

- Alternative 1: High Speed Railway (HSR) passes through the existing Central Business District (CBD) areas except for Surat area;
- Alternative 2: HSR passes through the existing CBD areas except for Vadodara and Ahmedabad area;
- Alternative 3: HSR passes through the existing CBD areas using existing lines in major cities.

The comparison of three alternative routes was made in the report and Alternative 1 was chosen for having highest estimated EIRR of 11.8%, whereas the estimated EIRR for Alternative 2 and 3 were 10.9% and 10.3% respectively.

(b) The Budget provision has been made for Rehabilitation and Resettlement for the displaced citizen as per the provision of “Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013” .

(c) Alternative options including monetary compensation have been formulated for relocation of project affected people.

(d) The MAHSR Project is being implemented by National High Speed Rail Corporation Limited (NHSRCL), which is a joint venture of Ministry of Railways, Government of India with Government of Gujarat and Government of Maharashtra. The re-instatement of loss to flora and fauna has been planned as per the laid down stipulations as per guidelines of Ministry of Environment, Forest and Climate Change (MOEF&CC) and Hon’ ble Supreme Court.

Encroachment on Railway Land

†117. DR. KIRODI LAL MEENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that people have encroached upon more than 1,900 hectares of Railway land across the country;

(b) if so, the steps taken by Government to get appropriate information about the encroached land; and

(c) the steps taken by Railways to get their encroached land vacated till date and by when it would be achieved?

†Original notice of the question was received in Hindi.

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) As on 31.03.2018, out of 4.77 lakh hectare land available with Indian Railways, approximately 844.38 hectare (0.18%) land is under encroachment.

(b) In order to safeguard Railways land, regular inspections are carried out at various levels. In case, any trespass is noticed which may eventually lead to encroachment, it is removed then and there. The land records are regularly updated and got verified from revenue authorities. In addition, land registers are being maintained by each Division of Railways which are regularly monitored by Head Office of each Railway. Also, it is being monitored at Ministry level.

(c) If the encroachments are of temporary nature (soft encroachment) in the shape of jhuggies, jhopries and squatters, the same are got 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. The removal of encroachments is a continuous process, as a result of which in the years 2016-17 and 2017-18, 34.45 hectares of land has been retrieved.

**Doubling and electrification of Madurai-Vanchi
Maniyachi-Thoothukudi route**

118. DR. SASIKALA PUSHPA RAMASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has given top priority to the speedy completion of Madurai-Vanchi Maniyachi-Thoothukudi line doubling project;

(b) if so, the details thereof;

(c) whether Government is also undertaking electrification of the second line in Madurai-Vanchi Maniyachi-Thoothukudi rail project; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (d) Yes, Sir. Madurai-Vanchi Maniyachi-Tuticorin (Thoothukudi) doubling (160 km) with electrification was included in the Budget 2015-16 subject to requisite approvals. Sanction to the project and its Detailed Estimate amounting to ₹ 1182.31 crore has been obtained in August, 2017. An