

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (d) The information is being collected and will be placed on the Table of the Sabha.

Introduction of transit journey and movement of goods from NER

3966. SHRI BIRENDRA PRASAD BAISHYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has made any attempt to introduce transit journey and movement of goods from NER; and

(b) if so, the details thereof and the results achieved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) No, Sir.

(b) Does not arise.

Utilization of surplus railway land for mobilizing resources

3967. SHRI SITARAM YECHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is planning to utilize surplus railway land for mobilizing the additional financial resources;

(b) if so, whether Government would also consider those railway lands which had been acquired from farmers and have not been put to use in keeping with the original railway development requirements to revert back on lease to the original owners or their descendants;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (d) Indian Railways have approx 10.65 lakh acre of land. About 90% of this land is under Railway's operational and allied usages. The land which is presently vacant is generally required for Railways' own development works such as setting up of Rail Coach and Component Factories, Loco Component Factories, Wagon Factories, Coach Rehabilitation and Wagon Repair Workshops, Multi-Modal Logistic Parks, Auto hubs, Cold Storages and Perishable Cargo Centres, Refrigerated Container Factories, eco-parks, health care facilities, bottling plants for clean drinking water, etc.; as well as for doublings, gauge conversions, yard re-modeling and traffic facility works, freight corridors; and also for servicing the track and other infrastructure. Moreover, Railways land/air space not required by Railways for its immediate future operational needs is also proposed to be utilized for commercial development, wherever feasible, for generation of additional financial resources to fund Railway projects.