

- (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

†Original notice of the question was received in Hindi.

(CSR) fund in completion of Railway Projects. But it is proposed to tap these funds for passenger amenities and facilities at railway stations.

(c) Yes, Sir. These steps will help Railways to mobilize additional funds for completion of projects.

Proposed railway projects for Jharkhand

2693. SHRI DHIRAJ PRASAD SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) the details of proposed rail projects for which an agreement was entered into with the Government of Jharkhand during 2010-11;

(b) whether any time-frame was fixed for completion of the said projects;

(c) if so, the details thereof;

(d) whether the said projects are likely to be completed within the fixed time-frame; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (e) An MOU was signed in 2002 for six projects (Five New Lines viz. Deoghar-Dumka, Koderma-Giridih, Dumka-Rampurhat, Koderma-Tilaiya and Koderma-Hazaribagh-Barkakana-Ranchi, and one Gauge Conversion viz. Ranchi-Lohardaga with extension to Tori) costing ₹ 1997 crore wherein two-thirds of the cost was to be borne by Government of Jharkhand and one-third by Ministry of Railways. Since the projects could not be completed within the stipulated time viz. by 2007, due to delay in land acquisition, forestry clearances, law and order problems, etc., the MOU was extended twice. This MOU has latest been extended on 19.02.2015 with targeted date of completion of these projects upto March, 2017 at an increased cost of ₹ 5775 crores with increase in cost beyond original cost of ₹ 1997 crore to be shared on 50:50 basis.

Another MOU for execution of a newly sanctioned project *i.e* Hansdiha-Godda New Line at an estimated cost of ₹ 267 crore has also been entered into on 50:50 cost sharing basis in 2012.

So far, out of total 574 km of projects, 256 km comprising Deoghar-Dumka (72 km), Koderma-Hazaribagh (80 km) section of Koderma-Ranchi new line project, Koderma-Nawadih (34 km) section of Koderma-Giridih (111 km) new line project and Ranchi-Lohardaga-Barkachampi of Ranchi-Lohardaga Gauge Conversion with