

Bullet train terminus

760. SHRI KUMAR KETKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Mumbai Metropolitan Region Development Authority (MMRDA) had suggested Railways to have bullet train terminus on its land at Dadar or Bandra and not at Bandra Kurla Complex (BKC) and if so, whether the Ministry has decided to shift the terminus from BKC; and

(b) whether there is a possible loss of revenue to the tune of ₹ 48,000 crore, if the MMRDA land in BKC is given to Railways?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) No, Sir. The terminal station has been planned to be constructed at 'G-txt' Block of Bandra Kurla Complex (BKC) *i.e.* Exhibition Ground.

Reserved coach in newly introduced trains

†761. SHRI LAL SINH VADODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government is considering to attach a reserved coach in all the newly introduced trains such as Vande Bharat Express;

(b) if so, whether Government has taken any step in this regard so far; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Newly introduced variants of train services like Humsafar Express, Tejas Express, Vande Bharat Express trains etc., already have reserved class coaches in their composition.

Privatisation of Railway production units

762. PROF. M.V. RAJEEV GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is planning to privatise the railway production units;

(b) if so, whether stakeholders like workers' unions were consulted before taking the aforementioned decision;

†Original notice of the question was received in Hindi.

(c) if so, the details of the consultation process including objections raised and responses to these objections; and

(d) the details of steps taken by Government in the past five years to upgrade the existing production units?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

(d) In the last five years, 32 works involving modernization of Production Units, augmentation of their capacity and up-gradation of overall facilities at a cost of ₹ 1324 crore have been completed. Another 20 similar works at an estimated cost of ₹ 7745 crore are under various stages of execution.

Construction of additional lines in Tamil Nadu

763. SHRI TIRUCHI SIVA: Will the Minister of RAILWAYS be pleased to State;

(a) whether there was a proposal to construct additional lines in the State of Tamil Nadu which has been struck down;

(b) if so, the details of the places that these proposed lines were to connect; and

(c) the reasons for decision against implementing the said proposal?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) No, Sir. Presently, 09 New Line Projects covering a length of 871.11 Km at a cost of ₹ 11,612.25 crore, 05 Gauge Conversion projects covering a length of 1,056.68 Km at a cost of ₹ 4,293.75 crore and 08 Doubling Projects covering a length of 591.59 Km at a cost of ₹ 5,673.10 crore falling fully/partly in the State of Tamil Nadu are under different stages of planning/sanction/execution.

Also, proposals of laying of additional lines to connect places is a continuous and ongoing process. Projects are taken up based on remunerativeness, missing links, socio-economic considerations etc., depending upon ongoing projects, overall availability of funds and competing demands.