

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.5110  
TO BE ANSWERED ON 05.04.2017**

**BUDGETARY ALLOCATION**

**†5110. SHRI RAHUL KASWAN:**

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

- (a) whether the work on certain projects started under the North West Railway has not been completed till date despite the budgetary allocation is made by the Government every year;**
- (b) if so, the section-wise details thereof along with the reasons therefor;**
- (c) whether the Government has evaluated the reasons for allocating funds every year regarding the said projects in case of non-viability of these projects; and**
- (d) if so, the details thereof?**

**ANSWER**

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

**(SHRI RAJEN GOHAIN)**

**(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 UNSTARRED QUESTION NO.5110 BY SHRI RAHUL KASWAN TO BE ANSWERED IN LOK SABHA ON 05.04.2017 REGARDING BUDGETARY ALLOCATION**

**(a): Yes, Madam.**

**(b): The details of new line, gauge conversion and doubling projects under North Western Railway which have not been fully completed till date are as under:**

**(₹ in crore)**

<b>Sl. No.</b>	<b>Name of the Project (kms)</b>	<b>Year of inclusion/sanction</b>	<b>Latest Anticipated Cost</b>	<b>Expected to be incurred by 31.03.2017</b>	<b>Outlay 2017-18</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>25.00</b>
<b>2</b>	<b>Dausa-Gangapur City (93)</b>	<b>1996-97</b>	<b>656.00</b>	<b>339.00</b>	<b>60.00</b>
<b>3</b>	<b>Ratlam-Dungarpur via Banswara (176)</b>	<b>2011-12</b>	<b>3450.00</b>	<b>221.00</b>	<b>91.00</b>
<b>4</b>	<b>Thiyat Hamira-Sanu (59)</b>	<b>2013-14</b>	<b>262.00</b>	<b>51.00</b>	<b>45.00</b>
<b>Gauge Conversion</b>					
<b>5</b>	<b>Ahmedabad-Himmatnagar-Udaipur inclu.Modasa-Shamlaji Road (322)</b>	<b>2008-09</b>	<b>1662.00</b>	<b>393.00</b>	<b>422.00</b>
<b>6</b>	<b>Ajmer-Chittaurgarh-Udaipur incl. Material Modification for extension from Udaipur-Umra with</b>	<b>1996-97</b>	<b>865.00</b>	<b>573.00</b>	<b>120.00</b>

	<b>Mavali-Badi Saadri gauge conversion and Nathdwara-New Nathdwara new line (404)</b>				
<b>7</b>	<b>Jaipur-Ringus-Churu &amp; Sikar-Loharu (320)</b>	<b>2008-09</b>	<b>915.00</b>	<b>488.00</b>	<b>195.00</b>
<b>8</b>	<b>Sadulpur-Bikaner &amp; Ratangarh-Degana with Ratangarh-Sardarshahar as Material Modification (438)</b>	<b>2007-08</b>	<b>886.00</b>	<b>823.00</b>	<b>8.00</b>
<b>Doubling</b>					
<b>9</b>	<b>Abu Road-Saroitra Road (23)</b>	<b>2010-11</b>	<b>161.00</b>	<b>104.00</b>	<b>15.00</b>
<b>10</b>	<b>Ajmer-Bangurgram (48)</b>	<b>2011-12</b>	<b>262.00</b>	<b>96.00</b>	<b>10.00</b>
<b>11</b>	<b>Alwar-Bandikui (60)</b>	<b>2013-14</b>	<b>243.00</b>	<b>50.00</b>	<b>120.00</b>
<b>12</b>	<b>Bangurgram-Guriya (47)</b>	<b>2012-13</b>	<b>295.00</b>	<b>53.00</b>	<b>125.00</b>
<b>13</b>	<b>Guriya-Marwar (44) &amp; Karjoda-Palanpur(5)</b>	<b>2011-12</b>	<b>247.00</b>	<b>173.00</b>	<b>25.00</b>
<b>14</b>	<b>Phulera-Degana (109)</b>	<b>2015-16</b>	<b>6.00</b>	<b>191.00</b>	<b>201.00</b>
<b>15</b>	<b>Rani-Keshavganj (60)</b>	<b>2011-12</b>	<b>318.00</b>	<b>197.00</b>	<b>12.00</b>
<b>16</b>	<b>Rani-Marwar Jn (55)</b>	<b>2012-13</b>	<b>336.00</b>	<b>252.00</b>	<b>120.00</b>
<b>17</b>	<b>Swaroopganj-Abu Road (25)</b>	<b>2010-11</b>	<b>165.00</b>	<b>110.00</b>	<b>3.00</b>

**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 and 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. In addition, as per the prevailing system, funds are allocated on yearly basis based on 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.**

**(c) & (d): Funds are allocated to ongoing projects keeping in view their different stages of execution. All ongoing projects are either viable or socially desirable.**

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