

Sl. No.	Project	Year of inclusion in the Budget	Cost (2014-15) (₹ in crore)	Outlay proposed for 2015-16 (₹ in crore)
New Lines				
1.	Angul-Sukinda Road (98.7 km)	1996-97	639	75
2.	Daitari-Banspani (155 km) with MM for 3rd line between Jakhapura-Haridaspur (25Km)	1992-93	1327	12
3.	Digha-Jaleswar (41 km) with new MM for Digha-Egra (31 km)	2010-11	651	5
4.	Haridaspur-Paradeep (82 km)	1996-97	1012	37
5.	Khurda Road-Bolangir (289 km)	1994-95	1995	195
6.	Talcher-Bimlagarh (154 km)	2003-04	811	280

(b) Due to large shelf of ongoing projects, limited overall availability of funds for new line projects and factors such as land acquisition/forest clearances, law and order beyond the control of Railways, no time frame can be fixed for completion of these projects.

Opening of the second gate at Bhagat-ki-Kothi railway station

†2690. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is proposal to open the second gate at Bhagat ki-Kothi railway station in Jodhpur district, Rajasthan; and

(b) if so, by when, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) No, Sir. At present, there is no plan to open the second gate at Bhagat ki Kothi railway station in Jodhpur District, Rajasthan.

(b) Does not arise.

Expansion of railway networks in naxal infested areas

†2691. SHRI HARIVANSH: Will the Minister of RAILWAYS be pleased to state:

(a) the scheme of Government to expand the railway network in the naxal-infested areas;

†Original notice of the question was received in Hindi.

(b) the steps taken to boost the expansion of railway network in these areas; and

(c) whether Government provides special assistance to the States for expansion of railway network in the naxal infested areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) Based on demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives and Railway's own requirement, the proposals for new line projects are considered. Projects are taken up on the basis of their remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throwforward of ongoing projects, overall availability of funds and competing demands which also covers projects in naxal-infested areas. The projects are, however, not sanctioned State-wise, area-wise and region-wise. However, Railways have taken up 132 New Line projects on socio-economic considerations at a total cost of ₹ 1,47,553 crore for development of backward, remote, far-flung and naxalite affected areas.

New methods for completion of railway projects

†2692. SHRI HARIVANSH: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has talked about adopting new methods for completion of railway projects;

(b) whether for this purpose, utilisation of funds of MPLADS, State Government and Corporate Social Responsibility (CSR) have been suggested; and

(c) whether this policy of the Ministry would help in completion of projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Railway projects have, for long, suffered from financial crunch. A number of new initiatives have been announced in Railway Budget 2015-16. This includes formation of Special Purpose Vehicle (SPV) with equity participation by State Government and Railways, generation of resources through market borrowings *i.e.* low cost long term funds from insurance and pension funds, multilateral and bilateral agencies etc. for remunerative capacity enhancement projects, setting up of infrastructure funds, partnership with Railway PSUs, introduction of EPC (Engineering Procurement and Construction) system of contracting etc.

(b) Presently there is no proposal to involve funds from Member of Parliament Local Area Development Scheme (MPLADS) and Corporate Social Responsibility

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