

- (iv) Regular and surprise inspections are conducted by railway officials including Food Safety Officers.
- (v) Introduction of Hand Sanitizers in Rajdhani/Shatabdi/Duronto trains.
- (vi) Monitoring and supervision of catering service through operation of centralized Catering Service Monitoring Cell (CSMC) toll free number 1800-111-321, Rail Madad, Twitter handle, CPGRAMS, E-Mail and SMS based complaints redressal.

Falling revenue from passenger and parcel service

1414. SHRI A. VIJAYAKUMAR: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the revenue from passenger and parcel services is decreasing in recent years;
- (b) if so, the details thereof;
- (c) whether Railways have proposed to privatise passenger/parcel services in the country; and
- (d) if so, the route selected in Tamil Nadu for privatising passenger service?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) Revenue from passenger and parcel services for the last three years *i.e.* 2016-17, 2017-18 and 2018-19 and current year up to September, 2019 is as under:-

	(₹ in crore)			
	2016-17	2017-18	2018-19	2019-20 (September/19)
Passenger	46280.46	48643.14	51066.65	26642.73
Parcel	1911.42	1749.23	1619.03	716.18

(c) and (d) The details and routes introducing private operations of passenger services have not been finalized, so far. However, in terms of the 100 Days Action Plan of the Ministry of Railways, it has been decided to hand over two rakes of Tejas Express to Indian Railway Catering and Tourism Corporation (IRCTC) to operate on

Haulage Charge principle. Accordingly, approval has been accorded to IRCTC for running two Tejas Class trains namely New Delhi-Lucknow Tejas Express and Ahmedabad-Mumbai Central Tejas Express. Of these, 82501/82502 New Delhi-Lucknow Tejas Express has commenced its operation wef 04.10.2019. As regards Parcel services, Comprehensive Parcel Leasing Policy and Policy for leasing of Parcel Cargo Express Trains have been further liberalized by way of (i) delegating powers to the zonal railways for revision of reserve price even downwardly, (ii) increasing duration of contracts from 3 years to 5 and 6 years, (iii) setting lease rates with fixed escalation @10% from 4th year onward, (iv) including bank guarantee as mode of security Deposit, (v) permitting leasing of parcel vans by ordinary passenger trains, (vi) permitting PCET with a minimum load of 15 parcel vans for six months, (vii) withdrawing distance restriction of 300 kms. for availing loading/unloading facilities at intermediate halts/stations, etc. Besides, a pilot project was launched to study the feasibility of using Railway's parcel service for e-tail players under which Amazon India has been provided 2.5 tonnes space in the SLR/Break Van under Guard's charge for loading/unloading of consignments in nominated trains.

Target of zero scrap balance by Indian railways

1415. SHRI MAHESH PODDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government had fixed a target for zero scrap balance till March, 2018;

(b) if so, the details of whether this target was met successfully by Government; and

(c) if not, the reasons therefor?

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

(b) Yes, Sir. The target was met successfully. During the financial year 2017-18, Railways with their concerted efforts, sold scrap worth ₹3,143 crores and balance available for disposal at the end of March, 2018 was valuing at approx ₹104 crores, which was equivalent to only 12 days average sales. Available scrap balance upto one month level is permissible at the end of financial year as the arisings and disposal of scrap material is a continuous process.