

AS INTRODUCED IN LOK SABHA

Bill No. 146 of 2024

THE RAILWAYS (AMENDMENT) BILL, 2024

By

DR. ALOK KUMAR SUMAN , M.P.

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BILL

further to amend the Railways Act, 1989.

BE it enacted by Parliament in the Seventy-fifth Year of the Republic of India
as follows:—

1. (1) This Act may be called the Railways (Amendment) Act, 2024.

Short title and
Commencement.

(2) It shall come into force on such date as the Central Government may, by
5 notification in the Official Gazette, appoint.

Insertion
of new
section 24A.

2. After section 24 of the Railways Act, 1989, the following sections shall be inserted, namely:— 24 of 1989.

“(24A) Notwithstanding anything contained in sections 22, 23 and 24 of the Act, the Central Government shall, by notification, sanction super fast trains in North-Eastern Railway Zone *via* Thawe junction in the State of Bihar.”. 5

STATEMENT OF OBJECTS AND REASONS

The section of Varanasi division which comprises Thawe-Gopalganj junction in State of Bihar is facing number of challenges and disadvantage due to non-availability of superfast trains for various metropolitan cities of the country. The area has heavy passenger and trade specific potentialities. The Thawe junction in Bihar of Varanasi division of the North-Eastern Railway is a residual Station with number of challenges and disadvantages. Making railway connectivity from this neglected section by providing the train facilities would provide ample revenue to the Central Government and overcome difficulties of passengers.

Further, there is rush of pilgrims during the normal days and huge rush during auspicious days. This area is the native place of lakhs of migrant labourers working in different parts of the country who face difficulties due to non-availability of super fast trains. Apart from this, the passengers of this area depend on bigger cities of country for any specialized medical facilities and education, too. This section/area does not have any direct train for Delhi or any other metropolitan cities.

The Bill, therefore, seeks to amend the Railways Act, 1989 with a view to sanction super fast trains in North-Eastern Railway Zone *via* Thawe junction in the State of Bihar to make railway connectivity for revenue earning to Railway by the Central Government.

Hence this Bill.

NEW DELHI;
July 19, 2024.

ALOK KUMAR SUMAN

FINANCIAL MEMORANDUM

Clause 2 of the Bill *vide* proposed section 24A seeks to sanction super fast trains in North-Eastern Railway Zone *via* Thawe junction in the State of Bihar to make railway connectivity for revenue earning to Railway by the Central Government. The Bill, therefore, if enacted, will involve expenditure from the Consolidated Fund of India. It is likely to involve an annual recurring expenditure of about rupees two hundred crore from the Consolidated Fund of India.

A non-recurring expenditure of about rupees three hundred crore is also likely to be involved.

ANNEXURE

[EXTRACTS FROM THE RAILWAYS ACT, 1989]

(24 of 1989)

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<p>22. (1) The Central Government shall, before giving its sanction to the opening of a railway under section 21, obtain a report from the Commissioner that—</p> <p style="padding-left: 40px;">(a) he has made a careful inspection of the railway and the rolling stock that may be used thereon;</p> <p style="padding-left: 40px;">(b) the moving and fixed dimensions as laid down by the Central Government have not been infringed;</p> <p style="padding-left: 40px;">(c) the structure of lines of rails, strength of bridges, general structural character of the works and the size of, and maximum gross load upon, the axles of any rolling stock, comply with the requirements laid down by the Central Government; and</p> <p style="padding-left: 40px;">(d) in his opinion, the railway can be opened for the public carriage of passengers without any danger to the public using it.</p> <p>(2) If the Commissioner is of the opinion that the railway cannot be opened without any danger to the public using it, he shall, in his report, state the grounds therefor, as also the requirements which, in his opinion, are to be complied with before sanction is given by the Central Government.</p> <p>(3) The Central Government, after considering the report of the Commissioner, may sanction the opening of a railway under section 21 as such or subject to such conditions as may be considered necessary by it for the safety of the public.</p>				<p>Formalities to be complied with before giving sanction to the opening of a railway.</p>
<p>23. The provisions of sections 21 and 22 shall apply to the opening of the following works if they form part of, or are directly connected with, a railway used for the public carriage of passengers and have been constructed subsequent to the giving of a report by the Commissioner under section 22, namely:—</p> <p style="padding-left: 40px;">(a) opening of additional lines of railway and deviation lines;</p> <p style="padding-left: 40px;">(b) opening of stations, junctions and level crossings;</p> <p style="padding-left: 40px;">(c) re-modelling of yards and re-building of bridges;</p> <p style="padding-left: 40px;">(d) introduction of electric traction; and</p> <p style="padding-left: 40px;">(e) any alteration or reconstruction materially affecting the structural character of any work to which the provisions of sections 21 and 22 apply or are extended by this section.</p>				<p>Sections 21 and 22 to apply to the opening of certain works.</p>

Temporary
suspension of
traffic.

24. When an accident has occurred on a railway resulting in a temporary suspension of traffic, and either the original lines of rails and works have been restored to their original standard or a temporary diversion has been laid for the purpose of restoring communication, the original lines of rails and works so restored, or the temporary diversion, as the case may be, may, without prior inspection by the Commissioner, be opened for the public carriage of passengers, subject to the following conditions, namely:—

(a) the railway servant incharge of the works undertaken by reason of the accident has certified in writing that the opening of the restored lines of rails and works, or of the temporary diversion will not in his opinion be attended with danger to the public; and

(b) a notice of the opening of the lines of rails and works or the diversion shall be sent immediately to the Commissioner.

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(Dr. Alok Kumar Suman, M.P.)