

spans across various State boundaries. However, the details of new railway projects included in Budget during last three years and current year falling fully/partly in the State of Odisha are as under:—

1. Extension of Naupada-Gunupur line upto Therubali.
2. Dumetra-Link - 'C' Line connections with Bisra station.
3. Talcher-Angul New line with 'Y' Connection at Talcher.
4. Flyover at Baghupal.
5. Rourkela-Bondamunda 'A' cabin 5th line.
6. Kiriburu-Barbil New line.
7. Sambhalpur to Gopalpur via Phulbani.

The above projects are in different stages of planning/approval/execution. However, so far, since 2014, total seven projects of 351 km length costing ₹4311 crore falling fully/partly in the State of Odisha have been completed and commissioned. Nevertheless, 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, 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 etc. All these factors differ from project to project and affect the completion time of the project. As such, firm completion time of the projects can not be ascertained at this stage.

Future action plan for Shramik trains

770. SHRI B. LINGAIAH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the details of Shramik trains run so far and future action plan prepared regarding the same; and

(b) whether these trains would be useful to the shramiks?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) 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. In all, 4621 Shramik Special have been operated between 1st May, 2020 to 31st August, 2020 carrying 63.19 lakh stranded passengers to their home states. There is no pending demand for Shramik specials w.e.f 31.08.2020. 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
TOTAL	4621

Incoming trains to States

State	Number of trains
Uttar Pradesh	1726
Bihar	1627

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

Privatisation of Railways

771. SHRI M. SHANMUGAM:

SHRI K. R. SURESH REDDY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government decided to privatise Railways in the coming years;
- (b) if so, how many trains in how many pair of routes will be given to private players, the details thereof;
- (c) whether private companies can procure train and locomotives from any source and if so, the fate of the existing production units like coach factories, etc.;
- (d) whether the decision to privatize Railways was discussed with the stakeholders including trade unions;
- (e) if not, the reasons therefor; and
- (f) whether Railways would have control over fixing of fare, if not who would regulate, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (f) No, Sir. There is no proposal to privatise the Indian Railways (IR). However, it is estimated that Indian