

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1734
TO BE ANSWERED ON 13.02.2019**

DEVELOPMENT OF RAILWAY LAND

†1734. SHRI MANSHANKAR NINAMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the railways has not achieved its various targets fixed regarding development of railway land and modernisation of facilities during the last three years;**
- (b) if so, the details thereof;**
- (c) the various reasons behind slow pace in achieving the targets fixed for doubling and electrification of railway lines in the country; and**
- (d) the details of the steps taken/to be taken by the railways for bringing rapid reforms in the railway infrastructure?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (d): Modernisation of facilities, inter-alia, involving development of Railway land, is an on-going, continuous process on Indian Railways. In the last three years, about ₹3.03 lakh Cr. has been spent for modernization, inter-alia, about 7500 hectares of Railway land got developed for laying tracks of New Lines, Doubling

/Tripling, Gauge Conversion & other infrastructural facilities and achieved most of the set targets which also include Railway electrification. For bringing rapid reforms in the Railways' infrastructure, Ministry of Railways has taken many steps e.g.

(1) Ministry of Railways has approached State Governments to form Joint Venture Companies (JVCs) with Ministry of Railways to undertake mutually identified rail infrastructure projects for project development, resources mobilization and monitoring.

(2) Indian Railways has adopted Detailed Project Report (DPR) approach for new works which has resulted into saving of time in starting the work. Earlier, it used to take 2 to 3 years for starting a work which has now been brought down to less than a year.

(3) For capacity enhancement projects, institutional financing has been done by arranging loan from M/s Life Insurance Corporation of India Limited for ₹1.5 lakh crore, which has increased Railways' capacity for committed fund provision for essential projects.

(4) The Zonal Railways have been delegated full powers with respect to acceptance of works contracts and to sanction estimates. This has resulted in cutting down time for sanctions of estimate and award of contract for execution of works.
