

(c) the trains other than this which are proposed to be handed over to private sector; and

(d) the details of the new facilities to be provided by private operators in this train and whether the fare of the train would be under the jurisdiction of the Ministry or private operators?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (d) No, Sir. At present, no such proposal is under consideration. However, with a view to providing world class services to travelling passengers, Indian Railways are examining various options, including private/public sector participation in the operation of passenger carrying trains. The details and modalities in this regard have not been formulated, so far.

Laying of new rail line from Azamgarh to Sagri

†3913. SHRI SAKALDEEP RAJBHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey had been conducted by the Ministry for laying of new railway line from Azamgarh to Sagri via Jiyanpur, Dohrighat, Madhuban, Belthara Road, Sikanderpur, Maniyar, Bansdih, Sahatwar, Bakulha Ghat and to Suraimanpur;

(b) whether laying of the said new railway line on the basis of said survey is under consideration of the Ministry;

(c) if so, by when the work of laying of the said rail line would begin; and

(d) if not, whether Government would consider to include this work in its new action plan on priority basis for its execution?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) No, Sir.

(c) and (d) Do not arise.

Redevelopment of Matunga property of railways

3914. SHRI KUMAR KETKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether MoU has been signed between RLDA and DRP-SRA to redevelop Matunga property of Railways;

†Original notice of the question was received in Hindi.

- (b) if so, the details thereof alongwith the terms and conditions in MoU;
- (c) whether property would be developed by private developer or Government;
- (d) procedure of awarding contract for redevelopment;
- (e) total area of Railway land all over the country in acres, State-wise, with present value;
- (f) the reason of not exploiting FSI and TDR available above railway track as it was done by Konkan Railway and CIDCO; and
- (g) whether Government has taken policy decision to commercially exploit railway land, in seventy divisions across the country?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) Yes, Sir. An MoU has been signed between Rail Land Development Authority (RLDA) and Dharavi Redevelopment Project/Slum Rehabilitation Authority (DRP/SRA) (setup by Government of Maharashtra) to redevelop some land parcel of Railways at Matunga. Under this MoU, RLDA has agreed to transfer lease hold rights of Railway land parcel to DRP/SRA for development of total land and implementation of the Dharavi Redevelopment Project of Government of Maharashtra.

Important Terms and Conditions of MoU signed between RLDA and DRP/SRA are as under:—

- (i) Integrated redevelopment of Dharavi area.
- (ii) Redevelopment of Railway Quarters and Service Buildings etc.
- (iii) Revenue sharing between Government of Maharashtra (Dharavi Redevelopment Project/Slum Rehabilitation Authority) and Indian Railways (RLDA) in a pre-defined proportion.
- (c) The project will be developed by Dharavi Redevelopment Project/Slum Rehabilitation Authority (setup by Government of Maharashtra).
- (d) The modalities of procedure of awarding the contract are to be worked out by Dharavi Redevelopment Project/Slum Rehabilitation Authority.
- (e) As on 31.03.2018, Indian Railways has about 4.77 lakh hectares (*i.e.* 11.78 lakh acres) of land all over India. The Railways do not maintain State-wise details of

Railway land. However, zone-wise details/data are maintained by Railways and the same is as under:—

(Figures in hectares)	
Zonal Railway	Railway Land
Central	29341.17
Eastern	20950.34
East Central	37238.29
East Coast	23059.34
Northern	43575.02
North Central	18836.49
North Eastern	25703.77
North East Frontier	45451.43
North Western	24515.14
Southern	26882.09
South Central	32440.03
South Eastern	42589.45
South East Central	22072.14
South Western	18890.91
Western	38296.22
West Central	23593.39
Metro Railway	141.28
Chittaranjan Locomotive Works	1834.44
Diesel Locomotive Works	299.70
Diesel Loco Modernisation Works	225.50
Integral Coach Factory	207.87
Rail Coach Factory	476.74
Modern Coach Factory	540.00
Rail Wheel Factory	291.00
TOTAL	477451.75

(f) Railway track and the area in its vicinity being a safety zone, construction activity is not preferred. Konkan Railway has also not undertaken any development works above Railway track. The railway stations at Vashi and Belapur in Mumbai constructed by City and Industrial Development Corporation (CIDCO), were developed alongwith the track as a greenfield project, which made it technically feasible to undertake construction over the tracks also. However, this is not technically feasible, at present, on the existing tracks which are in operation.

(g) Yes, Sir. In order to utilise the vacant railway land resources for generating non fare revenues, RLDA has been setup by an amendment to the Railways Act, 1989 (Act No. 47 of 2005) for commercial development of vacant Railway land of all Zonal Railways. Further, it has been envisaged to develop various Railway stations in the country while commercially exploiting the land with Indian Railway Stations Development Corporation Limited (IRSDC) as a nodal agency.

Electrification of track and gauge conversion

3915. SHRI TIRUCHI SIVA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has taken steps to ensure electrification of all railway tracks by 2022;
- (b) if so, the details of funds allocated in the previous year, State-wise;
- (c) whether Government has taken steps to convert all viable rail tracks to broad gauge by 2022; and
- (d) if so, the details of funds allocated in the previous year, State-wise?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Yes, Sir. In view of various advantages of Railway Electrification, Ministry of Railways has planned to electrify balance Broad Gauge routes of Indian Railways by 2021-22 and various steps in this direction have been taken.

(b) Railway Electrification works are not confined to State/Union Territories boundaries. However, Budget Allocation to Railway Electrification projects under Plan Head-35 during previous year *i.e.* 2018-19 was ₹ 6,302.00 crores.

(c) and (d) Yes, Sir. The projects are not sanctioned State-wise, area-wise and region-wise. Since railway projects are generally straddle over more than one State,