

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3489
TO BE ANSWERED ON 22.03.2023**

DOUBLING OF RAILWAY TRACKS IN MAHARASHTRA

3489. DR. AMOL RAMSING KOLHE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the railway projects relating to doubling of railway tracks in Maharashtra have been completed;**
- (b) if so, the details thereof and if not, the reasons for the delay;**
- (c) whether the Government intends to take up new projects of doubling of tracks in Maharashtra and if so, the details thereof; and**
- (d) the funds released and utilized for doubling of rail tracks in Maharashtra during the last three years and the current year?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(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. 3489 BY DR. AMOL RAMSING KOLHE TO BE ANSWERED IN LOK SABHA ON 22.03.2023 REGARDING DOUBLING OF RAILWAY TRACKS IN MAHARASHTRA

(a) to (d): Railway projects are sanctioned Zonal Railway-wise and not State-wise as Indian Railways' projects may span across State boundaries. However, as on 01.04.2022, 16 Doubling projects covering total length of 3,521 km at a cost of ₹34,658 crore falling fully/ partly in the State of Maharashtra are in different stages of planning/ approval/ execution, out of which 782 km length has been commissioned and an expenditure of ₹13,809 crore has been incurred upto March 2022.

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 due to climatic conditions etc. and 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.

Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered in Central Railway, South Central Railway, South East Central Railway, South Western Railway and Western Railway Zones of Indian Railways. Zone-wise and Year-wise details of railway projects including their cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget) >Rail Budget/Pink Book (Year)> Railway-wise Works, Machinery and Rolling Stock Programme.

Further, taking up of doubling of railway tracks on Indian Railways is an ongoing process subject to operational feasibility, resource availability, traffic justification etc.

Since 2014, there has been substantial increase in fund allocation for infrastructure and safety work projects and commensurate commissioning of projects in Indian Railways. Average annual Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Maharashtra, during 2014-19 has been enhanced to ₹4,801 crore per year from ₹1,171 crore per year during 2009-14, which is 310% more than average annual Budget allocation during 2009-14. Annual budget allocations on these projects have been increased to ₹7,281 crore in Financial Year 2019-20 (522% more than average annual Budget allocation of 2009-14), ₹6,700 crore in Financial Year 2020-21 (472% more than the average annual Budget allocation of 2009-14), ₹8,547 crore in Financial Year 2021-22 (630% more than the average annual Budget allocation of 2009-14) and ₹11,903 crore in Financial Year 2022-23 (916% more than the average annual Budget allocation of 2009-14). For Financial Year 2023-24, highest ever budget allocation of ₹13,539 crore has been proposed for these projects, which is 1056% more than the average annual Budget allocation of 2009-14.

During 2014-22, 1141 Km sections (118 Km of New line, 136 km of Gauge Conversion and 887 Km of Doubling), falling fully/partly in the State of Maharashtra, have been commissioned at an average rate of 142.63 Km per year which is 144% more than commissioning during 2009-14 (58.4km/year).
