

1	2	3	4	5
4.	Dhanbad-Son Nagar 3rd line (277 km.) DL	4500	00	103
5.	Kharagpur-Adityapur 3rd line DL	1116	00	25
6.	Mohishila-Kali Pahari link doubling with one addl. loop line at Mohana (5 km.) DL	42	00	0.96
7.	Ramna-Singrauli (160 km.) DL	1600	00	36
8.	Ramna-Wyndhamganj section (23.49 km.) DL	180	00	4
9.	Ranchi Road-Patratu section patch doubling (31 km.) DL	291	00	7

Railway land under encroachment

2213. SHRI AHMED PATEL: Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the area of Railways' land under encroachment, State-wise;
- (b) the steps taken to remove the encroachment; and
- (c) the revenue loss incurred to Government due to these encroachments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) The zone-wise details (Railways do not maintain details State/UT-wise) of land under encroachment as on 31.03.2015 are as under:

Zonal Railway	Land under encroachment as on 31.03.2015 (in Hectares)
Central	59.82
Eastern	20.85
East Central	3.02
East Coast	17.05
Northern	209.19
North Central	41.17
North Eastern	25.63

Zonal Railway	Land under encroachment as on 31.03.2015 (in Hectares)
Northeast Frontier	125.99
North Western	19.04
Southern	60.51
South Central	18.77
South Eastern	158.09
Southeast Central	55.45
South Western	16.26
Western	41.44
West Central	36.78
Production Units	5.74
TOTAL	914.80

(b) Most of the encroachments are in the approaches of the Stations in Metros and big cities. For these encroachments, Railways carry out regular surveys and take action for their removal. If the encroachments are of a temporary nature (soft encroachment) in the shape of jhuggies, jhopries and squatters, the same get removed in consultation and with the assistance of Railway Protection Force and local civil authorities. For old encroachments, where party is not amenable to persuasion, action is taken under Public Premises (Eviction of Unauthorized Occupants) Act, 1971 (PPE Act, 1971), as amended from time to time. Actual eviction of unauthorized occupants is carried out with the assistance of State Government and Police. During the last three years, about 74 hectares of encroached land has been retrieved. Year-wise details are as below:

Year	Area retrieved from encroachment (in Hectare)
2012-13	21.06
2013-14	24.55
2014-15	28.39
TOTAL	74.00

(c) At certain locations, encroachments cause bottlenecks, safety hazards in train operations and difficulties in track maintenance which at times affects both the line capacity and the throughput which ultimately affect the revenue of Railways which may not be feasible to assess.

Redevelopment of railway stations through Swiss Challenge approach

2214. SHRI A.W. RABI BERNARD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has decided to redevelop four hundred railway stations across the country through a new PPP route called Swiss Challenge, offering flexibility of execution to interested parties in terms of design and business ideas, including permitting commercial development of real estate by the zonal railways, if so, the details thereof;

(b) whether Government has identified railway stations for redevelopment; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) A proposal to offer 'A-I' and 'A' category stations (about 400 stations) for redevelopment on 'as is where is' basis, by inviting open bids from interested parties with their designs and business ideas duly providing for amenities and other requirements of the Railways has been recently approved by the Cabinet. However, the process for redevelopment of stations, already identified would continue. The entire cost of station redevelopment is to be met by leveraging commercial development of land and air space in and around the stations.

The facilities proposed in a redeveloped station include congestion free non-conflicting, entry/exit to the station premises, segregation of arrival/departure of passengers, adequate concourse without overcrowding, integration of both sides of the city wherever feasible, integration with other modes of transport systems e.g. Bus, Metro, etc., user friendly international signage, well illuminated circulating area and sufficient provision for drop off, pick up and parking etc. Details of 'A-I' and 'A' category stations, State-wise are appended.