

The selection of developer is done following a transparent and competitive bidding process. Private developers have shown interest where tenders for redevelopment of station were floated at Habibganj (Bhopal), Gandhinagar (Gujarat), Gomtinagar, Anand Vihar, Bijwasan, Chandigarh and Safdarjung railway stations.

(d) Ministry of Railways has not signed Memorandum of Understanding (MoUs) with any foreign countries in this regard.

### **Improving the working conditions of loco running staff**

1872. SHRI MAHESH PODDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the locomotive engines lack toilets and drinking water facilities;

(b) whether there are any functional locomotive engines having air conditioned (AC) cabins, if so, details thereof, zone-wise;

(c) whether Railways is planning to introduce locomotives having AC cabins, washrooms and drinking water facilities across all the zones;

(d) if so, the details thereof; and

(e) whether Government has planned or is planning to introduce some measures to improve the working conditions of loco running staff?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Toilets have been provided on trial basis in locomotive cabs. Drinking water facility has been provided to crew in running rooms and crew lobbies.

(b) Yes, Sir. Zone-wise 1914 nos. of locomotives have been provided with cabin Air-conditioners (ACs) as on 31.01.2020. Details are given in the Statement (*See* below).

(c) and (d) Yes, Sir.

- New locomotives being turned out by Production Units (PUs) are being fitted with cab AC and workshops have been advised to make provision of cab ACs during Periodical Overhauling of electric locomotives.
- Washrooms / toilets facilities will be provided in new electric locomotives after feedback on trial.

- Drinking water facility is already provided to running staff in running rooms, crew lobbies etc.

(e) In addition to above, the following provisions/facilities are being provided to the running staff:

- All new electric locomotives being produced by PUs have spacious cab, economically designed for comfort of crew and ease of working.
- About 2/3rd of running rooms (where running staff take rest after duty) are already provided with air conditioners. For other running rooms, umbrella work has been sanctioned. Presently, these running rooms are provided with desert coolers.
- Women running staff are being provided with separate rooms and toilet facilities in running rooms.
- Food on subsidized rates is also made available to running staff in running rooms.

#### *Statement*

##### *Zone-wise details of locomotives having Air-conditioners (ACs) cabins*

Sl. No.	Railway Zone	Number of locomotives
1.	Central Railway	149
2.	Eastern Railway	75
3.	East Central Railway	154
4.	East Coast Railway	170
5.	Northern Railway	186
6.	North Central Railway	120
7.	North Eastern Railway	64
8.	Northeast Frontier Railway	56
9.	North Western Railway	64
10.	Southern Railway	118

Sl. No.	Railway Zone	Number of locomotives
11.	South Central Railway	184
12.	South Eastern Railway	108
13.	South East Central Railway	122
14.	South Western Railway	66
15.	Western Railway	147
16.	West Central Railway	131

#### **Repayment of loan on Mumbai-Ahmedabad bullet train**

1873. SHRI KUMAR KETKAR: Will the Minister of RAILWAYS be pleased to state:

- (a) the percentage of funds the Central Government is spending for the Mumbai-Ahmedabad bullet train;
- (b) the details of agreement with the Japanese Government for the same;
- (c) the formula for the repayment of loan for the same; and
- (d) whether Government of India or Government of Maharashtra is responsible for the repayment of the said loan?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) The Mumbai-Ahmedabad High Speed Rail (MAHSR) Project is a joint project of Government of India, Government of Gujarat and Government of Maharashtra. The total estimated cost of project is ₹1,08,000 crore. A Special Purpose Vehicle (SPV), namely, National High Speed Rail Corporation Limited (NHSRCL) has been formed with equity capital of ₹20,000 Crore with 50% share of Government of India and 25% each of Government of Gujarat and Government of Maharashtra respectively for the execution of the project. Approximately, 81% of the cost of project is to be funded through a soft loan agreed by Government of Japan. So far, three loan agreements have been signed with Japan International Cooperation Agency (JICA) of about 250 billion Japanese Yen.

(c) and (d) The Loan repayment period is 50 years with 15 years grace period and 0.1 percent interest per annum. Government of India is the borrower of the loan and the repayment responsibility lies with the Government of India.