

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:5832
ANSWERED ON:08.09.2011
RAILWAY LINK BETWEEN N.E.R. AND GOLDEN TRIANGLE
Gohain Shri Rajen

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways propose to increase the railway connectivity of the North Eastern Region with the rest of the country particularly Golden Triangle;
- (b) if so, the details thereof alongwith the steps being taken in this regard;
- (c) whether any master plan for modernization of the Railways has been prepared or proposed to be prepared;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.5832 BY SHRI RAJEN GOHAIN TO BE ANSWERED IN LOK SABHA ON 08.09.2011 REGARDING RAILWAY LINK BETWEEN N.E.R. AND GOLDEN TRIANGLE

(a) & (b): Augmentation/Expansion of rail connectivity, including the one in North-Eastern Region is a continuous and ongoing activity. The North-Eastern Region is already connected to the rest of the country and the Golden Quadrilateral (since there is no Golden Triangle) through the Guwahati-Delhi and Guwahati- Howrah routes. As on 1/4/2011, 12 New Line Projects, 04 Gauge Conversion Projects and 02 Doubling projects are under execution in the North Eastern Region that will improve rail-connectivity. 08 New Line Projects and 02 Gauge Conversion Projects have been declared as National Projects and a dedicated fund (NERRDF) has been created to implement these projects. Under the New Line projects all Northeast State Capitals, except that of Sikkim, would get connected by rail. However, Sivok-Rangpo new line project which will provide connectivity to Sikkim, has been taken up.

(c) to (e): An Integrated Modernization Plan has been prepared and is under implementation. The Integrated Modernization Plan envisages the following: 1) Modernization of Passenger Business Segment through induction of modern coaches (better crash worthiness and fire retardant features), expansion of passenger reservation system and unreserved ticketing system across the country etc. 2) Modernization of Freight Business Segment through induction of higher axle load, light weight wagons, extension of freight operations management system, development of modern freight terminals etc. 3) Other modernization works such as Track Modernization and maintenance practices, bridge modernization practices, induction of modern signaling and electrical system, induction of modern and powerful locomotives, completion of throughput enhancement works etc. In addition to above, long term works such as development of Dedicated Freight Corridors and High Speed passenger corridors are also being planned to meet the future rail transport requirements of the country.