

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 3  
TO BE ANSWERED ON 16.11.2016**

**ONGOING RAILWAY PROJECTS**

†\*3. **SHRI SUNIL KUMAR SINGH:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether many ongoing railway projects are more than 30 years old and if so, the details thereof;**
- (b) the broad reasons for abysmal delay in implementation of these projects and the fresh timeline fixed for their execution;**
- (c) whether these long pending projects are being reviewed at periodical intervals to assess their viability and project implementation and if so, the details thereof; and**
- (d) whether any mechanism exists to prioritize the pending projects and if so, the details thereof?**

**ANSWER**

**MINISTER OF RAILWAYS**

**(SHRI SURESH PRABHAKAR PRABHU)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 3 BY SHRI SUNIL KUMAR SINGH TO BE ANSWERED IN LOK SABHA ON 16.11.2016 REGARDING ONGOING RAILWAY PROJECTS**

**(a) to (d): There are 2 ongoing railway projects which are more than 30 years old. The details of these projects are as given below:-**

<b>Name of the project</b>	<b>Present status &amp; reasons for delay</b>
<p><b>Nangal Dam-Talwara (83.74 km) new broad gauge line &amp; Taking over of Mukerian-Talwara (29.16 km)</b></p>	<p><b>The project was sanctioned in 1981-82. Section from Nangaldam to Amb Andaura (44.25 Km) has been commissioned. On Amb Andaura-Chintpurni-Daulatpur Chowk (16 Km) section, work has been taken up after acquisition of land in 2014-15 &amp; 2015-16. From Daulatpur Chowk to Kartoli Punjab (10 Km), land acquisition for 24 Hect. has been taken up by Governments of Punjab and Himachal Pradesh. Due to paucity of fund and delay in land acquisition, the project could not be taken up at desired pace in the past resulting in cost escalation and delays. In the last two years, adequate funds have been allotted i.e. Rs.100 Crores each in 2015-16 and 2016-17, but the pace of the execution is slow due to land acquisition related issues in Punjab and Himachal Pradesh. Regarding taking over of siding from Mukerian to Talwara, land for the same has been taken over and Final Location Survey has been taken up to assess works needed to be carried out. Progress of this taking over of siding will be dove-tailed with progress of construction of new line in the balance section.</b></p>

<b>Howrah-Amta (42 Km) and Bargachia-Champadanga (32 Km) New Line</b>	<p><b>The project was sanctioned in 1974-75.</b></p> <p><b>Part of main project i.e. Howrah – Amta new line (42 Km) has been completed and commissioned on 30.12.2004.</b></p> <p><b>For Bargachia– Champadanga new line (32 Km) section, land was to be provided free of cost by Government of West Bengal. However, the State Government later showed inability in providing land free of cost. In 2009, it was decided that 1/3<sup>rd</sup> cost of land will be borne by the State Government and remaining cost by Railways. Accordingly, land acquisition proposals have been sent to the State Government and Rs. 23.62 Crore have also been deposited by Railways towards their share of cost as demanded by the State Government. The State Government has not handed over land for the project.</b></p>
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**Indian Railways have taken various initiatives to increase pace of execution of projects. This includes, but not limited to:**

- 1. Making higher fund allotment for projects. The capital expenditure for railways has been increased from Rs 54,000 Cr in 2013-14 to around Rs 94,000 Cr in 2015-16. For 2016-17, a plan size of Rs. 1,21,000 crore has been kept.**
- 2. Adopting Detailed Project Report (DPR) based approach for new works has resulted into saving of time in starting the work. Earlier, it used to take 2 to 3 years for starting a work after its inclusion in the Pink Book. However, this period has now effectively been brought down to less than a year.**

- 3. Delegation of Powers to the field officers for tenders and estimates:**  
**The zonal railways have now been delegated full powers with respect to works contracts and powers with respect to sanctioning of estimates have also been enhanced. This has also resulted in cutting down time for estimate sanctions and tenders.**
- 4. Institutional financing by tying up loan with M/s Life Insurance Corporation of India Limited for assured funding of viable projects has increased Railway's capacity for committed fund provision for essential projects.**
- 5. Initiative for formation of Joint Venture Company with state governments which makes the states a partner in growth of railway infrastructure in the states.**

**These initiatives have resulted into commissioning of 2828 km new line, gauge conversion and doubling in 2015-16 which is the highest ever achieved by Indian Railway. A commissioning of 7.1 km per day of network expansion has been done in 2015-16 compared to an average of 4.1 km per day which was being done in previous 10 years from 2004 to 2014. For 2016-17, a target of 2800 km track for introduction of passenger and goods services has been kept which is an all time high target.**

**All sanctioned projects are reviewed periodically both at Ministry and Zonal Railway level for which there exists well established mechanism. Railway projects have been prioritized in A to C category in order of their importance. Category A has been further sub-categorized as A1 for National Projects, A2 for cost sharing projects with the state governments, A3 for intermediate critical projects, A4 for medium critical projects and A5 for other important projects.**