

**Progress of rail project from Imphal to Moreh**

1578. SHRIMATI RANEE NARAH: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of rail projects works from Imphal to Moreh and Moreh to Kalay in Myanmar;

(b) the position of rail project of Agartala-Aakhaura (Bangladesh);

(c) the estimated cost of Imphal-Moreh and Moreh-Kalay and Agartala-Aakhaura projects; and

(d) the target of completion of the projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Reconnaissance Engineering-cum-Traffic Survey for a new Broad Gauge (BG) line from Imphal (India) to Moreh (Mynmar) (111.25 km) was completed in 2014-15. As per survey, cost of the project was assessed as ₹ 5428.46 crore. Further, on invitation by Ministry of External Affairs (MEA), M/s. Rail India Technical and Economic Services Ltd. (RITES), a Public Sector Undertaking (PSU) of Ministry of Railways, has submitted an offer to MEA for Detailed Project Report (DPR) for a new BG rail link between Moreh-Tamu-Kalay (110.15 km) in July, 2013 which was further revised in September, 2014. The portion Imphal to Moreh is in India and from Tamu to Kalay is in Myanmar. The project is not yet sanctioned.

(b) Agartala-Akhaura new line project is 15.06 km out of which 5.05 km falls in India and 10.01 km falls in Bangladesh. Bangladesh portion is funded by Ministry of External Affairs (MEA) and Indian Portion is being funded by Ministry of Development of North Eastern Region (DoNER). An MoU has been signed between Government of India and Bangladesh. Presently, work on Indian portion has been entrusted to IRCON International Limited, a Public Sector Undertaking (PSU) of Ministry of Railways. IRCON has prepared revised estimate for Indian portion at a total cost of ₹ 580 crore with elevated corridor/*viaduct* of 3.31 km. Tender for earthwork and *viaduct* on Indian portion has been finalized.

So far as Bangladesh portion is concerned, Detailed Project Report has been submitted by IRCON to MEA for further approval of Government of Bangladesh. The project cost of Bangladesh portion is estimated at ₹ 350 crore.

(c) (i) The estimated cost of Imphal to Moreh (111.25 km) proposed new BG line is assessed as ₹ 5428.46 crore, (ii) For Agartala-Akhaura (15.6 km) BG line project, cost for Indian portion (5.05 km) is ₹ 580 crore and Bangladesh portion is

₹ 350 crore, (iii) Estimated cost of Moreh to Kalay BG rail link will be available once the survey has been done.

(d) Completion of projects depends on many factors such as land acquisition, forestry and wild life clearances, shifting of services, construction of road over and road under bridges, law and order etc. As many of these factors are not within the control of Railways, it is not feasible to fix timelines for all the projects.

#### **Encroachment of railway land**

1579. SHRI R. VAITHILINGAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether large stretches of railway land are being encroached upon in various parts of the country, including under Southern Railway, if so, the details thereof;

(b) whether such encroachments have been causing serious operational problems;

(c) if so, the details thereof and the reaction of Railways thereto; and

(d) the measures taken by Government to remove such encroachments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (d) At present, out of 4.73 lakh hectare land assets available with Indian Railways, approximately 861.70 hectare (0.18%) land is under encroachment including 60.39 hectares land of Southern Railway.

Most of the encroachments on Railway land are in the approaches of stations in Metros and big cities in the form of slums. At certain locations, these encroachments cause bottlenecks and safety hazard in train operations and difficulties in maintenance which at times affect the line capacity and the throughput which ultimately affects the revenue of Railways.

For removal of 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 are got removed in consultation with and 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.