

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.37  
TO BE ANSWERED ON 16.11.2016**

**ONGOING AND PENDING PROJECTS IN RAJASTHAN**

**†37. SHRI NIHAL CHAND:**

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

- (a) the details of the ongoing and pending Railway projects in Rajasthan;**
- (b) whether there has been cost escalation and time overrun in these projects;**
- (c) if so, the details thereof;**
- (d) whether any new time limit has been prescribed for completion of pending projects; and**
- (e) if so, the details thereof?**

**ANSWER**

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS**

**(SHRI RAJEN GOHAIN)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 37 BY SHRI NIHAL CHAND TO BE ANSWERED IN LOK SABHA ON 16.11.2016 REGARDING ONGOING AND PENDING PROJECTS IN RAJASTHAN**

**(a): The details of the ongoing and pending new line, gauge conversion and doubling/multiple line laying projects falling fully/partly in Rajasthan are as under;**

**(₹ in crore)**

<b>Sl. No.</b>	<b>Name of the Project (km)</b>	<b>Year of inclusion/sanction</b>	<b>Latest Anticipated Cost</b>	<b>Expenditure by 31.03.2016</b>	<b>Outlay 2016-17</b>
<b>New Line</b>					
<b>1</b>	<b>Ajmer (Nasirabad)-Swai Madhopur (Chauth ka Barwara) via Tonk (165)</b>	<b>2015-16</b>	<b>873.00</b>	<b>0.01</b>	<b>3.00</b>
<b>2</b>	<b>Dausa-Gangapur City (93)</b>	<b>1996-97</b>	<b>656.00</b>	<b>307.00</b>	<b>15.00</b>
<b>3</b>	<b>Delhi-Sohna-Nuh-Ferozpur-Jhirka-Alwar (104)</b>	<b>2013-14</b>	<b>1872.00</b>	<b>0.0001</b>	<b>0.1</b>
<b>4</b>	<b>Ramganjmandi-Bhopal (262)</b>	<b>2000-01</b>	<b>2348.00</b>	<b>325.00</b>	<b>100.00</b>
<b>5</b>	<b>Ratlam-Dungarpur via Banswara (176)</b>	<b>2011-12</b>	<b>3450.00</b>	<b>383.00</b>	<b>80.00</b>
<b>6</b>	<b>Thiyat Hamira-Sanu (59)</b>	<b>2013-14</b>	<b>262.00</b>	<b>11.00</b>	<b>20.00</b>
<b>7</b>	<b>Bangurgram-Ras (28)</b>	<b>2008-09</b>	<b>145.00</b>	<b>163.00</b>	<b>6.00</b>
<b>Gauge Conversion</b>					
<b>8</b>	<b>Ahmedabad-Himmatnagar-Udaipur inclu.Modasa-Shamlaji Road (322)</b>	<b>2008-09</b>	<b>1662.00</b>	<b>76.00</b>	<b>104.00</b>

<b>9</b>	<b>Ajmer-Chittaurgarh-Udaipur incl. Material Modification for extension from Udaipur-Umra with Mavali-Badi Saadri and Nathdwara-New Nathdwara (404)</b>	<b>1996-97</b>	<b>865.00</b>	<b>537.00</b>	<b>15.00</b>
<b>10</b>	<b>Dholpur-Sirmuttra with extension to Gangapur City (145)</b>	<b>2010-11</b>	<b>2530.00</b>	<b>36.00</b>	<b>50.00</b>
<b>11</b>	<b>Gwalior-Sheopurkalan with extension to Kota (284)</b>	<b>2010-11</b>	<b>3845.00</b>	<b>8.00</b>	<b>35.00</b>
<b>12</b>	<b>Jaipur-Ringus-Churu &amp; Sikar-Loharu (320)</b>	<b>2008-09</b>	<b>915.00</b>	<b>454.00</b>	<b>100.00</b>
<b>13</b>	<b>Sadulpur-Bikaner &amp; Ratangarh-Degana with Ratangarh-Sardarshahar as Material Modification (438)</b>	<b>2007-08</b>	<b>886.00</b>	<b>814.00</b>	<b>10.00</b>
<b>14</b>	<b>Suratpura-Hanumangarh-Sriganganagar</b>	<b>2008-09</b>	<b>732.00</b>	<b>676.00</b>	<b>174.00</b>
<b>Doubling</b>					
<b>15</b>	<b>Abu Road-Sarotra Road (23)</b>	<b>2010-11</b>	<b>161.00</b>	<b>137.00</b>	<b>5.00</b>
<b>16</b>	<b>Ajmer-Bangurgram (48)</b>	<b>2011-12</b>	<b>262.00</b>	<b>22.00</b>	<b>60.00</b>
<b>17</b>	<b>Alwar-Bandikui (60)</b>	<b>2013-14</b>	<b>242.00</b>	<b>9.00</b>	<b>70.00</b>
<b>18</b>	<b>Bangurgram-Guriya (47)</b>	<b>2012-13</b>	<b>295.00</b>	<b>5.00</b>	<b>42.00</b>
<b>19</b>	<b>Bina-Kota (283)</b>	<b>2011-12</b>	<b>1623.00</b>	<b>79.00</b>	<b>210.00</b>

<b>20</b>	<b>Guriya-Marwar (44) &amp; Karjoda-Palanpur(5)</b>	<b>2011-12</b>	<b>247.00</b>	<b>131.00</b>	<b>156.00</b>
<b>21</b>	<b>Nimuch-Chittaurgarh (56)</b>	<b>2015-16</b>	<b>260.00</b>	<b>0.0</b>	<b>125.00</b>
<b>22</b>	<b>Phulera-Degana (109)</b>	<b>2015-16</b>	<b>600.00</b>	<b>0.0</b>	<b>290.00</b>
<b>23</b>	<b>Rani-Keshavganj (60)</b>	<b>2011-12</b>	<b>318.00</b>	<b>187.00</b>	<b>50.00</b>
<b>24</b>	<b>Rani-Marwar Jn (55)</b>	<b>2012-13</b>	<b>336.00</b>	<b>83.00</b>	<b>105.00</b>
<b>25</b>	<b>Swaroopganj-Abu Road (25)</b>	<b>2010-11</b>	<b>165.00</b>	<b>119.00</b>	<b>10.00</b>

**(b) to (e): A Railway project requires a number of clearances from various Ministries and Departments of State/Central Governments. These, inter-alia, include clearances inherent to land acquisition, forestry clearance and permission for crossing from departments like National Highway Authority of India, Public Works Departments, Irrigation canals etc, and also clearances of Archaeological Survey of India if the alignment passes in vicinity of a protected monument, local bodies for projects passing through urban areas, etc which are part of project execution. Process of seeking the approvals/clearances causes delay in completion of the projects. As a result, most of the ongoing projects are running behind schedule and facing cost overruns. In addition, as per the prevailing system, funds are allocated on yearly basis based on the basis of Gross Budgetary Support from Ministry of Finance. As many factors responsible for completion of a project are beyond the control of Ministry of Railways, it is not feasible to fix time frame for completion of all projects.**

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