

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Yes, Sir. In the first phase, patch doubling of ROHA - VEER (46.89 Km.) at a cost of about ₹ 296 crore has been sanctioned. Electrification of Konkan Railway route from Roha to Thokur (740 Km.) at a cost of about ₹ 709 crore has also been sanctioned.

(b) and (c) The tender for doubling work between Roha – Veer has been invited. The preparatory tendering work for Electrification project is on hand.

**Survey for railway line from Manwal to Bhadarwah
in Jammu and Kashmir**

1736. SHRI SHAMSHER SINGH MANHAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government is conducting survey for expansion of railway line from Manwal to Bhadarwah in Jammu and Kashmir (J&K); and

(b) if so, when would the work on this project is going to start and what will be the duration of time for its completion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) Manwal is an existing station on Jammu-Udhampur-Katra railway line. A survey for Udhampur-Doda-Premnagar-Badharwah and Doda-Kishtwar (224 km.) new line was completed in 2011-12. As per the report, the project was assessed at a cost of 12,040 crore (2012 price level) with a negative rate of return of 5.34%. The project could not be taken up due to a huge throwforward of ongoing projects and its unremunerative nature and limited availability of funds for new lines.

(b) Does not arise.

**Expansion of railway line from Udhampur to Banihal
in Jammu and Kashmir**

1737. SHRI SHAMSHER SINGH MANHAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government is going to expand the railway line from Udhampur to Banihal in Jammu and Kashmir (J&K); and

(b) if so, the completion period of expansion of this railway line and the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Udhampur-Banihal new line is a part of Udhampur-Srinagar-

Baramulla New Line (272 km.) project which has been taken up at an anticipated cost of 19,565 crores. Banihal-Baramulla (136 km.) and Udhampur-Katra (25 km.) sections have already been commissioned and construction of Katra-Banihal (111 km.) section has been taken up. The project alignment passes through very difficult terrain of young Himalayas involving geological uncertainties. Therefore, it is not feasible to fix time lines for this project.

Redevelopment of railway stations under East Coast Railway

1738. SHRI BAISHNAB PARIDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to redevelop around 400 railway stations in the country;

(b) if so, the details thereof, indicating those stations that are proposed to be redeveloped under the East Coast Railway; and

(c) the time-frame within which the above stations under the East Coast Railway would be redeveloped?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) Indian Railway has advertised its plan to redevelop 'A-1' and 'A' category stations (about 400 in number) on 'as is where is' basis, by inviting proposals from interested parties with their designs and business ideas. These include Visakhapatnam, Bhubaneswar, Puri, Bhadrak, Brahmapur, Cuttack, Jajpur-Keonjhar Road, Khurda Road, Palasa, Rayagada, Sambalpur, Srikakulam Road and Vizianagaram stations on East Coast Railway.

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.

Station redevelopment projects are complex in nature and require detailed techno-economic feasibility studies and statutory clearances from local bodies. Therefore, no time-frame can be indicated, at this stage.