

1	2	3
12.	1996-1997	24
13.	1997-1998	48
14.	1998-1999	11
15.	1999-2000	12
16.	2000-2001	26
17.	2001-2002	8
18.	2002-2003	9
19.	2003-2004	36
20.	2004-2005	5
21.	2005-2006	19

These 240 projects are related to development of rail infrastructure and do not directly pertain to safety. For this large shelf of 240 ongoing projects there is limited availability of resources and projects are being progressed as per the available resources.

(d) A number of initiatives have been taken to generate additional resources to expedite completion of the ongoing projects. These include funding through National Projects, Defence funding, Public Private Partnership, State sharing and Rail Vikas Nigam Limited. For the early completion of new line and gauge conversion projects taken up on socio-economic considerations, Remote Area Rail Sampark Yojana has been announced. With these initiatives, it is expected that the ongoing projects may get completed in a period of about 5 years.

(e) Yes, Sir. Feasibility Survey for Dedicated Multimodal High Axle Freight Corridor on Eastern and Western Corridors has already been conducted. As per the survey, the cost of these two corridors have been assessed as about Rs. 21,140 crore.

Electrification of railway tracks in Punjab and Maharashtra

*20. SHRI DARA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the current policy of his Ministry regarding electrification of railway tracks;

(b) how many proposals for electrification of railway tracks were recommended by the Government of Punjab as well as by the Government of Maharashtra during the period 2004-06, State-wise;

(c) whether electrification of any projects has been examined and a final decision taken thereon after evaluation of the project reports, till date; and

(d) if so, the present status thereof, indicating the time limit fixed for completion of each project, State-wise?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The criterion/guidelines being followed in this regard are as under:

- (i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.
- (ii) In certain specific cases, electrification will be justified on considerations of operational flexibility.
- (iii) While proposing electrification of a route, the rail network in the region in totality should be considered to include, if necessary, short route lengths, which would otherwise remain non-electrified and reduce operational flexibility.

(b) No proposal has been received from Punjab and Maharashtra Government during 2004-06.

(c) and (d) Do not arise in view of reply to part (b) above.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Development of botanical and biofertilizer units

†1. SHRI KRIPAL PARMAR: Will the Minister of AGRICULTURE be pleased to state:

(a) the steps taken by Government to develop botanical and bio-fertilizer units indicating of their capacity during the last three years, year-wise;

†Original notice of the question was received in Hindi.