

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 212  
TO BE ANSWERED ON 21.12.2022**

**NEW RAILWAY PROJECTS IN MADHYA PRADESH**

**†\*212. SHRI UDAY PRATAP SINGH:**

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

- (a) whether the Government is working on any plan to start a new railway project in Madhya Pradesh, if so, the details thereof and the time by which it is likely to be implemented;**
- (b) whether the Government has received any demand/proposal from the State Government in this regard, if so, the details thereof;**
- (c) whether operations of many trains were discontinued and the schedules of many trains were modified due to Corona pandemic in Madhya Pradesh, if so, the details of th trains which have not been re-started so far;**
- (d) whether the Government has carried out any assessment for estimation of losses incurred due to discontinuation of the said trains, if so, the details thereof; and**
- (e) the measures taken/likely to be taken by the Government in this regard?**

**ANSWER**

**MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY**

**(SHRI ASHWINI VAISHNAW)**

**(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. 212 BY SHRI UDAY PRATAP SINGH TO BE ANSWERED IN LOK SABHA ON 21.12.2022 REGARDING NEW RAILWAY PROJECTS IN MADHYA PRADESH**

**(a) and (b): Railway projects are sanctioned Zonal Railway-wise, not State-wise, as Indian Railways' projects may span across various State boundaries.**

**Proposals/suggestions/representations, both formal and informal, including that from Hon'ble Members of Parliament are received at various levels of Railway Administration viz. Division, Zonal Headquarter and Railway Board's level for introduction of new lines, Gauge conversion, Doubling etc., a compendium of which is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.**

**As on 01.04.2022, 33 Railway projects (08 new lines, 02 gauge conversion and 23 doubling), costing ₹84,469 crore for 5,872 km length, falling fully/partly in Madhya Pradesh are under different stages of planning/approval/execution. Out of which, 1,319 km length has been commissioned and an expenditure of ₹23,780 crore has been incurred upto March 2022. These include:**

- 08 New Line Projects covering total length of 1,979 km at a cost of ₹36,163 crore, out of which 355 km length has been commissioned and an expenditure of ₹6,606 crore has been incurred upto March 22.**
- 02 Gauge Conversion Projects covering total length of 780 km at a cost of ₹10,764 crore, out of which 279 km length has been commissioned and an expenditure of ₹3,015 crore has been incurred upto March 22.**

- **23 Doubling Projects covering total length of 3,113 km at a cost of ₹37,542 crore, out of which 685 km length has been commissioned and an expenditure of ₹14,159 crore has been incurred upto March 22.**

**Presently, 29 Nos. of Surveys (12 New Line and 17 Doubling) falling fully/partly in the State of Madhya Pradesh having a total length of 2842 Km have been taken up and are in different stages of progress.**

**Railway projects in Madhya Pradesh are covered by North Central Railway, North Western Railway, West Central Railway, East Central Railway, Western Railway, Central Railway, South Central Railway and South East Central Railway Zones of Indian Railways. The details of Railway projects including allotment of funds and expenditure, project-wise and Zonal Railway wise are made available in public domain on Indian Railways website i.e. [www.indianrailways.gov.in](http://www.indianrailways.gov.in)> Ministry of Railways> Railway Board> About Indian Railways>Railway Board Directorates> Finance (Budget), Pink Book (year)>Railway wise Works Machinery & Rolling Stock Programme.**

**Since 2014, there has been substantial increase in Budget allotment for infrastructure projects. Average annual Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Madhya Pradesh, during 2014-19 has been enhanced to ₹4,213 crore per year from ₹632 crore per year during 2009-14, which is 567% more than average annual Budget allocation during 2009-14. Annual Budget allocations on these projects have been increased to ₹6,906 crore in Financial Year 2019-20 (993% more than average annual Budget allocation of 2009-14), ₹6,509 crore in Financial Year 2020-21(930% more**

than the average annual Budget allocation of 2009-14) and ₹9,041 crore in Financial Year 2021-22 (1331% more than the average annual Budget allocation of 2009-14). For Financial Year 2022-23, the highest ever Budget allocation of ₹12,110 crore has been provided for these projects, which is 1816% more than the average annual Budget allocation of 2009-14 (₹632 crore per year).

During 2014-22, 1515 km sections (293 km New line, 631 km Gauge conversion and 591 km Doubling), falling fully/partly in the State of Madhya Pradesh, have been commissioned at an average rate of 189.38 km per year, which is 553% more than average annual commissioning achieved during 2009-14 (29 km per year).

Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site etc. All these factors affect the completion time of the project/s. With above constraints, every effort is being made to execute the project/s expeditiously.

(c) to (e): With a view to contain the spread of Covid-19 pandemic, Indian Railways had discontinued the operation of all regular passenger carrying trains with effect from 23rd March, 2020 and only special train services were being operated. Indian Railways have also undertaken rationalization of time table, including rationalization of train services, in a scientific manner with the assistance of IIT-Bombay. The exercise has been undertaken inter alia to provide for better passenger safety by

**creating maintenance corridor blocks, minimizing conflicts in existing time table to improve punctuality and generation of additional path for freight traffic. At present, all train services are being operated as per the rationalized time table and passenger services are being operated in phased manner. However, Indian Railways do not run train services on State-wise basis as Railway network straddle across State boundaries. Train-wise figures of losses are not maintained.**

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