

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:5048
ANSWERED ON:27.04.2000
RAILWAY PROJECTS IN UP
BALIRAM;MANOJ SINHA

Will the Minister of RAILWAYS be pleased to state:

- (a) the reasons for slow progress of these projects and the time by which these projects are likely to be completed; and
- (b) the steps taken by the Government for timely completion of the projects?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH)

(a) & (b) : A Statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) AND (b) OF LOK SABHA UNSTARRED QUESTION NO. 5048 ASKED BY DR. BALIRAM AND SHRI MANOJ SINHA, TO BE ANSWERED ON 27.04.2000 REGARDING RAILWAY PROJECTS IN U.P.

(a) & (b) : Planning for, and the execution of, Railway projects is done in an integrated and need based manner keeping a national perspective in view. Geographical boundaries of a State, per se, do not form a criterion for determining Railway investments, especially in a scenario where many Railway projects span across more than one state. Details of present progress, including reasons for slow progress, of projects located in U.P., are given in Appendix.

Targets are fixed on yearly basis depending upon overall availability of resources. Tentative targets have been indicated against each project wherever fixed. These projects will be progressed to completion as per availability of resources in the coming years.

Main impediment in the implementation of projects is the paucity of funds and a large shelf of projects particularly under New Line and Gauge Conversion Plan-Heads, which sometimes results in a thin spread of resources over a large number of projects. Prioritisation of New Line and Gauge Conversion projects has been done in order to ensure a judicious allocation of resources. Several measures have been adopted to augment the resource base of the Railways, e.g. increased budgetary support, augmenting revenue generation through market friendly policies in regard to both freight and coaching traffic, tapping non-conventional sources of funds like leasing of Railways right of way for laying communication cables, commercial utilisation of land and air space, etc., and ensuring financial participation of State Governments, local authorities and private parties in Railway projects.

Failure of contracts, land acquisition problems, law and order problems, etc. are some of the other factors which also affect the progress of some Railway projects. Constant interaction with appropriate authorities including the State Governments and local bodies is maintained by the Railways to overcome these problems.