

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2234  
TO BE ANSWERED ON 02.08.2023**

**ONGOING/PENDING RAILWAY PROJECTS**

**2234. SHRI S. VENKATESAN:  
SHRI PARTHIBAN S.R.:  
SHRI KAMLESH PASWAN:  
DR. SANGHMITRA MAURYA:  
SHRIMATI KESHARI DEVI PATEL:  
SHRI VIVEK NARAYAN SHEJWALKAR:  
SHRI OMPRAKASH BHUPALSINH ALIAS PAWAN  
RAJENIMABLKAR:  
SHRI SANJAY JADHAV:**

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

- (a) the details and the present status of ongoing railway projects in the country particularly in Tamil Nadu, Madhya Pradesh, Uttar Pradesh and Maharashtra, zone-wise;**
- (b) the project-wise details of various ongoing and pending rail projects in Prayagraj and Badaun Parliamentary Constituencies of Uttar Pradesh, Madurai in Tamil Nadu and Usmanabad and Parbhani in Maharashtra;**
- (c) the details of the number of railway projects running behind the schedule;**
- (d) the details of the funds allocated/spent along with the funds lying unspent for the said projects during the last three years, year/project-wise and reasons for unspent funds;**
- (e) the names of the sanctioned/ongoing projects in these States which were to be completed during the years 2021-22 and 2022-23 and the time when these projects were started;**
- (f) the number of rail projects announced by the Government in Uttar Pradesh, Madhya Pradesh, Tamil Nadu and Maharashtra from 2017-18, budget-wise and reasons for delay in its commencement;**

- (g) the number of railway projects in these States that have been surveyed and approved but the work has not yet started; and**
- (h) the measures being taken by the Government for early completion of the said projects?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF UNSTARRED QUESTION NO. 2234 BY SHRI S. VENKATESAN, SHRI PARTHIBAN S.R., SHRI KAMLESH PASWAN, DR. SANGHMITRA MAURYA, SHRIMATI KESHARI DEVI PATEL, SHRI VIVEK NARAYAN SHEJWALKAR, SHRI OMPRAKASH BHUPALSINH ALIAS PAWAN RAJENIMABLKAR AND SHRI SANJAY JADHAV TO BE ANSWERED IN LOK SABHA ON 02.08.2023 REGARDING ONGOING/PENDING RAILWAY PROJECTS**

**(a) to (d): The Railway projects are sanctioned Zonal Railway wise and not State wise/UT wise/Parliamentary constituency wise as the Railways' projects may span across various state boundaries/Parliamentary constituency boundaries. As on 01.04.2023, across Indian Railways including Tamil Nadu, Madhya Pradesh, Uttar Pradesh and Maharashtra, 459 Railway Infrastructure projects (189 New Line, 39 Gauge Conversion and 231 Doubling) of total length 46,360 Km, costing approx. ₹7.18 lakh crore are in planning/approval/construction stage, out of which, 11,872 Km length has been commissioned and an expenditure of approx. ₹2.61 lakh crore has been incurred upto March, 2023.**

**TAMIL NADU**

**As on 01.04.23, 23 projects (09 new line, 03 Gauge conversion and 11 doubling) of total length 2,848 Km costing ₹35,580 crore falling fully/partly in the State of Tamil Nadu are in planning/approval/construction stage, out of which, 839 km length has been commissioned and an expenditure of ₹9,078 crore has been incurred upto March, 2023.**

**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 allocation and commensurate commissioning of projects. 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 which is 125% more than average annual budget allocation of ₹879 crore during 2009-14. The allocation has increased to ₹2410 crore in Financial Year 2019-20 (174% more than average annual allocation of 2009-14), ₹2812 crore for Financial Year 2020-21 (220% more than average annual budget allocation of 2009-14), ₹3730 crore for Financial Year 2021-22 (324% more than average annual allocation of 2009-14) and ₹3,865 in FY 2022-23(340% more than average annual allocation of 2009-14). For FY 2023-24, highest ever Budget Outlay Rs.6,080 crore has been provided for these works, which is 592% more than average annual allocation of 2009-14 (₹879 Crore/year).**

**During 2014-23, 1227 km sections (18 km New Line, 456 Km of Gauge Conversion and 753 km of Doubling) falling fully/partly in the State of Tamil Nadu have been commissioned at an average rate 136.33 km per year.**

#### **MADHYA PRADESH**

**As on 01.04.2023, 32 projects (08 New Lines, 02 Gauge Conversions and 22 Doubling), of total length of 5,539 Km, costing ₹77,797 crore falling fully/partly in Madhya Pradesh are in planning/approval/construction stage, out of which 1,557 Km length has been commissioned and an expenditure of ₹31,111 crore has been incurred upto March, 2023.**

**Railway infrastructure projects falling fully/partly in the State of Madhya Pradesh are covered under South East Central Railway (SECR), West Central Railway (WCR), Central Railway (CR), North Western Railway (NWR), East Central Railway (ECR), North Central Railway (NCR) and Western Railway (WR) zone of Indian Railways.**

**Since 2014, there has been a substantial increase in the Budget allocation and commensurate commissioning of the projects. The Average Annual Budget allocation for Infrastructure projects & safety works, falling fully/ partly in State of Madhya Pradesh, during 2014-19 has been enhanced to ₹4,213 crore per year which is 567% more than Average Annual Budget allocation of ₹632 crore per year during 2009-14. The allocation has been increased to ₹6,906 crore in Financial Year 2019-20 (993% more than the 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), ₹9,041 crore for Financial Year 2021-22 (1,331% more than the Average Annual Budget allocation of 2009-14) and ₹12,110 crore in FY 2022-23 (which is 1816% more than the Average Annual Budget outlay of 2009-14). For FY 2023-24, highest ever budget outlay of ₹13,607 core has been provided for these Projects, which is 2053% more than the Average Annual Budget allocation of 2009-14 (₹632 crore per year).**

**During 2014-23, 1,741 km sections (293 km New line, 636 km Gauge conversion and 812 km Doubling), falling fully/partly in the state of Madhya Pradesh, have been commissioned at an average rate of 193.44 km per year, which is 567% more than average annual commissioning achieved during 2009-14 (29 Km/Yr.).**

## **UTTAR PRADESH**

**As on 01.04.2023, 71 Projects (16 New Line, 04 Gauge Conversion and 51 Doubling) of a total length 6,552 km, costing ₹98,015 crore, falling fully/partly in Uttar Pradesh are in planning/approval/construction stage, out of which 1498 Km length has been commissioned and an expenditure of ₹28,275 crore has been incurred upto March, 2023.**

**Railway infrastructure projects falling fully/partly in the State of Uttar Pradesh are covered under Northern Railway (NR), North Central Railway (NCR), North Eastern Railway (NER), East Central Railway (ECR) and West Central Railway (WCR) zone of Indian Railways.**

**Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects across Indian Railways. Average Annual Budget allocation for Infrastructure projects & safety works, falling fully/ partly in State of Uttar Pradesh, during 2014-19 has been enhanced to ₹5,278 crore per year which is 376% more than Average Annual Budget allocation of ₹1109 crore per year during 2009-14. The allocation has increased to ₹8,403 crore in Financial Year 2019-20 (658% more than the Average Annual Budget allocation of 2009-14), ₹8,576 crore in Financial Year 2020-21 (673% more than the Average Annual Budget allocation of 2009-14) ,₹14,128 crore for Financial Year 2021-22 (1,174% more than the Average Annual Budget outlay of 2009-14) and ₹14,761 crore in Financial Year 2022-23 (1,231% more than the Average Annual Budget allocation of 2009-14). For FY 2023-24, highest ever budget outlay of ₹17,507 crore has been provided for these**

**projects, which is 1479% more than average annual budget allocation of 2009-14 (₹1109 crore per year).**

**During 2014-23, 3150 Km sections (204 km New line, 713 km Gauge conversion and 2233 km Doubling ) falling fully/partly in the State of Uttar Pradesh have been commissioned at an average rate of 350 km per year, which is 76% more than commissioning during 2009-14 (199.2 Km/Yr).**

### **MAHARASHTRA**

**As on 01.04.2023, 34 projects (16 New Lines, 02 Gauge Conversions and 16 Doubling), of total length of 5,872 Km, costing ₹80,184 crore falling fully/partly in Maharashtra are in planning/approval/construction stage, out of which 1,421 km length has been commissioned and an expenditure of ₹23,964 crore has been incurred upto March, 2023.**

**Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered under Central Railway (CR), South Central Railway (SCR), South East Central Railway (SECR), South Western Railway (SWR) and Western Railway (WR) Zones of Indian Railways.**

**Since 2014, there has been substantial increase in Budget allocation and commensurate commissioning of projects across Indian Railways. Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Maharashtra, during 2014-19 has been enhanced to ₹4,801 crore per year which is 310% more than ₹1,171 crore per year during 2009-14. The allocation has increased to ₹7,281 crore in Financial Year 2019-20 (522% more**

than the 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 for Financial Year 2021-22 (630% more than the Average Annual Budget allocation of 2009-14) and ₹11,903 crore in FY 2022-23 (916% more than the Average Annual Budget allocation of 2009-14). For FY 2023-24, highest ever budget outlay of ₹13,539 crore has been provided for these works, which is 1056% more than the Average Annual Budget Allocation of 2009-14 (₹1,171 crore per year).

During 2014-23, 1,472 km sections (147 km New Line, 136 km Gauge Conversion and 1189 km Doubling) falling fully/partly in Maharashtra have been commissioned at an average rate 163.56 km per year, which is 180% more than average commissioning during 2009-14 (58.4 km/year).

Zone-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](http://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 (RSP).

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).**

**(e): The details of Railway Infrastructure projects (New Line, Gauge Conversion, Doubling) falling fully /partly in the States of Uttar Pradesh, Madhya Pradesh, Tamil Nadu and Maharashtra which were sanctioned prior to 2021-22 and 2022-23 but were commissioned during 2021-22 and 2022-23 are given in Appendix-I .**

**(f) and (g): During the last six years i.e. FY 2017-18, FY 2018-19, FY 2019-20, FY 2020-21, FY 2021-22, FY 2022-23 and current FY 2023-24, the number of New Line, Gauge Conversion and Doubling Projects included in the Budget in the above mentioned States is as under:-**

**34 Projects (New Line, Gauge Conversion and Doubling) of a total length of 1,847 km have been included in the Budget which fall fully/partly in the State of Uttar Pradesh;**

**07 Projects (New Line, Gauge Conversion and Doubling) of a total length of 516 km have been included in the Budget falling fully/partly in the State of Madhya Pradesh;**

**10 Projects (New Line, Gauge Conversion and Doubling) of a total length of 908 km have been included in the Budget falling fully/partly in the State of Tamil Nadu;**

**11 Projects (New Line, Gauge Conversion and Doubling) of a total length of 1,654 km have been included in the Budget falling fully/partly in the State of Maharashtra.**

**During the last six years i.e. FY 2017-18, FY 2018-19, FY 2019-20, FY 2020-21, FY 2021-22, FY 2022-23 and current FY 2023-24, 316 Surveys (New Line, Gauge Conversion and Doubling) of a total length of 25,141 km falling fully/partly in the State of Uttar Pradesh, Madhya Pradesh, Tamil Nadu and Maharashtra have been sanctioned. During the said period, 65 Projects (New Line Gauge Conversion and Doubling) of a total length of 4,175 Kms, costing approx. ₹50,520 Crore have been sanctioned which fall fully/partly in the States of Uttar Pradesh, Madhya Pradesh, Tamil Nadu and Maharashtra.**

**Zone-wise details of all Railway Surveys including cost, expenditure and outlay 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) >Budget Document (Financial Year)/ Railway wise break up of the Detailed Demands for Grants Financial Year (Part II) Demand No.85.**

**Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.**

**(h): 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.**

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**APPENDIX REFERRED TO IN REPLY TO PART (e) OF UNSTARRED QUESTION NO. 2234 BY SHRI S. VENKATESAN, SHRI PARTHIBAN S.R., SHRI KAMLESH PASWAN, DR. SANGHMITRA MAURYA, SHRIMATI KESHARI DEVI PATEL, SHRI VIVEK NARAYAN SHEJWALKAR, SHRI OMPRAKASH BHUPALSINH ALIAS PAWAN RAJENIMABLKAR AND SHRI SANJAY JADHAV TO BE ANSWERED IN LOK SABHA ON 02.08.2023 REGARDING ONGOING/PENDING RAILWAY PROJECTS**

**Uttar Pradesh**

<b>SN</b>	<b>Year of Commissioning of Project</b>	<b>Plan Head</b>	<b>Name of Project</b>	<b>Length (in km)</b>
1	2021-22	GC	Pilibhit-Shahjahanpur	83
2	2022-23	GC	Indara-Dohrighat	34
3	2021-22	DL	Mathura-Palwal 4 <sup>th</sup> line	80
4	2021-22	DL	Naini – Chheoki- 3 <sup>rd</sup> Down line with additional Platform.	2
5	2021-22	DL	Utretia-Raibareilly	65.6
6	2021-22	DL	Raibareilly-Amethi	60.1
7	2021-22	DL	Alamnagar-Utretia	20
8	2022-23	DL	Bhimsen–Jhansi	206
9	2022-23	DL	Bhaupur-Panki – 4 <sup>th</sup> line Connecing Dn Loop of Bhaupur to Shunting neck of Panki	11
10	2022-23	DL	Kanpur-New Coaching Complex – Kanpur	3
11	2022-23	DL	Ballia-Gazipur city	65
12	2022-23	DL	Aunrihar-Jaunpur	60
13	2022-23	DL	Malhaur-Daliganj doubling with electrification	13

**Madhya Pradesh**

<b>SN</b>	<b>Year of Commissioning of Project</b>	<b>Plan Head</b>	<b>Name of Project</b>	<b>Length (in km)</b>
1	2021-22	GC	Chhindwara-Mandla Fort	182.25
2	2021-22	DL	Pendra Road-Anuppur – 3 <sup>rd</sup> line	50.1
3	2022-23	DL	Bina-Kota (282.66 km)	282
4	2022-23	DL	Nimach-Chittaurgarh	56

**Maharashtra**

<b>S.No.</b>	<b>Year of Commissioning of Project</b>	<b>Plan Head</b>	<b>Name of Project</b>	<b>Length (in km)</b>
<b>1</b>	<b>2021-22</b>	<b>DL</b>	<b>Bhusawal – Jalgaon 3<sup>rd</sup> Line</b>	<b>24.13</b>
<b>2</b>	<b>2022-23</b>	<b>DL</b>	<b>4th line between Jalgaon-Bhusawal</b>	<b>24</b>
<b>3</b>	<b>2022-23</b>	<b>DL</b>	<b>Daund-Gulbarga Doubling (224.90 km) and Pune-Guntakal Electrification (641.37 km)</b>	<b>225</b>

**Tamil Nadu**

<b>SN</b>	<b>Year of Commissioning of Project</b>	<b>Plan Head</b>	<b>Name of Project</b>	<b>Length (in km)</b>
<b>1</b>	<b>2022-23</b>	<b>GC</b>	<b>Madurai-Bodiyakannur</b>	<b>90</b>
<b>2</b>	<b>2021-22</b>	<b>DL</b>	<b>Chengalpattu-Villupuram (103 km) with new MM of Tambaram-Chengalpattu - 3rd line by GC of existing MG line along with elect. (30 km)</b>	<b>133</b>
<b>3</b>	<b>2022-23</b>	<b>DL</b>	<b>Salem-Magnesite Junction-Omalur</b>	<b>11</b>

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