

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

UNSTARRED QUESTION NO. 1755

TO BE ANSWERED ON 27.07.2022

RAILWAY REVENUE IN MAHARASHTRA

1755. SHRI RAHUL RAMESH SHEWALE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether any target has been fixed to increase revenue in Maharashtra by Railways and if so, the details thereof;**
- (b) whether the Government is considering to formulate various business mode including Public-Private Partnership (PPP) model to meet revenue gap and if so, the details thereof;**
- (c) whether the Union Government is planning to bring new projects in Mumbai and if so, the details thereof; and**
- (d) whether the Government is also planning to redevelop the railway quarters in Mumbai region and if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 1755 BY SHRI RAHUL RAMESH SHEWALE TO BE ANSWERED IN LOK SABHA ON 27.07.2022 REGARDING RAILWAY REVENUE IN MAHARASHTRA

(a) In Railways, revenue targets are fixed zone-wise and not state-wise. The State of Maharashtra is served by various Railway zones including Central Railway, South Central Railway, South East Central Railway, South Western Railway and Western Railway. The revenue targets fixed for these Zones in Budget Estimates 2022-23 vis-à-vis Actuals in 2021-22 are as tabulated below:

(₹ in crore)

Railway Zones	2021-22 (Approx.)	BE 2022-23	Targeted Growth (%)
Central	14301.00	18420.79	28.8%
South Central	16890.44	21752.04	28.8%
South East Central	16757.59	20432.10	21.9%
South Western	5375.70	7202.11	34.0%
Western	12016.39	15514.66	29.1%

(b) Ministry of Railways (MoR) has formulated a Participative Policy, 2012 to encourage the private participation in developing rail connectivity by associating strategic partners and other investors. The policy encompasses five Public Private Partnership (PPP) models such as Non-Government Rail (NGR), Joint Venture (JV), Customer funded model, BOT and BOT-annuity models. State Governments/Local bodies may also participate as potential stakeholder for the development of new lines/gauge conversion project under the participative policy of MoR.

A policy on development of goods-sheds had been launched aimed at augmenting terminal capacity through private participation by

allowing setting up new goods-shed facilities and developing existing goods-sheds.

In order to boost investment from industry in development of additional terminals for handling rail cargos, a policy for development of 'Gati Shakti Multi Modal Cargo Terminal (GCT)' has recently been launched wherein Common users facilities of Cargo Terminals are to be developed with the investment of private players either on Private land or on Railway land.

(c) New projects are being envisaged in Mumbai. Few initiations are as under:

Chattrapati Shivaji Maharaj Terminus Railway Station (CSMT) in Mumbai has been entrusted to RLDA for redevelopment. Besides this, nine stations in Mumbai viz: Kalyan, Thakurli, Thane, Dadar, Mumbai Central, Andheri, Borivali, Lokmanya Tilak Terminus and Bandra Terminus have been identified for conducting techno economic feasibility studies for development in phases.

Further, the following projects are completed/under execution in Mumbai Suburban:-

- 24.8 track km between Nerul/Belapur to Kharkopar commissioned and additional 29.2 track km is planned from Kharkopar to Uran by Central Railway.**
- Under Mumbai Urban Transport Project (MUTP) II, 121 track km has been commissioned and another 60 track km is planned.**
- Under MUTP-III, approximately 192 track km and under MUTP-IIIA, approximately 126 track km are planned.**

(d) As a part of colony redevelopment program, seven Railway colonies in Mumbai have been entrusted to Rail Land Development Authority.
