

1	2	3	4	5	6
5.	Northern	277	11	204	1213
6.	North Central	223	142	269	205
7.	North Eastern	42	365	267	258
8.	Northeast Frontier	284	652	31	31
9.	North Western	46	1342	290	0
10.	Southern	125	879	216	849
11.	South Central	306	476	255	550
12..	South Eastern	25	78	107	89
13.	South East Central	0	47	121	0
14.	South Western	111	312	172	103
15.	West Central	52	0	35	303
16.	Western	0	401	97	176

(b) Nil. Work on all New Line, Gauge Conversion and Doubling projects announced in last two years has been taken up.

(c) The main reasons for delay in completion of the ongoing projects have been limited availability of resources as Indian Railways have a huge shelf of ongoing projects requiring about ₹ 1,47,000 Crores for completion, long time taken in land availability, long time taken for forestry clearance, adverse law and order conditions, failure of contractors, court cases in regard to alignment etc. which affect the progress.

(d) No, Sir.

#### **Attaching Nanded Division with Central Railway**

3072. DR. BHARATKUMAR RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of Maharashtra has been repeatedly requesting to Central Government for attachment of Nanded Division with Central Railway as it would be more beneficial for the residents of Nanded and also convenient for better administration;

(b) the reasons for delay in approving the proposal of the State Government; and

(c) the present status of the proposal and by when the decision is likely to be taken by the Central Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) Requests in this regard have been received.

(b) and (c) The decision to place a particular division under a specific zone is taken on the basis of operational and administrative requirements, keeping in view the geographical contiguity of the divisions forming a zone; smooth movement of traffic operationally; to provide better control and to improve efficiency; without any regional considerations. The proposal, for attachment of Nanded Division with Central Railway, when seen in the light of the above criterion has not been found feasible.

#### **Railway projects in Maharashtra**

3073. DR. BHARATKUMAR RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a few projects of laying new railway lines, doubling of the tracks and widening of existing lines in Maharashtra are pending since long;

(b) whether Government is considering the requests made by Government of Maharashtra and leaders of political parties from time to time for providing adequate central funds for ongoing railway projects in the State; and

(c) the steps Government proposes to take for releasing funds on priority for the railway projects in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI): (a) to (c) As on 01.04.2012, 5 new line, 3 gauge conversion and 10 doubling projects falling fully/partly in Maharashtra are in various stages of execution. ₹ 381.50 crore have been provided for these projects during 2012-13.

Railways have huge throwforward of ongoing projects with limited availability of resources. As such, the projects are progressed as per availability of resources. To expedite completion of projects, a number of initiatives have been taken to generate additional resources through non-budgetary measures like Public-Private Partnership,