

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3658
TO BE ANSWERED ON 22.03.2023**

**RAILWAY PROJECTS RUNNING BEHIND THE SCHEDULE IN TAMIL
NADU**

3658. SHRI PARTHIBAN S.R. :

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway projects currently underway in the country, scheme/sector-wise;**
- (b) the number of projects running behind schedule, especially in Tamil Nadu, if so, the details thereof and if not, the reasons therefor; and**
- (c) the steps taken by the Government for timely completion of the said projects?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 3658 BY SHRI PARTHIBAN S.R. TO BE ANSWERED IN LOK SABHA ON 22.03.2023 REGARDING RAILWAY PROJECTS RUNNING BEHIND THE SCHEDULE IN TAMIL NADU

(a): As on 01.04.2022, across Indian Railways including Tamil Nadu, 452 Railway Infrastructure projects (183 New Line, 42 Gauge Conversion and 227 Doubling) of total length 49,323 Km, costing approx. ₹7.33 lakh crore are in different stages of planning/sanction/execution, out of which, 11,518 Km length has been commissioned and an expenditure of approx. ₹2.35 lakh crore has been incurred upto March, 2022.

Zone-wise and Year-wise details of all Railway projects including 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.

Since 2014, there has been substantial increase in fund allocation for New Line, Gauge Conversion and Doubling Projects and commensurate commissioning of Projects in Indian Railways.

The Average Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways during 2014-19 increased to ₹26,026 crore per year from ₹11,527 crore per year during 2009-14 (126% more than average annual budget allocation during 2009-14). The Annual Budget allocation for these projects increased to ₹39,836 crore in Financial Year 2019-20 (246% more than Average Annual Budget Allocation during 2009-14),

₹43,626 crore in Financial Year 2020-21 (278% more than the Average Annual Budget allocation during 2009-14), ₹56,716 crore for Financial year 2021-22 (392% more than Average Annual Budget Allocation during 2009-14) and ₹67,001 crore in Financial Year 2022-23 (481% more than average annual budget allocation of 2009-14). For Financial Year 2023-24, highest ever budget outlay of ₹67,199 crore has been proposed for these works, which is 483 % more than Average Annual Budget allocation of 2009-14 (₹11527 Crore/Year).

During 2014-22, across Indian Railway, 20,628 km sections (3,970 km New Line, 5,507 km Gauge Conversion and 11,151 km Doubling) has been commissioned at an average of 2,579 km/year which is 70% more than the average annual commissioning during 2009-14 (1,520 km/year).

Tamil Nadu

The Railway projects are sanctioned/executed Zonal Railway wise and not State-wise as the Railways' projects may spans across State boundaries. As on 01.04.2022, 24 Railways infrastructures projects (09 new line, 04 Gauge conversion and 11 doubling) of total length 2,944 Km, costing ₹30,692 crore, falling fully/partly in the State of Tamil Nadu are in different stages of planning/sanctioning/execution, out of which 804 Km length has been commissioned and an expenditure of ₹7,705 crore has been incurred upto March, 2022.

These include:-

- 09 New Line Projects of total length 871 Km, costing ₹10,724 crore, out of which 18 Km length has been commissioned and an expenditure of ₹685 crore has been incurred upto March, 2022.**

- **04 Gauge Conversion Projects of total length 839 Km, costing ₹5,778 crore, out of which 622 Km length has been commissioned and an expenditure of ₹3,179 crore has been incurred upto March, 2022.**
- **11 Doubling Projects of total length 1,234 Km, costing ₹14,190 crore, out of which 164 Km length has been commissioned and an expenditure of ₹3,841 crore has been incurred upto March, 2022.**

Railway infrastructure projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zone of Indian Railways.

Since 2014, there has been substantial increase in budget outlay for infrastructure projects and safety works and commensurate commissioning. Average annual Budget allocation for Infrastructure and Safety works, falling fully/ partly in State of Tamil Nadu, during 2014-19 has been enhanced to ₹1,979 crore per year from ₹879 crore per year during 2009-14, which is 125% more than average annual budget outlay of 2009-14. Annual budget allocation for these projects has been increased to ₹2,410 crore for Financial Year 2019-20 (174% more than average annual allocation of 2009-14), ₹2,812 crore for Financial Year 2020-21 (220% more than average annual budget allocation of 2009-14), ₹3,730 crore for Financial Year 2021-22, (324 % more than average annual budget allocation of 2009-14) and ₹3,865 crore in Financial year 2022-23 (340% more than average annual budget allocation during 2009-14).

For Financial Year 2023-24, highest ever budget outlay of ₹6,080 crore has been proposed for these works, which is 592% more than average annual budget outlay of 2009-14.

(b) The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, 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 and cost of the project(s). As such the confirmed time frame for completion of projects cannot be ascertained at this stage. With these constraints, very effort is being made to execute the project(s) expeditiously.

(c) Various steps taken by the Government for speedy sanction and implementation of rail projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.