

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.589
TO BE ANSWERED ON 19.07.2017**

RAILWAY PROJECTS IN UP

†589. SHRI BHARAT SINGH :

Will the Minister of RAILWAYS be pleased to state:

- (a) the details with regard to different railway projects in Uttar Pradesh, Zone-wise and project-wise;**
- (b) the number of projects which are running behind schedule along with the reasons therefor, project-wise;**
- (c) the cost escalation in each of the delayed projects; and**
- (d) the measures taken by the Government to complete the projects within scheduled time or extended time-frame?**

ANSWER

**MINISTER OF STATE IN MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)**

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION No.589 BY SHRI BHARAT SINGH TO BE ANSWERED IN LOK SABHA ON 19.07.2017 REGARDING RAILWAY PROJECTS IN UP.

(a) Railway projects are not sanctioned State wise. However, the details of New Line, Gauge Conversion and Doubling projects falling fully/partially in the State of Uttar Pradesh are as under:-

RAILWAY PROJECTS IN UTTAR PRADESH								
S. No	Plan Head	Project	Year	Zone / Railway	Length of project	Latest Cost (₹ in cr.)	Exp as on 31. 3.2017 (₹ in cr.)	Total Outlay 2017-18 (₹ in cr.)
1	New Line	Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho	1997-98	North Central	541 km	3500	1209.91	300.5
2	New Line	Hathua-Bhatni.	2005-06	North Eastern	79.64 km	575	222.85	20
3	New Line	Chhitauni-Tumkuhi Road	2006-07	North Eastern	58.88 km	535	67.28	30
4	New Line	Deoband (Muzzafar Nagar)-Roorkee	2007-08	Northern	27.45 km	700	178.42	51
5	New Line	Unchhar-Amethi	2012-13	Northern	66.17 km	966	5.76	10
6	New Line	Kapilvastu-Basti #	2013-14	North Eastern	91 km	954	0.75	10
7	New Line	Anandnagar-Ghugli #	2013-14	North Eastern	50 km	468	0.68	10
8	New Line	Faizabad-Lalganj via Raibareilly #	2013-14	Northern	116 km	1242	0.0001	0.01
9	New Line	Mau-Ghazipur-Tarighat	2015-16	North Eastern	51 km	1765.92	150.5	150
10	New Line	Sahjanwa-Dohrighat #	2016-17	North Eastern	70.45 km	743.54	0.02	10
11	New Line	Bahraich-Shravasti-Balrampur/Tulsipur #	2016-17	North Eastern	80 km	1600	0.024	30
12	New Line	Meerut-Panipat #	2016-17	Northern	104 km	2200	0.02	32
13	New	Robertsganj-	2017-	North	70 km	1260	0	1

	Line	Mugalsarai via Madhupur, Sukrit, Ahrora #	18	Central				
14	Gauge Conversion	Gonda-Baharaich	1997-98	North Eastern	60 km	246	233.26	40
15	Gauge Conversion	Bhojipura-Tanakpur via Pilibhit	2007-08	North Eastern	101 km	313	330.36	50
16	Gauge Conversion	Lucknow-Pilibhit via Sitapur, Lakhimpur	2011-12	North Eastern	262.76 km	1061	678.48	150
17	Gauge Conversion	Indara-Dohrighat #	2016-17	North Eastern	34 km	120	0.01	15
18	Gauge Conversion	Bahraich-Mailani incl bypass at Mailani #	2016-17	North Eastern	230 km	1900	0.01	17
19	Gauge Conversion	Kanpur-Kasganj-Mathura & Kasganj-Bareilly -Lalkuan incl. MM for extn. From Bareilly to Lalkuan & Mandhana-Brahmavart	1997-98	North Central	553 km	1819	669	10
20	Gauge Conversion	Mathura - Vrindavan #	2017-18	North Central	11 km	97.96	0	1
21	Doubling	Utretia-Zafrabad (Balance 148 km) and MM for Raibareilly-Akbarpur (47 km) & Sultanpur-Amethi (29 km), Sultanpur-Kadipur	2006-07	Northern	224 km	2434	557.11	208.6
22	Doubling	Lahota-Bhadoi	2009-10	Northern	39 km	250	88.19	10
23	Doubling	Phapamau-Allahabad with new MM for bye pass line between Northern Rly and NE Rly.	2009-10	Northern	12.9 km	185	91.25	100

24	Doubling	Bhadoi-Janghai	2010-11	Northern	31 km	950	123.62	20
25	Doubling	Aurnihar-Manduadih	2011-12	North Eastern	38.8 km	240	176.93	15
26	Doubling	Utretia-Raibareilly	2011-12	Northern	65.6 km	342	130.68	60
27	Doubling	Bhimsen-Jhansi	2012-13	North Central	206 km	1266	636	402.68F
28	Doubling	Meerut-Muzaffarnagar-	2012-13	Northern	55.47 km	377	166.16	125
29	Doubling	Chhapra-Ballia Patch Doubling	2012-13	North Eastern	65 km	544	160.33	110
30	Doubling	Raibareilly-Amethi	2013-14	Northern	60 km	385	44.52	42
31	Doubling	Ghazipur-Aurnihar	2014-15	North Eastern	40 km	183	70.5	98.89
32	Doubling	Ballia-Ghazipur	2015-16	North Eastern	65 km	447.56	164	75
33	Doubling	Rosa-Sitapur Cantt-Burhwal	2015-16	North Central	180.77 km	1295.42	0	200
34	Doubling	Alamnagar-Utretia	2015-16	Northern	18 km	200	30.54	50
35	Doubling	Muzaffarnagar-Tapri	2015-16	Northern	52 km	376.78	100	100
36	Doubling	Varanasi-Madhosingh-Allahabad	2015-16	North Eastern	122 km	750.56	150.05	50
37	Doubling	Ramna-Singrauli doubling	2015-16	East Central	160 km	2436	150.04	25
38	Doubling	Doubling of Billi-Chopan (Renukut-Chopan)	2015-16	North Central	9 km	93.29	20	20
39	Doubling	Jhansi-Bina 3rd line	2015-16	North Central	152 km	2002	55.84	430.23
40	Doubling	Mathura-Jhansi 3rd line	2015-16	North Central	274 km	3678	250	255.36

41	Doubling	Mathura-Palwal 4th line	2015-16	North Central	80 km	669	73.89	250
42	Doubling	3rd line Mughlasari-Allahabad	2015-16	North Central	152 km	2380	0	260
43	Doubling	Byepass at Sainthia, Sitampur, Mughalsarai, Allahabad, Etawah	2015-16	East Central	35 km	400	0	50
44	Doubling	Jhansi-Khairar-Manikpur & Khairar-Bhimsen #	2016-17	North Central	411 km	3000	0.0001	10
45	Doubling	Yamuna Br.-Agra Fort With major Br at Yamuna river #	2016-17	North Central	2 km	107.73	0.0001	10
46	Doubling	Iradatganj-Kunwadiah - const of flyover #	2016-17	North Central	20.1 km	1838.75	0.0001	10
47	Doubling	Naini-Iradatganj - Const. of flyover #	2016-17	North Central	12 km	675.95	0.0001	10
48	Doubling	Jeonathpur - flyover #	2016-17	North Central	13 km	738.99	0.0001	10
49	Doubling	Mathura-Murhes Rampur - flyover #	2016-17	North Central	08 km	210	0.0001	7
50	Doubling	Flyover at Aligarh #	2016-17	North Central	25 km	1457.89	0.0001	7
51	Doubling	Lalitpur-Birari with flyover at Lalitpur #	2016-17	North Eastern	16 km	260	0.0001	7
52	Doubling	Domingarh-GKP-# GKP Cantt-Kusumhi	2016-17	North Eastern	21.15 km	116.72	0.01	20
53	Doubling	Burhwal-Gonda 3rd line #	2016-17	North Eastern	61.72 km	602.49	0.01	20
54	Doubling	Shahganj-Bhatni-Phephna-Indara, Mau-Sahaganj excl Mau-Indara #	2016-17	North Eastern	150.28 km	922.84	0.01	30
55	Doubling	Bhatni-Aurnihar with RE excl Mau-Indara #	2016-17	North Eastern	116.95	936	0.01	40
56	Doubling	Aurnihar-Jaunpur #	2016-17	North Eastern	68 km	600	0.01	39

57	Doubling #	Barabanki-Akbarpur	2016-17	Northern	161 km	1200	0.011	5
58	Doubling #	Janghai-Pratapgarh-Amethi	2016-17	Northern	87 km	700	0.011	7
59	Doubling #	Jaunpur-Tanda	2016-17	Northern	94 km	831	0.01	1
60	Doubling #	Delhi-Shamli-Tapri incl Saharanpur bypass	2016-17	Northern	175 km	1500	0.01	11
61	Doubling #	Naini-Chheoki 3 rd line with additional platform	2017-18	North Central	2 km	22.65	0	1
62	Doubling #	Bhapur-Panki- 4 th line connecting down loop of Baupur to shunting neck of Panki	2017-18	North Central	11 km	81.89	0	1
63	Doubling #	Construction of Kanpur Fly-over	2017-18	North Central	30 km	1789.73	0	1
64	Doubling #	Barabanki-Malhaur - 3 rd and 4 th line	2017-18	Northern	32.84 km	323.85	0	1
65	Doubling #	Varanasi-Mughalsarai - 3 rd line	2017-18	Northern	16.72 km	2005.14	0	1
66	Doubling #	Jaunpur Jn.-Janpur City- Chord line- 2.2	2017-18	Northern	2.2 km	86.32	0	1
67	Doubling #	Janghai-Phaphamau - doubling with electrification	2017-18	Northern	46.79 km	357.48	0	1

Projects included in budget, subject to obtaining requisite clearances. Expenditure on these projects will be made only after following due processes / mandatory approvals and sanctions

(b) to (d): Every 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 Department, Irrigation

canals etc. which are part of project execution. Process of seeking the approvals/clearances and land acquisition causes delay in completion of the projects. All these factors are beyond the control of Ministry of Railways. In addition, as per the prevailing system, funds are allocated on yearly basis, based on the Gross Budgetary Support from Ministry of Finance and internal generation and progress of land acquisition. In view of the uncertainty with regard to funding and issues regarding land acquisition, timeframe for completion of projects is normally not fixed. Therefore, magnitude of time overrun and cost overruns cannot be quantified. To expedite completion of projects, Railways have arranged additional funds by way of loan from Life Insurance Corporation for funding doubling projects and regular coordination meetings are held with Ministries/ Department /State Government Authorities to expedite above-mentioned clearances. Other measures taken to expedite completion are prioritization of projects, delegation of powers at field level, inviting the State Governments to participate with Railways for resource mobilization for projects, nomination of nodal officers for improved co-ordination with the State Governments etc.
