

(b) the reasons behind the delay in completing the above mentioned stretch; and

(c) the details of action taken by Government to deal with the delay?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) 40% physical work has been completed in the section.

(b) The contracts for Railway Electrification works of Roha-Verna (428 Route Kilometer) and Verna-Thokur (312 Route Kilometer) have already been awarded.

The works have been taken up from both the ends *i.e.* Roha & Thokur. Thokur-Bijoor (120 Route Kilometer) section is ready and commissioning is expected in December-2019. Balance works of Bijoor-Verna and Roha-Verna sections are in progress and planned for commissioning during 2020-21 in phases.

Unlike other sections of Indian Railways, prolonged heavy monsoon this year in Konkan region has affected the progress of Railway Electrification works in this section.

(c) To expedite electrification of Roha-Thokur section, Automatic Wiring Train (AWT) are being adopted. Besides, better project monitoring mechanism and close monitoring is being done at the highest level to ensure early commissioning of this important section.

Hindrance to Act East Policy due to poor rail connectivity

777. SHRI SYED NASIR HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that poor rail connectivity is acting as a hindrance to India's Act East Policy;

(b) if so, whether Government has proposed to promote trade and tourism through building of railway lines between India and its neighbouring countries like Bangladesh, Bhutan, Nepal and Myanmar;

(c) if so, the details on status of current Railway projects under construction between India and the above four countries; and

(d) the time-frame for completion of all of such projects?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) At present, India is having transport connectivity with its neighbouring countries by rail/road/air/water routes as the case may be for a particular country. Improved rail connectivity is likely to further boost the trade & relationship.

(b) and (c) Railway Projects taken up between India and Bangladesh, Bhutan, Nepal and Myanmar are:

- **Nepal:** There are two rail connectivity projects namely Jogbani (India) to Biratnagar (Nepal) and Jayanagar (India) to Bardibas (Nepal), besides the existing link of Raxaul (India) - Birganj (Nepal).
- **Bangladesh:** There are two rail connectivity projects between Agartala (India) to Akhuara (Bangladesh), Haldibari (India) to Chilhati (Bangladesh) besides the existing four links, Gede (India)-Darshana (Bangladesh), Petrapole (India)-Benapole (Bangladesh) and Singhabad (India) -Rohanpur (Bangladesh) and Radhikapur (India) - Birol (Bangladesh).
- **Bhutan:** No rail connectivity project is under construction.
- **Myanmar:** No rail connectivity project is under construction.

(d) The execution of rail connectivity projects with neighbouring countries depends on various factors such as land acquisition and forest clearance etc. in India. It also entails a large number of works to be done in the associated neighbouring countries. Hence, no precise time-frame for completion of projects can be indicated.

Construction of lavatories under Indira Awaas Yojana

778. SHRI DHARMAPURI SRINIVAS: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether it is a fact that houses constructed under Indira Awaas Yojana (IAY) do not have any lavatories, if so, the details thereof and the number of such houses identified;

(b) the details of amount sanctioned for IAY houses during 2019-20 in the State of Telangana; and

(c) the details of the steps being taken by Government for providing lavatories in those houses?