

**Cess on railway ticket**

†4137. SHRI LAL SINH VADODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government is considering imposition of cess on railway ticket;

(b) if so, whether Government is contemplating to take any step in this regard; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Rationalisation of passenger fare is an ongoing and continuous process. Presently no such instruction has been issued to impose cess on railway tickets.

**Pending railway projects in Tamil Nadu**

4138. SHRI A. VIJAYAKUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the list of railway projects pending for more than five years, especially in Tamil Nadu;

(b) whether any action has been taken to complete such projects in near future; and

(c) the amount sanctioned for completing pending projects in Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) List of railway projects falling fully/partly in the State of Tamil Nadu and ongoing/pending for more than five years is as under:-

Sl. No.	Ongoing Project	Year of inclusion
<b>New Line</b>		
1.	Tindivanam-Gingee-Tiruvannamalai (70 Km)	2006-07
2.	Tindivanam-Nagari (179.2 Km)	2006-07
3.	Attipattu-Puttur (88.30 Km)	2008-09
4.	Erode-Palani (91.05 Km)	2008-09
5.	Chennai-Cuddalore <i>via</i> Mahabalipuram (179.28 Km)	2008-09

† Original notice of the question was received in Hindi.

Sl. No.	Ongoing Project	Year of inclusion
6.	Bangalore-Satyamangalam (260 Km)	1996-97
7.	Madurai-Tuticorin (143.5 Km)	2011-12
<b>Gauge Conversion</b>		
1.	Dindigul-Pollachi-Palghat and Podanur-Coimbatore (224.88 Km)	2006-07
2.	Mayiladuturai-Tiruvarur-Karaikudi and Tiruturaipundi-Agastiyampalli (224 Km) including restoration of Needamanagalam-Mannargudi (13.25 Km) and Mannargudi-Pattukottai (41 Km) and Thanjavur-Patukottai (47.2 Km)	2007-08
3.	Madurai-Bodinayakanur (90.41 Km)	2008-09
4.	Tiruchchirappalli-Nagore-Karaikal (145.33 Km) with extension of Nagapattinam-Velankanni-Tiruturaipundi via Tirikuvalai (43 Km) and Peralam-Karaikal (23 Km)	1995-96
5.	Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar (357 Km)	1997-98
6.	Mysore-Chamarajanagar with extension to Mettupalayam (148 Km)	1997-98
7.	Cuddalore-Salem via Vriddhachalam (191 Km) with material modification of Chinnasalem-Kallakurichi new line (16 Km)	1999-2000
<b>Doubling</b>		
1.	Chennai Beach-Korukkupet 3rd line (4.1 Km)	2003-04
2.	Chennai Beach-Attipattu 4th line (22.1 Km)	2003-04
3.	Chengalpattu-Villupuram (103 Km) including Tambaram-Chengalpattu 3rd line by gauge conversion of existing MG line alongwith electrification (30 Km)	2006-07
4.	Villupuram-Dindigul with electrification (273 Km)	2008-09
5.	Omalur-Mettur Dam with electrification (29.03 Km)	2011-12
6.	Thanjavur-Ponmalai (46.96 Km) with a bye-pass line before Ponnallai (1.13 Km)	2011-12

(b) To expedite completion of projects, a number of initiatives have been taken to speed up the works like increased allocation of funds through measures like funding by State Governments and other beneficiaries, funding through loan from Institutions like Life Insurance Corporation, execution of projects through Special Purpose Vehicles, etc. Besides these, to reduce delays on account of land acquisition, security issues and forestry clearances etc, meetings with State Officials at various levels are held from time to time. Field units have also been empowered with further delegation of powers and the contract conditions have been modified to bring efficiency in contract management. Security, land acquisition and environment issues are also taken up with State Governments and Ministry of Environment and Forest for early approvals.

(c) An outlay of ₹ 187.45 crore, ₹ 426.51 crore and ₹ 546.33 crore for ongoing/pending new line, gauge conversion and doubling projects respectively falling fully/partly in the State of Tamil Nadu has been provided during 2017-18.

### **FDI in Railways**

4139. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the areas in Railways, specified by Government, for Foreign Direct Investment (FDI) along with the total FDI in such areas so far;

(b) the extent to which the FDI in Railways is likely to help the Government to achieve its goal of railway safety in the country;

(c) whether Government has received representations from various railway employee unions against FDI in Railways; and

(d) if so, the details thereof and the action taken/being taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Government of India in August, 2014 notified the following areas for Foreign Direct Investment (FDI): (i) Suburban corridors through Public Private Partnership (PPP); (ii) High speed train projects; (iii) Dedicated freight lines; (iv) Rolling stock including trains sets and locomotive/coaches manufacturing and maintenance facilities; (v) Railway electrification; (vi) Signaling system; (vii) Freight terminal; (viii) Passenger terminal; (ix) Infrastructure in industrial park pertaining to railway line/siding; (x) Mass Rapid Transport System.

Two locomotive factories at Madhepura (Electric) and Marhowra (Diesel) costing about ₹ 2600 crore entailing Foreign Direct Investment (FDI) inflow in Rolling