

**Rat menace at railway stations**

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

- (a) whether it is a fact that the Chennai Division of Railways spent approximately ₹ 22,300 on trapping one rat and have spent nearly ₹ 6 crore on tackling rat menace at the railway stations;
- (b) if so, the details thereof indicating expenditure of all other Railway Divisions thereon; and
- (c) the details of new cost-effective measures being taken by Railway authorities to eliminate rats at various railway stations across the country?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) No, Sir. For Stations in Chennai division Rodent control is part of station cleaning contract.

(b) Rodent control is part of mechanized cleaning contracts and separate expenditure is not captured by Accounts in many divisions.

(c) With the construction of concrete aprons, there is little scope for rodents to make holes. At rest of the places burrows are treated with zinc phosphate with laced food attractant baits. With the installation of bio-toilets & provision of dustbins in coaches it is ensured that food/other waste, is not dumped on station tracks or platforms, which is a major source of attraction for rodents. Integrated mechanized cleaning contracts at stations are inclusive of pest and rodent control.

**Mission Raftaar**

765. KUMARI SELJA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways have indigenously designed and manufactured a high-speed locomotive capable of achieving a top speed of 180 kmph;
- (b) if so, the details of the amount spent on the project;
- (c) the details of funds released under Mission Raftaar since the last two years;
- (d) whether the average speed of trains across the railway network has increased under the Mission Raftaar project; and
- (e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Yes, Sir.

(b) The cost of indigenously designed and manufactured WAP-5 class of electric locomotive by Chittaranjan Locomotive Works (CLW), capable of achieving speed of 200kmph is ₹ 16.3 Crore.

(c) Since Mission Raftaar is a 'mission' and not a 'project', precise capital expenditure for development of the railway infrastructure and capacity expansion which would lead to attainment of the goals and objectives of Mission Raftaar has not been quantified.

(d) and (e) Improvement in average speed of trains is a continuous exercise on Indian Railways. The "Mission Raftaar" announced in Railway Budget 2016-17 envisages doubling of average speed of freight trains and increasing the average speed of all non-suburban passenger trains by 25 kilometer per hour in the next 5 years.

Action Plan for improving mobility and increasing average speed includes removal of speed restrictions, construction of Road Over Bridges (ROBs) and road under (RUBs), right powering of trains and replacement of conventional passenger trains (short distance trains stopping at all stations and excluding mail/express trains) by Main Line Electric Multiple Unit (MEMU) trains and diesel Electric Multiple Unit (DEMU) trains.

#### **Provisional clearance to Train 18**

766. SHRI R. VAITHILINGAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that citing serious inadequacies, the Electrical Inspector to the Government (EIG) gave only provisional clearance to Train 18 for three months;

(b) whether it is also a fact that the department wrangling puts a question mark over the prestigious project before the launch;

(c) whether it is also a fact that in compliance with the technical observations of EIG clearance, Train 18 may have to be sent back to the Integral Coach Factory (ICF), Chennai; and

(d) if so, the details thereof?