

of Ministry of Housing and Urban Affairs, is planned for implementation in first phase along with Delhi-Ghaziabad- Meerut and Delhi-Panipat RRTS corridors. The Delhi-Alwar RRTS corridor has not been approved by the Government of India. As such, timeline for its completion cannot be fixed. RRTS is a highly capital intensive project which requires extensive inter-ministerial consultation and approval depends on feasibility of the project and availability of the resources.

Multi-tracking project

2198. SHRI D. KUPENDRA REDDY:

SHRIMATI VANDANA CHAVAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry has proposed 'multi-tracking' project in the 34,000 km. stretch of highly busy/important/utilised rail network;
- (b) if so, the details thereof including the proposed targets and phases of the project;
- (c) the estimated cost of the project; and
- (d) the proposed time-frame within which the project is to be completed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Yes, Sir. Out of 34,000 km, highly utilized network, multi-tracking exists on about 16,000 km. Works for about 14,000 km are on-going. Multi-tracking works for remaining about 4,000 km are under planning for sanction.

Presently, Indian Railways have taken up multi tracking projects costing ₹2.32 lakh crore, which are in different stages of planning/sanction/ execution, out of which commissioning of 2,784 km has been achieved and expenditure of ₹48,342 crore incurred up to March, 2019.

Based on operational requirement, thorough review of throughput enhancement projects has been carried out and with focussed approach, the projects have been prioritized into Super Critical Projects (58 nos), Critical Projects (68 nos.) and other throughput enhancement projects (130 nos.).

All out sincere and focussed approach is being adopted by Railway for quick execution and early return to Railways.

(d) The timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. and all these factors vary from project to project and site to site. Hence, no confirmed time frame can be fixed for completion of projects.

Vacancies in railways

2199. SHRI RIPUN BORA:

SHRI RITABRATA BANERJEE:

SHRI DEREK O' BRIEN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of sanctioned posts are lying vacant in Railways;

(b) if so, the zone-wise/year-wise/department-wise details thereof alongwith the reasons therefor and steps taken to fill such vacancies;

(c) whether it is also a fact that Government has decided to bring down the strength of Railway employees to half of the present strength; and

(d) if so, zone-wise plan details and the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) The Manpower position on Railways (as on 1.04.2019) is as under:

Zonal Railway	Sanctioned Strength	On-roll	Vacancy
1	2	3	4
Central	125753	101421	24332
East Coast	55741	46098	9643