 crore falling fully/partly in the State of Madhya Pradesh are in different stages of planning/sanction/execution. Out of these projects, 24 projects (3 new line and 21 doubling projects) covering a length of 3399 Km. at a cost of ₹44883 crore have been included/sanctioned in the last 5 years (from 2014-15 to 2018-19 and 2019-20).

(b) The timely completion of Railway projects without cost overrun requires quick and timely acquisition of land through State Government, shifting of utilities, various statutory clearances etc. and to achieve the same, Railway is holding regular meetings with State Government and concerned Central/State Government officials on various issues for

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†Original notice of the question was received in Hindi.