

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 72  
TO BE ANSWERED ON 20.12.2017**

**ONGOING RAILWAY PROJECTS**

**†\*72. SHRI SHARAD TRIPATHI:**

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

- (a) the present status of the ongoing railway projects lying pending in the States including Uttar Pradesh along with the date from which these projects are lying pending, State and project-wise;**
- (b) the amount of funds allocated/spent in these projects during each of the last three years and the current year;**
- (c) the number of projects lying stuck up/pending in the absence of funds in these States, State-wise;**
- (d) the time-limit fixed for completing the said projects and the steps taken by the Railways in this regard; and**
- (e) the details of the plan formulated by the Government to check train accidents?**

**ANSWER**

**MINISTER OF RAILWAYS AND COAL**

**(SHRI PIYUSH GOYAL)**

**(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 STARRED QUESTION NO. 72 BY SHRI SHARAD TRIPATHI TO BE ANSWERED IN LOK SABHA ON 20.12.2017 REGARDING ONGOING RAILWAY PROJECTS**

**(a): As on 01.04.2017, there are 177 New Line, 58 Gauge Conversion and 256 Doubling projects, which are in different stages of execution. Summarized position is as under:-**

<b>(₹ in Crore)</b>					
<b>Plan Head</b>	<b>No of Projects</b>	<b>Total Length (Km)</b>	<b>Total Anticipated Cost</b>	<b>Expenditure as on 31.3.2017</b>	<b>Throw-forward as on 01.04.2017</b>
<b>New lines</b>	<b>177</b>	<b>20412</b>	<b>299013</b>	<b>57084</b>	<b>241929</b>
<b>Gauge Conversion</b>	<b>58</b>	<b>8005</b>	<b>43903</b>	<b>15328</b>	<b>28472</b>
<b>Doubling</b>	<b>256</b>	<b>19908</b>	<b>184900</b>	<b>34560</b>	<b>149476</b>
<b>TOTAL</b>	<b>491</b>	<b>48325</b>	<b>527816</b>	<b>106972</b>	<b>419877</b>

**Out of the above projects, 195 projects with approximate cost of ₹2,05,630 crore have been included in Railway Budget in 2015-16, 2016-17 & 2017-18. These include 38 New line projects covering a length of 3416 km at an estimated cost of ₹62,742 crore, 25 gauge conversion projects of 1,398 km length at an estimated cost of ₹ 11,138 crore and 132 doubling projects of 12,690 km estimated to cost ₹1,31,750 crore.**

**State-wise details of all New Line, Gauge Conversion and Doubling projects included in Budget which falls partly/ fully in different States, including that of State of Uttar Pradesh are as tabulated below:-**

<b>Name of State</b>	<b>No. of projects</b>			<b>Total</b>
	<b>New Line</b>	<b>Gauge Conversion</b>	<b>Doubling</b>	
<b>Assam &amp; North Eastern Region</b>	<b>15</b>		<b>6</b>	<b>21</b>
<b>Andhra Pradesh</b>	<b>17</b>		<b>14</b>	<b>31</b>
<b>Bihar</b>	<b>34</b>	<b>5</b>	<b>13</b>	<b>52</b>

<b>Chhattisgarh</b>	<b>7</b>		<b>12</b>	<b>19</b>
<b>Delhi</b>	<b>1</b>		<b>5</b>	<b>6</b>
<b>Gujarat</b>	<b>4</b>	<b>26</b>	<b>10</b>	<b>40</b>
<b>Haryana</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>12</b>
<b>Himachal Pradesh</b>	<b>4</b>		<b>-</b>	<b>4</b>
<b>Jammu &amp; Kashmir</b>	<b>1</b>		<b>4</b>	<b>5</b>
<b>Jharkhand</b>	<b>12</b>		<b>18</b>	<b>30</b>
<b>Karnataka</b>	<b>18</b>		<b>13</b>	<b>32</b>
<b>Kerala</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>10</b>
<b>Madhya Pradesh</b>	<b>8</b>	<b>5</b>	<b>23</b>	<b>35</b>
<b>Maharashtra</b>	<b>13</b>	<b>4</b>	<b>19</b>	<b>36</b>
<b>Odisha</b>	<b>9</b>	<b>1</b>	<b>26</b>	<b>36</b>
<b>Punjab</b>	<b>6</b>		<b>9</b>	<b>15</b>
<b>Rajasthan</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>27</b>
<b>Telangana</b>	<b>10</b>		<b>5</b>	<b>15</b>
<b>Tamil Nadu</b>	<b>9</b>	<b>6</b>	<b>12</b>	<b>27</b>
<b>Uttar Pradesh</b>	<b>15</b>	<b>9</b>	<b>49</b>	<b>73</b>
<b>Uttarakhand</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>6</b>
<b>West Bengal</b>	<b>21</b>	<b>4</b>	<b>42</b>	<b>67</b>

**The details of all works in progress and new works included, allotment of funds, expenditure made are available in Pink Book laid on the Table of the House alongwith Budget papers every year.**

**In Uttar Pradesh, there are 73 projects of New Lines/Gauge conversion/Doubling having a total cost of ₹66,137 crore are in different stages of execution which fall partly or fully in the State of Uttar Pradesh. The aggregate length of these projects is approx. 6,606 Km. These include:-**

- 15 New lines projects of 1,632 km length having a total cost of ₹17,531 crore**
- 9 Gauge conversion projects of 1,356 km length having a total cost of ₹ 6,330 crore**
- 49 Doubling projects of 3,619 km length having a total cost of ₹42,276 crore**

**(b): The capital expenditure on New Line, Gauge Conversion and Doubling projects during last three years and current year is as under:-**

<b>2014-15</b>	<b>-</b>	<b>₹ 15,978 Crore</b>
<b>2015-16</b>	<b>-</b>	<b>₹ 29,422 Crore</b>
<b>2016-17</b>	<b>-</b>	<b>₹ 30,556 Crore</b>
<b>2017-18</b>	<b>-</b>	<b>₹ 33,914 Crore (Budget estimate)</b>

**(c): Till 2013-14, due to overall limited availability of funds, most of the projects were not progressing satisfactorily. Since 2014-15, based on physical progress of projects, last mile connectivity projects and projects for decongesting the existing routes have been given sufficient funds. For this purpose, funds for capacity enhancement projects have been arranged through institutional financing by tying up loan with M/s Life Insurance Corporation of India Limited for ₹1.5 lakh crore for assured funding of viable projects.**

**(d): The completion of railway projects requires clearances from various departments of State Government and Central Ministries like acquisition of land, statutory clearances like forestry and wild life clearances, cutting of trees, shifting of services, construction of road over bridges and road under bridges by road maintaining agencies, NOC from State Irrigation Department and Power Corporations, law & order issues like protests against compensation to land losers, public agitation over alignment, Extremism and Naxalite problems etc., which are beyond the control of Ministry of Railways. Further, Railways has a large shelf of ongoing projects with limited overall availability of funds for their execution. Thus, the targets for completion of projects are set on yearly basis depending on the total budget outlay, progress made in each project and relative priority.**

**Therefore, it is not feasible to fix time lines for completion of all the projects.**

**(e): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis including upgradation of technology to aid safe running of trains. These include replacement of over-aged assets, elimination of unmanned level crossings, adoption of suitable technologies for up gradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Train Protection Warning Systems (TPWS), Colour light LED Signals, Vigilance Control Device (VCD), usage of 60 kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, digital types of machines for ultrasonic flaw detection (USFD), electronic monitoring of tracks using Track Recording Cars (TRC) and portable oscillation monitoring system (OMS), progressive use of Linke Hofmann Busch(LHB) Coaches, Centre Buffer Coupler with Integral Coach Factory(ICF) Coaches etc. Other measures include training of loco pilots and other safety category staff, improvement of other working conditions including proper rest and periodic medical examinations etc. Besides, periodic safety drives, inspections as per laid down schedules, patrolling of tracks, footplate inspections and safety reviews at various levels are continuously conducted to monitor and improve safety aspects of the Railways.**