

(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?