

(e) 1.11 Ha land is still to be acquired by the State Government. The completion of any Railway project depends on various factors like quick land acquisition, forest clearance, shifting of infringing utilities, statutory clearances, 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 vary from site to site and affect the completion time of the project. Therefore, confirmed time line for completion of the project cannot be ascertained at this stage.

### **Rake points**

1561. SHRI PRASHANTA NANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways would take steps to fulfill the long-standing demand of States for modernisation of existing rake points and starting new rake points; and

(b) whether Railways would take steps for relaxing the restrictions in booking of rakes for movement of fertilisers to enable timely availability to farmers?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Modernisation of existing rake points and starting of new rake points in the country is a need based ongoing process subject to commercial justification, operational requirement, technical feasibility and resource availability. 60 works of rake point improvement have been sanctioned at a cost of 1,975 Cr. Out of these 60 works, 31 works have been completed and others are in various stages of execution.

(b) There is no restriction in booking of rakes for movement of fertilisers. There is sufficient number of rakes available with Railways for movement of fertilisers to various loading points across India. Indian Railways has carried 24.26 Million Tonnes of fertilisers for the period from 1st April, 2020 to 15th September, 2020, as against 22.58 Million Tonnes for the period from 1st April, 2019 to 15th September, 2019 with an increase of 7.44%.

### **Shramik trains**

1562. SHRI K.C.VENUGOPAL: Will the Minister of RAILWAYS be pleased to state:

(a) how many Shramik train services were operated by Railways during the lockdown period exclusively for the migrant workers and stranded citizens;

(b) the details of Shramik trains operated from various States including Kerala and Rajasthan and their destinations;

(c) the profit earned by Government from the Shramik train services;

(d) whether Railways has given any discount in train fare to the migrant workers to travel in these trains; and

(e) if so, the details of concession granted to the passengers?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) Between 1st May, 2020 and 31st August, 2020 a total of 4621 Shramik Special trains, carrying 63.19 lakh passengers, were run for the assistance of the stranded migrants help them reach their respective 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
<b>TOTAL</b>	<b>4621</b>

(c) to (e) 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 of ₹433 Crore has been collected from State Governments and from the representatives of State Governments for running of Shramik Special trains for period 01.05.2020 to 31.08.2020.

Indian Railways could recover only a small fraction of expenditure incurred on running of Shramik Special trains, thereby incurring a loss in the operation of these trains.

### **Construction of overbridge in Bilaspur division**

†1563. SHRIMATI CHHAYA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction work of railway overbridge on the Janjgir-Champa road under the South East Central, Bilaspur Division under the Khokhara and Champa-Birra route is moving at a tardy pace, due to which the local people have been facing problems for years;

(b) how many such overbridges and underpasses in this zone have been approved by Railways and the factual status thereof;

(c) the reason for delay in completion of the said under construction underbridge, overbridge; and

(d) whether Railways will issue instructions to complete all these work in a time-bound manner which has caused problems to the general public?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) The construction works of Road over bridge (ROB) at Khokasa (Level Crossing (LC) No. 342) and at Champa-Birra level crossing (LC No. 337) are in progress in Bilaspur Division, South East Central Railway (SECR). ROB at LC No. 342 & LC No. 337 are likely to be completed by June, 2021 & December, 2020 respectively.

(b) As on 01.04.2020, 59 ROB's & 79 Road Under Bridges (RUBs) are sanctioned on SECR. Out of these, works on 35 ROB's and 44 RUBs are in progress. Remaining works are at various stages of planning and estimation.

(c) Normally, Railway undertakes construction of ROB's in Railway portion whereas approaches are being constructed by State Government. Generally, there is no problem of construction of ROB's in Railway portion. However, the problem is faced in construction of approaches because of many factors such as fixing the alignment of approaches, land acquisition, encroachments, finalization of General Arrangement Drawing (GAD), acceptance of estimate, allocation of requisite funds by State Government etc.

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†Original notice of the question was received in Hindi.