

(c) the details of railway-related works being undertaken by private companies at present, the number of complaints received regarding the poor quality of their works and the mechanism adopted to redress the same?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) Ministry of Railways have constituted a Group of Secretaries (GoS) with a term of one year *inter alia* to permit private passenger train operators to operate trains with world class technology over Indian Railways Network. The GoS has held three meetings, so far. In regard to Goods trains, various wagon investment schemes, *i.e.* Automobile Freight Train Operators (AFTO) Scheme, Liberalized Wagon Investment Scheme(LWIS), Special Freight Train Operator Scheme (SFTO) and General purpose Wagon Investment Scheme (GPWIS) have been introduced for participation of private entities in wagon procurement. However, operation of these goods trains remains with Indian Railways.

(c) Participation of private sector has been allowed in construction and maintenance of Railway lines under various models of Participative Policy such as Non Government Railway, Joint Venture, Built Operate and Transfer, Customer Funding and Annuity. In all these schemes, responsibility of trains operation and safety certification rests with Indian Railways. However, outsourcing of certain facilities like cleaning, pay and use toilets, retiring rooms, parking, etc. is done on need based manner to improve efficiency. In case of any deficiency, the mechanism of redressal as per the contract is invoked.

Study to calculate money lost due to delayed trains

1409. DR. SANTANU SEN: Will the Minister of RAILWAYS be pleased to state:

(a) the year-wise 'total number of hours' trains in the country got delayed in the last five years;

(b) whether there is any study to calculate the loss of money per hour for these delays;

(c) if so, the details thereof;

(d) if not, whether Government is planning to conduct such study in the next one or two years;

(e) if so, details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Indian Railways accord a very high priority for punctual running of trains. However, trains are delayed sometimes on account of four broad factors *viz.*, carrying out infrastructure and maintenance works, asset failures, external factors (such as fog, law and order issues etc.) and congestion. The average delay per train (in hour) of Mail/Express services (on terminating basis) which lost punctuality during the last five years is given below:-

Financial year (April-March)	Average delay per train (in hour)
2015-16	0.53
2016-17	1.10
2017-18	0.82
2018-19	0.74
2019-20 (upto October)	0.49

(b) to (f) The monetary loss to the Railways is not calculated train-wise or on the basis of punctuality of trains. There is no proposal to conduct a study to calculate the loss per hour on account of delays. However, Indian Railways monitor and keep a close watch on a real-time basis on the punctual running of trains to mitigate loss due to late running of train services. Regular analysis and periodic reviews for Punctuality of passenger carrying trains are also undertaken rigorously at Divisional, Zonal and Railway Board levels by Divisional Railway Managers (DRMs), General Managers (GMs) and Railway Board Members and senior officers.

Proposal for double-decker trains in Tamil Nadu

1410. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has any proposal to operate double-decker trains, besides the existing one, in the State of Tamil Nadu in Chennai Egmore-Tuticorin route;
- (b) if so, the details thereof;
- (c) whether Government has earmarked any fund for this purpose;