

(c) and (d) All reserved coaches of trains are required to be manned by Travelling Ticket Examiners in accordance with the prescribed norms. Zonal Railways deploy adequate number of ticket checking staff on trains as well as at the stations as per the local conditions.

Indore-Manmad railway line project

3150. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have started the work on long awaited 362 km. long Indore- Nardana-Dhule-Malegaon-Manmad railway line;

(b) if so, the details of the project indicating the land acquired or proposed to be acquired; and

(c) the details of steps taken or proposed to be taken by Government for completing this railway line within the proposed time-frame?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Ministry of Railways (MoR) has approved the proposal to implement the Indore-Manmad New Line project under Joint Venture (JV) model of participative policy of Ministry of Railways. A Memorandum of Understanding (MoU) has accordingly been entered into between Jawaharlal Nehru Port Trust (JNPT) and State Governments of Madhya Pradesh and Maharashtra to set up a JV Company for taking up this project. The MoU envisages constitution of Special Purpose Vehicle (SPV) with equity participation from JNPT (55%), State Government of Maharashtra (15%), State Government of Madhya Pradesh (15%) and Sagarmala Development Corporation and Indian Port Railway Corporation Limited (IPRCL) (both are PSU under Ministry of Shipping) (15%) and IPRCL as the executing agency.

Angamali-Sabarimala railway line project

3151. SHRI ELAMARAM KAREEM: Will the Minister of RAILWAYS be pleased to state:

(a) the status of the Angamali-Sabarimala railway line in Kerala which was proposed in the 1997-98 Railway Budget;

(b) the reason behind delay in starting the works of this project;

(c) whether the initial proposal had no condition regarding the State Government bearing 50 per cent of the total cost of the project and providing land for free;

(d) if so, why the Railways are raising such a demand now; and

(e) the details of other railway projects approved and pending in the State of Kerala and by when each of these are expected to be completed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (d) Angamali-Sabarimala new rail line (116 Km.) was included in Budget in 1997-98 at a cost of ` 550 crore. Against this, part estimate for long lead items amounting to ` 517.70 crore including ` 58.76 crore as the land cost of the entire project, was sanctioned in May, 2006.

The 5 km. section of this project was passing through Periyar Tiger Reserve Forest. On the request of State Government, the project was terminated at Erumeli due to reserve forest area.

Alignment of the project passes through three Districts *i.e.* Ernakulam, Idukki and Kottayam districts. Final location survey (FLS) for Angamali-Kaladi-Ramapuram section (70 Km.) has been completed in 2002 and further survey in the Kottayam district was stopped by local people in 2007 due to objections on alignment.

Consequently, in this project, work on Angamali-Kaladi (7 Km.) and long lead works on Kaladi-Perumbavoor (10 Km.) have been taken up. However, further works on this project could not be taken forward due to protests by local people against land acquisition and fixing of alignment of the line, court cases filed against the project and non-cooperation from the State Government of Kerala.

This has badly delayed the execution of the above project and as a result, project cost has increased exponentially from ` 550 crore in 1997 to ` 1566 crore (including land cost of ` 719 crore) in 2011 and further. ` 2,815 crore (including land cost of ` 965 crore) in 2017.

As taking forward of this project showing 512% increase in project cost solely with Railway Funds was not possible, Railway had requested Government of Kerala vide letters dated 06.09.2011, 22.12.2011, and 08.10.2012 to share atleast 50% cost of the project.

Government of Kerala *vide* their letter dated 27.11.2015 agreed to share 50% cost of the project. Government of Kerala had also identified this project for execution under Joint Venture Scheme with Ministry of Railways and therefore, an MoU was also signed on 01.09.2016. Unfortunately, within a year, the State Government *vide* letter dated 15.11.2016 withdrew their own consent to share 50% cost of the project. This sudden change in policy was surprising and against the interest of developing Railways in Kerala, and brought into question the State Government's commitment to this important project.

However, given the public demand, Railways again conducted detailed deliberations on the feasibility of taking forward this project *vis-à-vis* the availability of funds. Due to significant deficit, it was again decided by Railways in December, 2017 that the project should be undertaken on cost sharing basis.

Government of Kerala was again requested *vide* letters dated 06.02.2018 and 01.03.2018 for their consent to share atleast 50% cost of the project for the benefit of the State. There has been no positive response to this offer.

As the State Government has withdrawn its own previously sanctioned consent to share 50% cost of the project and is not cooperating in resolving the various obstructions, Railways has decided to freeze further expenditure on this project temporarily, and keep execution of works in abeyance, in September, 2019.

Therefore, Ministry of Railway *vide* letter No. 93/W-I/Survey/SR/11 dated 11.01.2020 advised Government of Kerala that it is not feasible for Railways in taking the project forward solely with Railway funds, and therefore, State Government of Kerala was again requested to share in the development of Railway network in the State. This will help Railways to provide the much required rail link for the travelling needs of local people and pilgrims to the Holy Shrine.

(e) Railway projects are sanctioned Zonal Railway-wise, not State-wise, as Indian Railway's Network Straddles across various State boundaries. However, 09 projects (02 new line and 07 doubling) covering a length of 454 Km. costing ` 8,317 crore, falling fully/partly in Kerala, are under different stages of planning/approval/execution. This includes:-

- 02 New Line Projects, covering a length of 146 km, costing ` 3,293 crore, out of which, an expenditure of ` 299 crore has been incurred upto March, 2019.

- 07 Doubling Projects, covering a length of 307 km., costing ` 5,024 crore, out of which, 8 km. length has been commissioned and an expenditure of ` 672 crore has been incurred upto March, 2019.

Budget Allocation (for the projects falling fully/partly in the State of Kerala)

Average annual Budget Allocation for Infrastructure and Safety works, falling fully/partly in State of Kerala, has increased to ` 950 crore, during 2014-19, from ` 372 crore (during 2009-14). Thus, the average annual budget allocation for 2014-19 is 155% more than average annual Budget allocation during 2009-14.

Commissioning of Projects (falling fully/partly in State of Kerala)

During 2009-14, 53 Km. (7 Km. New line, 10 Km. Gauge conversion and 36 Km. Doubling) projects, falling fully/partly in State of Kerala have been commissioned at an average rate of 11 Km. per year.

During 2014-19, 89 Km. (29 Km. Gauge conversion and 60 Km. Doubling) projects, falling fully/partly in State of Kerala have been commissioned at an average rate of 18 Km. per year, which is 68% more than commissioning during 2009-14.

The project-wise details of all works including cost, expenditure and outlay, project-wise are made available in public domain on Indian Railways website *i.e.* www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget) >Pink Book (year) >Railway-wise Works Machinery and Rolling Stock Programme (RSP).

Some of important projects getting affected due to land acquisition are as below:–

1. 35 Km. long New line project Thirunavaya – Guruvayur is held up due to public protest. Final Location Survey (FLS) could not be completed due to local agitation.
2. Kanyakumari – Trivandrum doubling work is held up as Government of Kerala is yet to acquire and hand over the land for the project.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order

situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. All these factors vary from project to project and site to site and affect the completion time and cost of the project, which is finally worked out at the completion stage. Therefore, confirmed time line for completion of project cannot be ascertained at this stage.

Bio-toilets in Indian Railways

3152. DR. VIKAS MAHATME: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have started fitting new bio-toilets and ventilation systems to overcome the frequent problems of choking and foul smell, if so, the details thereof and in what manner the bio-toilets would help in solving the problem;

(b) whether the idea was implemented first-hand a few years ago, which, however, failed and attracted many complaints;

(c) if so, how does the Government proposes to ensure the success this time; and

(d) the number of railway stations where bio-toilets have already been installed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) To eliminate the previously open discharge toilet system, zero discharge Bio-toilet system with ventilation has been adopted for coaches of Indian Railways. This was conceptualized during the year 2006. Further, the design has been evolved along with DRDE (Defence Research Development Establishment) after adequate trials and the same has been proliferated in coaches with minor modifications as per requirement.

(b) and (c) Initially complaints regarding choking of bio toilets in coaches were investigated and it was found that it was largely due to passengers throwing non Bio-degradable items like plastic bottles, huggies, tea cups, papers/polythene bags, napkin etc. in the toilet pans because of their unawareness about the provision of Bio-toilets in respective coaches which were resulting in choking and foul smell.