

Development of Railways under PPP system

752. SHRI BAISHNAB PARIDA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is proposed to adopt Public-Private Partnership (PPP) system in development of Railways in the country, if so, the details thereof;
- (b) whether it was tried earlier on the railway system in the country; and
- (c) if so, the results thereof, *inter-alia* indicating the benefits that had accrued in the development of Railways under this system?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) A Participative Policy for rail connectivity and capacity augmentation was issued in December, 2012 which provides the following five models for building rail connectivities:

- (i) Non- Government Railway (NGR) model
- (ii) Joint Venture (JV) model
- (iii) Build Operate and Transfer (BOT) model
- (iv) Capacity augmentation with funding provided by customers model
- (v) Capacity augmentation through annuity model.

(b) and (c) Beginning of building rail connectivities through PPP was made in 2002 when last mile connectivity projects to the ports through private participation was undertaken.

From 2002 to 2014, eight port connectivity projects have been implemented, namely new line to Mundra Port (including doubling), Pipavav-Surendernagar Gauge conversion, Hassan-Mangalore Gauge conversion, Gandhidham-Palanpur Gauge Conversion, Bharauch-Dahej Gauge conversion project, Venkatachalam-Krishnapatnam new line, new line to Dhamra Port and new line to Tuna Port by involving strategic investors. These projects have added approximately 1030 km of railway line through an investment of approximately ₹ 3153 crore.

PPP model in development of Railways

753. SHRI BAISHNAB PARIDA: Will the Minister of RAILWAYS be pleased to state:

- (a) the status of putting PPP model in the development of Railways;