

Railways have a huge throwforward of ongoing projects with resources constraints, as a result of which the projects take relatively longer time for completion. This coupled with other reasons *e.g.* escalation, change in standards of construction and technology, scope of the work and conditions of the areas etc. during the intervening period, lead to increase in cost of projects. The aforesaid projects would be completed in the coming years as per availability of resources.

New Business Model through Public Private Partnership (PPP)

2255. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government is stressing to develop new business models through Public Private Partnership (PPP) in various rail projects in the country;
- (b) if so, the details of the projects which are running under PPP in Railways; and
- (c) the help Government is providing in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) Yes, Sir.

(b) A number of areas such as development of world-class railway stations, setting up of SPVs for manufacturing of locomotives, coaches and rolling stock components, operation of container trains and special freight trains, investment in port and other connectivity works, private freight terminals and automobiles and ancillary hubs, bottling plants for clean drinking water, etc. have been identified for execution through private participation. These projects broadly fall under the following categories:

- (i) Licensing model around standardized policies like operation of container trains, Liberalized Wagon Investment Scheme, Private freight terminals and operation of special freight trains, automobile and Freight train operation etc.
- (ii) Infrastructure projects like port and other connectivity works through strategic investors in some cases involving Special-Purpose Vehicles (SPVs).
- (iii) Joint Ventures (JVs)/SPVs for manufacturing of locomotives, coaches and components on the basis of competitive selection and guaranteed demand for a number of limited years.

- (iv) Competitively bid out Infrastructure Projects such as world-class railway stations.

So far Ministry of Railways has completed three rail-connectivity projects under Special Purpose Vehicle (SPV) mode and four more SPVs have started taking up projects. The details are:

- (a) Completed projects:

- (1) Surendra Nagar-Pipavav gauge conversion;
- (2) Hassan-Mangalore gauge conversion;
- (3) Gandhidham-Palanpur gauge conversion;

- (b) Under-construction projects:

- (1) Haridaspur-Paradip new Railway line;
- (2) Obullavaripalli-Krishnapatnam new Railway line;
- (3) Bharuch -Dahej gauge conversion and
- (4) Angul-Sukinda new line.

Bidding process under Joint Venture (JV)/ Public Private Partnership (PPP) mode for locomotives factories at Madhepura and Marhowra, EMU/MEMU/Metro/Coach Factory at Kancharapara and ancillary unit of Chitranjan Locomotive Works at Dankuni has already been initiated. Development of world-class stations is at a preparatory stage.

- (c) The help provided by Government varies according to the requirement of the project/scheme.

Extension of railway line upto Sikkim

2256. SHRI O.T. LEPCHA: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the progress made toward extension of railway line to Sikkim;
- (b) whether the pace of work is going on as per the schedule or there is any delay and cost over run;