

passenger amenities at stations. Identification/selection of stations for development under Adarsh Station Scheme is on the basis of representations received from Ministers/MPs/VIPs and recommendations from Zonal Railways. Selection of more stations under this scheme depends upon the relative importance of the stations and passengers handled at the station.

Status of conditions of ROB in Uttar Pradesh

2982. DR. ASHOK BAJPAI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether construction of Road over Bridge at Anjhi Shahabad and Sandila stations of Hardoi district in Uttar Pradesh is long overdue and pending;
- (b) if so, the reasons therefor and the progress of the projects; and
- (c) the anticipated time for completion of the above project?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Anjhi Shahabad Station: Work for construction of Road over Bridge (ROB) in lieu of Level Crossing No. 300 near Anjhi Shahabad Railway station on Lucknow-Moradabad section has been sanctioned in 2018-19. General Arrangement Drawing (GAD) for railway portion has been approved. Detailed estimate for approaches has not been received from State Government.

Sandila Station: There are 3 Level Crossings (LCs) i.e. 247, 248, 249 near Sandila Railway Station. All these LCs qualify for their replacement by Road over Bridge (ROB) on cost sharing basis with State Government as traffic density of these LCs is more than 1 lakh Train Vehicle Unit. Accordingly, State Government has been approached to submit the formal proposal for consent of ROB at these locations alongwith necessary consents for sharing of cost and closure of LC. Despite regular pursuing from Zonal Railway at Chief Secretary level, no response has been received from State Government.

Normally, Railway undertakes construction of Road over Bridges/Road under Bridges (ROBs/RUBs) in Railway portion whereas approaches are being constructed by State Government. Generally, there is no problem of construction of ROBs/RUBs in Railway portion. However, it is difficult to construct ROBs/RUBs on approaches because it depends upon many factors such as availability of land, removal of encroachments, fixing the alignment of approaches, allocation of requisite funds etc. Therefore, it is not possible to fix the time schedule for construction of ROBs/RUBs projects. Further

action will be taken after receipt of detailed estimate of approaches for ROB at Anjhi Shahbad and consent of State Government in case of ROBs of Sandila Station.

Punctuality of trains

2983. SHRIMATI CHHAYA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) the average percentage of trains running and reaching their destination on scheduled time;

(b) the year-wise percentage of punctuality performance of trains during the last five years; and

(c) whether it is a fact that the punctuality of trains is deteriorating continuously?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) Indian Railways accord a very high priority for punctual running of trains. However, trains are delayed sometimes on account of four broad factors *viz.*, carrying out infrastructure and maintenance works, asset failures, external factors (such as fog, law and order issues etc) and congestion. The punctuality performance of Mail/Express train services during the last five years is given below:

Financial year (April-March)	Mail Express (in percent)
2015-16	77.51
2016-17	76.69
2017-18	71.39
2018-19	69.23
2019-20 (upto November)	75.70

(c) No, Sir. During the current year, the punctuality of Mail and Express trains has been 75.70 %, which is 7.51% higher than the previous year.

Ensuring safety of railway bridges

2984. SHRI KANAKAMEDALA RAVINDRA KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware of the fact that there are more than 37,000 bridges with the Indian Railways which are more than 100 years old;