

Provision of stoppage in close proximity is operationally not expedient. The earlier station categorization (A-I, A, B, C, D, E and F) based on passenger earnings only was reviewed in the year 2017 for the period 2017-18 to 2022-23. As per new categorization of stations for provision of passenger amenities, Lakhmania is a Non-Suburban Grade (NSG)-5 category station based on the annual passenger earnings and number of passengers handled per annum.

The review regarding categorization of stations for provision of passenger amenities is done every five years.

(c) At present, one computerized Passenger Reservation System (PRS) cum Unreserved Ticketing System (UTS) counter functions at Lakhminia station from 08.00 hours to 14.00 hours. An analysis of the reservation related transactions being handled at this location has revealed that the existing arrangement is more than adequate to cater to the present level of traffic at the station.

Status of railway projects in Odisha

2997. DR. SASMIT PATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways had previously sanctioned a missing link of 50 km. between Buramara (Odisha) to Chakulia (Jharkhand);

(b) if so, whether the above-mentioned project has been dropped;

(c) whether the survey for 42 km. line between Bangriposi and Gorumahisani has been completed; and

(d) if so, has the project not been sanctioned by Railways citing low rate of return?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) Buramara - Chakulia New Line (50 Km) has been sanctioned as a part of Gauge Conversion (GC) project of Rupsa - Bangriposi (90 km). GC project of Rupsa-Bangriposi (90 Km) has already been completed and commissioned. Buramara to Chakulia project was not found financially viable in a bankability study conducted by Rail Vikas Nigam Limited (RVNL). However, it has not been dropped and Board has decided to examine the project for executing under Gross Budgetary Support and Zonal Railway has been asked to prepare the detailed estimate.

(c) and (d) Survey for new line between Bangriposi and Gorumahisani (42 km) was completed in 2015-16. The Survey Report had been examined in Railway Board. Due to its unremunerative nature, poor traffic potential and large shelf of ongoing railway projects, the proposal could not be taken forward. However, a new updating survey has been sanctioned during 2018-19 and Survey work has been taken up.

Cost of Vande Bharat Express as compared to imported trains

2998. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that Integral Coach Factory Staff Council, Chennai is unhappy that the production of Vande Bharat Express has been stopped with a view to import expensive trains from other countries;

(b) if so, Government's response thereto;

(c) whether importing rail will cost around ₹250 crore against ₹90 crore for production of Vande Bharat Express; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) There is no staff council at Integral Coach Factory (ICF), Chennai. The production of train sets at ICF has not been stopped and there is no proposal to import expensive trains from other countries.

(b) to (d) Do not arise.

Inventorisation of dead stock and valuation arrived at for disposal

2999. SHRI SAMBHAJI CHHATRAPATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways have taken any concrete measure to prepare inventory of dead stock and calculate the value for disposal to clean up the stores, godowns, workshops, yards, open spaces, etc. in the last five years;

(b) if so, the details thereof; and

(c) if not, the reasons therefor duly considering that disposal of dead stock may fetch huge money which could be utilised for useful purposes?