

- (iii) In the computerized Passenger Reservation System (PRS), there is already a provision to allot lower berth to Divyangjans automatically, even if no choice is given, subject to the availability of lower berth. The person accompanying him is given middle/upper berth. After departure of train, if lower berth is available, TTE has been authorised to allot to Divyangjan, if the ticket is booked on the authority of handicapped concessional ticket.

Statement-III

Types of Waste Management Systems being followed at railway stations in Odisha Presently

I. Solid Waste Management System:

- Under Solid Waste Management Plan, three Bio gas plants are under commissioning one each for Puri, Cuttak and Bhubaneswar, processing biodegradable waste collected from station premises and adjoining areas.
- More Bio composting machines/Bio Gas plants are planned to be set up at remaining major stations.
- One Sewerage Treatment Plant (STP) recently installed at Khurda Road station and work started for Sambalpur station.
- For major stations, it is being planned to set up a mechanism for handing over recyclable waste from the station garbage to the authorized agencies towards implementation of Solid Waste Management rules' 2016.

II. Plastic Waste Management System:

- Plastic less than 50 microns has been banned.
- Use of single use plastic being discouraged.
- Plastic bottle Crushing machines have been provided at 04 major stations (Puri, Bhubaneswar, Cuttack and Sarthalpur) to crush plastic bottles.

III. To raise passenger awareness regular announcement through Public Announcement system is being done.

Diamond quadrilateral bullet train network project

1405. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government had promised to launch "Diamond Quadrilateral" bullet

train network project but has only made a marginal headway on the Ahmedabad-Mumbai stretch; and

(b) if so, the details thereof and the reasons for delay, including cost escalation?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) In the Railway Budget 2014-15, it was announced to undertake planning of high speed rail connectivity on Diamond Quadrilateral network connecting major metros and growth centres of the country. Accordingly, Ministry of Railways has undertaken feasibility studies for some routes namely Delhi-Mumbai, Delhi-Kolkata, Mumbai-Chennai, Mumbai-Nagpur and Chennai-Bengaluru-Mysuru. However, being highly capital intensive, the sanction of any high speed rail project depends on several factors such as technical feasibility, financial viability and availability of financing options.

Till now, Government has sanctioned Mumbai-Ahmedabad High Speed Rail (MAHSR) Project with technical and financial assistance of Government of Japan. A Special Purpose Vehicle (SPV) namely National High Speed Rail Corporation Limited (NHSRCL) has been formed to implement this project. This project is targetted for completion by the year 2023. The cost escalation compared to the cost indicated in Feasibility Study, if any, cannot be ascertained at this stage, as most of the contract packages are still to be finalised. As of now, the project is progressing satisfactorily.

Status of Gulbarga division

1406. SHRI SYED NASIR HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for delay in completing the work of Gulbarga Division;

(b) the present status of Gulbarga Division and the total amount spent to operationalise Gulbarga Division since February, 2014 till date; and

(c) the date announced by the Ministry for completing the Gulbarga Division?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Since setting up of new Divisions affects Railway operations and efficiency and requires additional resources, Detailed Project Report (DPR) for the proposed Gulbarga Division has been under examination in the Ministry. In October 2019, a Committee of Senior Railway Officers has been constituted to analyze and review afresh, the feasibility of creation