

lakh hectare land is under operational and allied usages and 0.51 lakh hectare (approximately) land is vacant. This vacant land is mostly in the form of narrow strips along tracks and utilized for servicing and maintenance of track, bridges and other infrastructure. The vacant land is also utilized for execution of various infrastructural projects for meeting future growth needs of Railways which include projects like doubling/tripling and traffic facilities works, etc. Railways' operations also necessarily require development of ancillary logistic support/infrastructure such as bulk oil installations and oil depots, steel yards, concrete sleeper plants, coal dumps, connectivity to private sidings, connectivity to ports and other infrastructure, commercial plots, vending stalls, etc. for which land is leased/licensed. The Railways do not maintain market price of land as it is governed by various factors and keeps on fluctuating.

(d) and (e) Out of 4.78 lakh hectare land available with Indian Railways, approximately 821.46 hectare land (0.17%) is under encroachment. For prevention/removal of encroachments, Railways carry out regular surveys of encroachment and take action for their removal. If the encroachments are of temporary nature (soft encroachments) in the shape of jhuggies, jhopris and squatters, the same are 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.

Trains from Begusarai-Barauni

†756. SHRI RAKESH SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains running from Bihar's industrial city Begusarai-Barauni to Delhi, Kolkata, Mumbai and Chennai;

(b) whether Government is considering to run new trains;

(c) by when the construction of Barauni-Hasanpur rail line would be completed; and

(d) the hurdles in the construction of the Barauni-Hasanpur rail line?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) The number of pairs of train services presently connecting Begusarai/Barauni to Delhi,

†Original notice of the question was received in Hindi.

Kolkata, Mumbai and Chennai are as under:-

Sl. No.	Station	No. of trains running (in pair)
1.	Delhi	20
2.	Kolkata	19
3.	Mumbai	6
4.	Chennai	3

At present, there is no proposal to introduce new train from Barauni/Begusarai. However, introduction of trains is an ongoing process over Indian Railways and is done keeping in view the traffic justification, operational feasibility, resource availability, competing demands etc.

(c) and (d) Earlier a survey for Hasanpur-Barauni (43 Km) new line was completed in 1997-98. This survey was shelved as it was financially not viable. However, an updating survey for Hasanpur-Barauni is in progress. Final view will be taken after examination of survey report.

Derailment of Trains

757. SHRI MD. NADIMUL HAQUE: Will the Minister of RAILWAYS be pleased to slate:

- (a) the Zone-wise details of derailments that have occurred during the last three years;
- (b) the steps taken by Government to avoid such incidents; and
- (c) the total expenditure incurred on the maintenance of tracks for the last three years?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Zone-wise and year—wise number of consequential train derailments during the last three years *i.e.* 2016-17 to 2018-19 and the current year (from 1st April, 2019 to 31st October, 2019) are given below:-

Zonal Railway	2016-17	2017-18	2018-19	2019-20 (Upto 31st October, 2019)
1	2	3	4	5
Central	7	8	4	5
Eastern	5	1	0	2