

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO. 323
ANSWERED ON 31.03.2023

LAYING OF NEW RAILWAY LINE IN TRIBAL DOMINATED AREAS

*323 # DR. SUMER SINGH SOLANKI:

Will the Minister of RAILWAYS be pleased to state:

- (a) places where laying of new railway lines in tribal-dominated areas is proposed in the Annual Railway Budget 2023-24;
- (b) whether the Indore-Manmad railway project would also be completed with this allocated budget;
- (c) if so, the details thereof; and
- (d) if not, the head under which funds would be provided for completion of this project?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 323 BY DR. SUMER SIGNH SOLANKI ANSWERED IN RAJYA SABHA ON 31.03.2023 REGARDING LAYING OF NEW RAILWAY LINE IN TRIBAL DOMINATED AREAS

(a): The Railway projects are sanctioned Zonal Railway wise and not State-wise, District wise or area wise as the Railways' projects may span across State/District/Area boundaries. Sanction of new railway lines in areas which are not connected by Railway network including tribal dominated areas is a continuous and ongoing process of Indian Railways.

Proposals/suggestions/representations, both formal and informal regarding Railway projects for laying of new lines in tribal dominated areas are received from State Governments, Ministries of Central Government, elected representatives, organizations/rail users etc. by Railways at various levels including Railway Board, Zonal Railways, Division Office etc.

New line projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throw forward of ongoing projects, overall availability of funds and competing demands.

In order to push the rail infrastructure in these regions and to promote the rail connectivity in such areas in coming years, an Umbrella work of New Line as "Janjatiya Gaurav Corridor" costing ₹70,000 Crore has been proposed in the Budget for FY 2023-24.

As on 01.04.2022, across Indian Railways, 183 New line projects (including those in tribal dominated areas) of total length 20,937 Km, costing approx. ₹4.0 lakh crore, are in different stages of planning/sanction/execution, out of which 2,831 Km length has been commissioned and an expenditure of approx. ₹1.13 lakh crore has been incurred upto March, 2022.

The Zone wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in> Ministry of Railways> Railway Board> about Indian Railways> Railway Board Directorates> Finance (Budget)> Rail Budget/Pink Book (year)> Railway-wise Works, Machinery and Rolling Stock Programme (RSP).

Since 2014, there has been substantial increase in fund allocation for New Line, Gauge Conversion and Doubling Projects and commensurate commissioning of Projects in Indian Railways. The Average

Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways during 2014-19 increased to ₹26,026 crore per year from ₹11,527 crore per year during 2009-14 (126% more than average annual budget allocation during 2009-14). The Annual Budget allocation for these projects increased to ₹39,836 crore in Financial Year 2019-20 (246% more than Average Annual Budget Allocation during 2009-14), ₹43,626 crore in Financial Year 2020-21 (278% more than the Average Annual Budget allocation during 2009-14), ₹56,716 crore for Financial year 2021-22 (392% more than Average Annual Budget Allocation during 2009-14) and ₹67,001 crore in Financial Year 2022-23 (481% more than average annual budget allocation of 2009-14). For Financial Year 2023-24, highest ever budget outlay of ₹67,199 crore has been proposed for these works, which is 483 % more than Average Annual Budget allocation of 2009-14 (₹11527 Crore/Year).

(b) to (d): Indore-Manmad (358 km) new line project was included in Railway Budget 2016-17 subject to requisite Government approvals. Detailed Project Report (DPR) of the project was prepared in July, 2017. As per DPR, cost of the project assessed was ₹8857.97 crore.

Earlier, Ministry of Railways (MoR) had approved the proposal for implement the project under Joint Venture (JV) model of participative policy of Ministry of Railways. A Memorandum of Understanding (MoU) has accordingly been entered into between Jawaharlal Nehru Port Trust (JNPT) and State Governments of Madhya Pradesh and Maharashtra to set up a JV Company for taking up this project with the Indian Port Railway Corporation Limited (IPRCL) as the executing agency.

Subsequently, keeping in view of the plans of JNPT to invest in other projects, it has decided to defer the investment in the said project. Accordingly, examination of DPR of the project has been taken up as railway projects.

The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, clearance from the concerned departments, State Governments/Ministries, deposition of cost share by State Government in cost sharing projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions and resolution of law & order issues during execution etc. All these factors affect the completion time and cost of the project(s). As such the confirmed time frame for completion of projects cannot be ascertained at this stage. With above constraints, every effort is being made to execute the project(s) expeditiously.