

Bill No. 148 of 2024

THE RAILWAYS (AMENDMENT) BILL, 2024

By
DR. ALOK KUMAR SUMAN, M.P.

A
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 notification in the Official Gazette, appoint.

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

Insertion of
new section
24A.

10 **“24A. Notwithstanding anything contained in sections 22, 23 and 24 of the Act, the Central Government may, by notification, sanction daily running of train No. 05305/05306 (CPR ANVT Train) *via* Thawe junction in the State of Bihar.”.**

Special
Provisions of
railway at
Thawe junction
in the State of
Bihar.

STATEMENT OF OBJECTS AND REASONS

The Railways is the life line of the country. Development of North-Eastern Region is totally depend on trains facilities. The section of Varanasi division of North-Eastern Railway which comprises Thawe-Gopalganj junction is facing number of challenges and disadvantage due to non-availability of trains for various metropolitan cities. To overcome such difficulties and to make railway connectivity from this neglected section by providing the train facilities would certainly provide ample revenue to Railway.

In the Thawe-Gopalganj section, there is one of the most important and reverable religious peeth. Seeing the rush of pilgrims during normal days an huge rush during auspicious days, and considering the fact that this area is the native to lakhs of migrant labours who are working in different parts of country. The train facilities to this junction is must. This section/area does not have any direct train for Delhi or any other metropolitan cities of the country.

The Bill, therefore, seeks to amend the Railways Act, 1989 with a view to provide sanctioning of daily running of summer special train No. 05305/05306 at Thawe junction in the State of Bihar to Delhi after the approval of Railway Board without any further delay. The aforesaid train facility will cater the need of the neglected Thawe junction which is a long awaited demand of lakhs of people of the various districts of the States of Uttar Pradesh and Bihar.

Hence this Bill.

NEW DELHI;
July 19, 2024

ALOK KUMAR SUMAN

FINANCIAL MEMORANDUM

Clause 2 of the Bill *vide* proposed section 24A seeks to provide for sanctioning of daily running of summer special train No. 05305/05306 *via* Thawe junction in the State of Bihar. 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 three 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

[EXTRACT FROM THE RAILWAYS ACT, 1989]

(24 OF 1989)

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Sanction of the
Central
Government to
the opening of
railway.

21. No railway shall be opened for the public carriage of passengers until the Central Government has, by order, sanctioned the opening thereof for that purpose.

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Formalities to be
complied with
before giving
sanction to the
opening of a
railway.

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—

(a) he has made a careful inspection of the railway and the rolling stock that may be used thereon;

(b) the moving and fixed dimensions as laid down by the Central Government have not been infringed;

(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

(d) in his opinion, the railway can be opened for the public carriage of passengers without any danger to the public using it.

(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 therefore, as also the requirements which, in his opinion, are to be complied with before sanction is given by the Central Government.

(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.

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Sections 21 and
22 to apply to
the opening of
certain works.

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:—

(a) opening of additional lines of railway and deviation lines;

(b) opening of stations, junctions and level crossings;

(c) re-modelling of yards and re-building of bridges;

(d) introduction of electric traction; and

(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.

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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:—

Temporary
suspension of
traffic.

(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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LOK SABHA

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BILL

further to amend the Railways Act, 1989.

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