

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:168
ANSWERED ON:09.03.2015
PENDING RAILWAY PROJECTS
Ahlawat Smt. Santosh

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of major railway projects including Delhi-Sarai Rohilla-Rewari-Loharu- Jaipur rail line projects which are pending for want of financial resources along with the estimated funds required for each of these projects;
- (b) whether the Railways have explored options including Foreign Direct Investment and Private Partnership for mobilising resources to complete the pending railway projects in the country and if so, the details thereof;
- (c) the expenditure incurred on import of various items used in Railways operations along with the details of major items;
- (d) the action taken by the Railways to reduce import bills, including initiatives under 'Make in India' strategy to reduce imports; and
- (e) the other steps taken/being taken by the Railways to explore various avenues to mop up its resources?

Answer

MINISTER OF RAILWAYS (SHRI SURESH PRABHAKAR PRABHU)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 168 BY SHRIMATI SANTOSH AHLAWAT TO BE ANSWERED IN LOK SABHA ON 09.03.2015 REGARDING PENDING RAILWAY PROJECTS

(a): Delhi Sarai Rohilla is connected to Jaipur by broad gauge double line via Rewari- Alwar-Bandikui except Alwar-Bandikui section. Doubling of Alwar-Bandikui section has been taken up at an anticipated cost of ` 242 Crore. An expenditure of ` 0.11 Crore has been incurred so far and an outlay of ` 20 crore has been proposed for 2015-16. This project has been sanctioned in 2012-13 and preliminary activities like preparation of plans, estimates etc have been taken up.

On alternate route via Rewari-Narnaul-Ringas, gauge conversion of Ringas-Jaipur line has been taken up as a part of "Jaipur-Ringas-Sikar-Churu and Sikar-Loharu" gauge conversion project. Cost of this gauge conversion work has been anticipated to be ` 654 Cr and an expenditure of ` 282 Crore has been incurred upto March, 2014 with outlays of ` 30 Cr during 2014-15 and `149.5 Cr proposed for 2015-16. This project has suffered on account of fund constraints in the past.

The details of all ongoing Railway Projects are also available on Indian Railways' website (i.e. www.indianrailways.gov.in) and has been put up before the House during presentation of Railway Budget 2015-16 on 26.02.2015.

(b): Yes, Madam. A Participative Policy for rail connectivity and capacity augmentation was issued on 10.12.2012 which provides five models for investment in building rail infrastructure. These models are:

- (i) Non-Government Private Line Model
- (ii) Joint Venture model
- (iii) Build, Operate and Transfer (BOT) model
- (iv) Capacity augmentation with funding provided by customers
- (v) Capacity augmentation through annuity model.

This was done with the aim to attract private investments in building/construction of last mile connectivity. Further, in November, 2014 Sectoral guidelines were issued to permit 100 per cent Foreign Direct Investment (FDI) in construction, operation and maintenance in 17 identified areas viz.

- (1) Suburban corridors through Public Private Partnership (PPP),
- (2) High speed train projects,

- (3) Dedicated freight lines,
- (4) Rolling stock including trains sets and locomotive/coaches manufacturing and maintenance facilities,
- (5) Railway electrification,
- (6) Signaling system,
- (7) Freight terminals,
- (8) Passenger terminals,
- (9) Testing facilities and laboratories,
- (10) Non- Conventional Sources of Energy,
- (11) Railway Technical Training Institutes,
- (12) Concessioneing of standalone passenger corridors (branch lines, hill railways etc.),
- (13) Mechanized Laundry,
- (14) Rolling stock procurement,
- (15) Bio-toilets,
- (16) Technological solutions for manned and unmanned level crossings,
- (17) Technological solutions to improve Safety and reduce accidents.

(c): The expenditure incurred on imports of various Stores items used in Railways during 2013-14 is ` 2188.96 Crores. The major items are Diesel Loco Components like Traction Motor, Traction Alternator Crankshaft and Crankcase. In addition, an expenditure of ` 231.16 Cr. has been incurred on import of track maintenance machines and components during 2013-14. Signaling items are sourced from foreign manufacturers and are done through their Indian subsidiary and paid in Indian Currency and hence there is no issue of import.

(d): To reduce import bills in-house capacity has been enhanced by developing

- (i) Diesel loco component like crankshaft by M/s Bharat Forge, Pune,
- (ii) for traction motors M/s Siemens, M/s BHEL & M/s Medha,
- (iii) for traction alternator M/s BHEL and for Crankcase DLW has enhanced the in- house capacity.

During 2014-15, wheel discs for WAG-91 & WAP-7 locos have been indigenized by Durgapur Steel Plant of Steel Authority of India Limited (SAIL). For Safety/Signalling items, the imported products which have been approved so far and by RDSO under Cross approval policy are

- (i) Electronic Interlocking (EI) and
- (ii) Digital Axle Counter (DAC) etc. are planned for progressive indigenization. Further, RDSO is indigenously developing modern technology items like EI, DAC, Advanced Auxiliary Warning System (AAWS), Train Protection & Warning System (TPWS), Train Collision Avoidance System (TCAS) in association with Indian vendors.

(e): The other steps taken by Railways is by leasing their land for the activities related to train operation and passenger amenities which generate revenue of about ` 1000 Crore per annum. Besides this the railway land which is not required in immediate future for operational use is exploited for commercialization through Rail Land Development Authority to generate non traffic revenue. To facilitate further investment three types of Model Concession Agreements viz.

- (i) Private line model,
- (ii) Joint Venture model and
- (iii) Build Operate Transfer (BOT) model have been developed.