

also been published in the Central Railway's Suburban Time Table and the Western Zone Time Table with effect from 1.7.2011. The scheme is also mentioned under the list of concessions extended to passengers on the website of Indian Railways.

### **Delayed infrastructure projects**

1989. SHRI PARIMAL NATHWANI : Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Railways topped the list of infrastructure projects that missed the deadline causing huge cost overruns to the exchequer;
- (b) if so, the details regarding such projects which missed deadline and caused cost overruns; and
- (c) the steps taken by Railways for completion of such projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) and (b) No, Sir. During Eleventh Five Year Plan (*i.e.* from 2007-08 to 2011-12), against revised target of 2000 Km of New line, Railway achieved a progress of 2205 Km which works out to 110%. In Gauge Conversion, against revised target of 6000 Km, Railway achieved a progress of 5290 Km which works out to 88%. In Doubling plan head, against a revised target of 2500 Km, Railway achieved a progress of 110% by completing 2756 Km.

(c) Railways has a huge throwforward of ongoing projects and limited availability of resources. Targets are fixed on yearly basis. Ongoing projects will be completed in coming years depending upon availability of resources.

### **Projection of funds for completing railway projects**

1990. SHRI PYARIMOHAN MOHAPATRA : Will the Minister of RAILWAYS be pleased to state:

- (a) whether considering the large number of ongoing projects and substantial allocation needed for their early and timely completion, the Minister would indicate a five year projection of funds required by Railways to complete all the projects without any further time overrun or cost escalation; and
- (b) whether the Minister would declare a moratorium on starting new projects for the said period of five years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) As on 01.04.2011, there were 340 ongoing new line, gauge conversion and doubling projects requiring more than Rs. 1,25,000 Crore for their completion. During 2011-12, 5 more projects consisting of 2 new lines and 3 doubling were included in the Supplementary Railway Budget costing Rs. 617.52 Crore.

To complete these projects, railway would require about Rs. 1,25,617 Crore.

(b) Railway infrastructure is essential for development of Remote and Backward regions and Railway intends to take up projects on operational/socio-economic development considerations. To augment resources, Railway is making effort to generate funds through extra budgetary sources such as States/beneficiaries participation etc.

#### **Outsourcing and disinvestment in Railways**

1991. SHRI S. THANGAVELU : Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have planned for outsourcing and disinvestment in several areas;

(b) if so, whether this move would ensure focus on upgrading passenger amenities and help in generation of more revenue; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI) : (a) to (c) Outsourcing of certain activities through contracts for pre-defined periods in areas like sanitation, coach cleaning, pest control, garbage disposal etc. is an ongoing exercise. This is done as a part of the overall endeavour to improve passenger amenities. It does not lead to revenue generation. No disinvestment has been planned on Indian Railways.

#### **Increasing fiscal resources**

1992. SHRI S. THANGAVELU : Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have sought loan from Ministry of Finance to manage its fiscal deficit;

(b) whether Railways have also planned to issue Rail Infrastructure Bond to increase the fiscal sources for its projects; and

(c) if so, the details thereof and follow up action taken by Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ( SHRI BHARATSINH SOLANKI) : (a) Yes, Sir. A loan of Rs. 3,000 crore has been extended by Ministry of Finance to meet urgent plan investment requirements in 2011-12.

(b) and (c) Railways have been borrowing from the market through Indian Railway Finance Corporation (IRFC) to supplement plan resources for supporting its rolling stock acquisition programme. IRFC does not issue Infrastructure Bonds. However, in the current year, tax-free bonds amounting to Rs. 7,000 crore have been