

Revenue generated by east coast railway

3535. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

- (a) the total revenue from East Coast Railway per annum from passengers, goods and other sources, from 2000 to 2013, year-wise;
- (b) the budget provision for expenditure of East Coast Railway from 2000 to 2013;
- (c) whether Railway projects are delayed for shortage of funds or non-availability of land;
- (d) whether it is a fact that the Angul-Sukinda, Haridaspur-Paradeep, Khudha-Balangir, Talcher-Bimalagarh, Manipur, Jajpur, Keonjhar Road connection railway line construction work is delayed due to the problem of land acquisition; and
- (e) if so, the details thereof and action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) East Coast Railway, as an independent zonal Railway, came into being during 2003-04. Hence, the total revenue of East Coast Railway per annum from passengers, goods and other sources from 2003-04 to 2012-13, year-wise is as under:

(Rs. in crore)				
Year	Passenger earnings	Goods earnings	Earning from Other Sources	Total earnings
1	2	3	4	5
2003-04	301.48	2664.41	30.17	2996.06
2004-05	300.20	2970.22	41.80	3312.22
2005-06	333.08	3564.34	44.91	3942.33
2006-07	398.37	3967.77	58.62	4424.76
2007-08	469.17	4916.73	71.47	5457.37

1	2	3	4	5
2008-09	525.15	6022.01	91.05	6638.21
2009-10	582.18	6346.83	94.92	7023.93
2010-11	648.40	8119.51	119.90	8887.81
2011-12	747.43	8124.59	140.49	9012.51
2012-13 (Provisional)	819.31	9433.43	174.66	10427.40

(b) Budget provision for East Coast Railway (both Plan and non-Plan) since 2003-04 to 2012-13 is given in the Statement (*See* below).

(c) Yes, Sir. Railways infrastructure projects like New Lines, Gauge Conversion, Doubling, Electrification and Metropolitan Transport Projects etc. are highly capital intensive. These are financed from Capital from the General Exchequer. The replacement, renewal and developmental works etc. are funded from internal resources. Besides, funds from extra budgetary resources like borrowings from market, investment through public-private partnership etc. are also utilised for Plan financing.

During the last few years, owing to lesser earnings both in passenger and freight segments, reduction in the Plan outlay has been necessitated due to reduction in the internal resource component. This results in lesser availability of funds for execution of works. However, the Railways have prioritised projects so as to make optimum utilisation of available resources.

(d) and (e) Yes, Sir. In addition to scarcity of financial resources, these projects have also been delayed due to delay in land acquisition. Details of land acquisition are as follows :

Out of 1205.525 acres private land, 219.90 acres of government land and 251.06 acres of forest land required for construction of Angul-Sukinda new line project, only 166.975 acres of private land and 29.8 acres of government land have been acquired. Delay in acquisition of land is

caused by changes in land proposals submitted to State Government/Forest Department, as per the request of State Govt./Forest Department.

Out of the total 1654 acres of land, 1380 acres of Private land is required to be acquired for Haridaspur-Paradeep new line project. Against this, 1290 acres of Private land has been acquired so far. Land Owners are claiming higher compensation for the land already acquired or under acquisition. Haridaspur-Paradeep Rail Company Ltd., which is a project specific Special Purpose Vehicle (SPY) created by Rail Vikas Nigam Ltd. (RVNL) has been allowed to pay ex-gratia to land owners from its own fund.

In Khurda-Bolangir project, 1440 acres of land out of 6572 acres have been acquired. Project execution has been planned in phases and land acquisition is taken up accordingly.

For Talcher-Bimlagarh project, 138 acres of land out of the total requirement of 1846 acres have been acquired. Project execution has been planned in phases and land acquisition is taken up accordingly.

Statement

The Gross Budget provision for expenditure of East Coast Railway from 2003-04 to 2012-13

(Rs. in crore)			
Budget Estimates	Plan	Non-Plan	Total
2003-04	532.95	1479.72	2012.67
2004-05	775.20	1936.00	2711.20
2005-06	874.59	1995.24	2869.83
2006-07	1175.69	2046.76	3222.45
2007-08	1339.51	2461.54	3801.05
2008-09	1646.59	2666.27	4312.86
2009-10	1567.34	3230.68	4798.02

1	2	3	4	5
2010-11	1739.26	3122.39	4861.65	
2011-12	2235.63	3596.67	5832.30	
2012-13	2024.96	4471.23	6496.19	
2013-14	2163.27	4769.51	6932.78	
TOTAL	16074.99	31776.01	47851.00	

Railway crossing adjacent to Pothahi railway station

†3536. SHRI RAM KRIPAL YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that accidents have taken place while crossing southern road adjacent to Pothahi railway station due to doubling of Patna-Gaya railway section;

(b) whether villagers have sent letters/demanded to construct railway crossing/cabin there;

(c) whether Government has recommended for the construction of such railway crossing/cabin in current financial year;

(d) if so, by when it would be constructed; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ADHIR RANJAN CHOWDHURY): (a) No consequential train accident has taken place at Pothahi railway station due to doubling of Patna-Gaya Section.

(b) Yes, Sir.

(c) to (e) In view of level crossings being a potential safety hazard, adversely impacting safety of both road users and train passengers, a policy decision has been taken by the Ministry of Railways for not providing any new level crossing

† Original notice of the question was received in Hindi.