

(c) the details of private entities such as name of companies and entrepreneurs who have proposed to operate or who would operate trains as on August, 2020 and the dates from when such private trains would operate?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Ministry of Railways (MoR) has invited applications for investment and induction of modern rakes over select routes through Public Private Partnership (PPP) to provide world class services to the passengers. As part of this initiative, MoR have issued 12 Requests for Qualification (RFQs) on 1st July, 2020 for operation of passenger trains over approximately 109 origin-destination pairs (divided into 12 clusters) through PPP on Design, Build, Finance and Operate ("DBFO") basis. The routes are spread across the entire Indian Railway network and the list is available in the public domain namely, <http://www.indianrailways.gov.in/IndicativeRoutesfor12clusters.pdf>. However, the responsibility of train operations and safety certification rests with Indian Railways in all such cases.

Private Entity shall be free to procure trains and locomotives including through ownership or leasing from a source of its choice, provided such trains and locomotives are compatible with specification and standards specified in the Concession Agreement.

The selection of the operators will be done through a transparent bidding process and the details of the participants will be known after the application due date, i.e. 07.10.2020. As of now, it is not feasible to fix the dates for operation of trains by private operators.

#### **Details on trains for migrant labourers**

758. SHRI TIRUCHI SIVA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains that have operated in the months of March, April and May, 2020 for the transportation of migrant workers;

(b) the details of fares charged for transportation of migrant labourers and whether regular coaches were operated free of cost to transport migrant workers; and

(c) whether any special trains were operated for migrant workers during the months of March, April and May, 2020 and if so, the number of such trains and their destinations?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) In order to contain the spread of COVID-19 pandemic, all passenger carrying trains on Indian

Railways remained cancelled between 23rd March, 2020 and 30th April, 2020. However, keeping in view the urgent requirement of movement of stranded persons, Shramik specials were organized in a mission mode. These Shramik specials were organized as "trains on demand" as and when State Governments requisitioned these trains in accordance with the protocol and guidelines given by the Government. Shramik specials were started w.e.f. 01.05.2020 and during the month of May, 2020, 4109 Shramik Specials were operated. In all, 4621 Shramik Specials have been operated between 1st May, 2020 and 31st August, 2020 carrying 63.19 lakh passengers to their home states. The State-wise break up of Shramik train services so operated is as under:-

*Outgoing trains from States*

State	Number of trains
Gujarat	1033
Maharashtra	817
Punjab	429
Bihar	294
Uttar Pradesh	376
Delhi	259
Tamil Nadu	292
Karnataka	295
Telangana	166
Rajasthan	131
Kerala	190
Haryana	101
Andhra Pradesh	69
Other States	169
<b>TOTAL</b>	<b>4621</b>

*Incoming trains to States*

State	Number of trains
Uttar Pradesh	1726
Bihar	1627
Jharkhand	222
Odisha	244
West Bengal	284
Madhya Pradesh	129
Chhattisgarh	95
Assam	103
Rajasthan	55
Manipur	22
Other States	114
TOTAL	4621

Shramik Special trains were requisitioned by State Governments. In normal circumstances, such special trains are booked by State Government/any agency or by an individual on Full Tariff Rates which include normal fare for both directions, service charge, empty haulage charge, detention charge etc.

Indian Railways allowed booking of Shramik Specials on normal fare for one direction only. Special arrangements like enhanced sanitization, special security, medical arrangement, rake sanitization, free meals, water etc. for Shramik operations, further added to the overall cost of running these trains.

Railways have collected fare for Shramik Special trains from State Governments or their authorized representatives. Railways did not collect any fare directly from the passengers.

Fare collected from State Governments and from the representatives of State Governments for running of Shramik Special trains for period 1st May, 2020 to 31st August, 2020 is approximately ₹433 crore. Railway could recover a small fraction of

expenditure incurred on running of Shramik Special trains, thereby incurring a loss in the operation of these trains.

**Blueprint for increasing speed of trains**

759. SHRI PRASANNA ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) the average running speed of all category of trains in India and our position in the international scenario in this respect;

(b) whether it is a fact that speedy and timely running of trains including goods trains will make Railways and trade & business more profitable and help in the economic growth of the country; and

(c) if so, the blueprint of Railways in this connection?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) The average running speeds of trains on railway systems depend upon various factors, such as, type of track structure, signalling systems, motive power, type of rolling stock, network congestion, etc. Some of the international railway systems, such as the Shinkansen in Japan and the TGV system in France, have dedicated networks of high speed railway lines with maximum speeds over 300 Kmph. The average running speeds of all categories of trains across different railway systems abroad are not compiled. Indian Railways has a heterogeneous system with freight trains and passenger carrying trains being operated on common tracks, with a very high level of capacity utilization. During the financial year 2019-20, the average speed of premium trains (Rajdhani, Shatabdi, Duranto and Vande Bharat) was above 70 kmph, Superfast trains was above 55 kmph, Express services was above 50 kmph and that of freight trains was 24 kmph. However, during the current financial year, i.e. 2020-21, the average speed of freight trains has increased to 46.71 kmph.

(b) Yes, Sir.

(c) With a view to increasing the speeds of trains and ensuring timely running of trains including goods trains, Indian Railways has initiated several measures for upgrading the infrastructure, modernizing the rolling stock and for streamlining operations. The blueprint for increasing the speeds of trains on Indian Railways include the following:—

(i) Increasing the track speeds on trunk routes to 130 Kmph.