

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.563  
TO BE ANSWERED ON 16.09.2020**

**CONSTRUCTION OF RAILWAY LINES**

**†563. SHRI GANESH SINGH:**

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

- (a) whether construction work of railway lines has been closed due to the lack of budget;**
- (b) if so, the State-wise details of construction work of closed railway lines;**
- (c) whether the Lalitpur Singrauli rail line project which is the lifeline of Vindhya and Bundelkhand is being considered for budget allocation;**
- (d) if so, the time by which it is likely to be done alongwith the details thereof;**
- (e) whether the Government is aware that the work of Satna to Panna which was inaugurated in the year 2017 has stopped; and**
- (f) if so, the time by which it is likely to be started?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(SHRI PIYUSH GOYAL)**

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO.563 BY SHRI GANESH SINGH TO BE ANSWERED IN LOK SABHA ON 16.09.2020 REGARDING CONSTRUCTION OF RAILWAY LINES**

**(a): No, Sir.**

**(b): Does not arise.**

**(c) and (d): The construction of Lalitpur-Singrauli New line is a part of Lalitpur-Satna, Rewa-Singrauli & Mahoba-Khajuraho (541 Km) new line project, which was included in the budget 1997-98. The latest anticipated cost of the project is ₹6673 crore out of which 229 kms length has been commissioned and an expenditure of ₹2310 Crore has been incurred upto March'2020. Budget Estimate Outlay of ₹110 crore has been provided for this project in the budget 2020-21. Further, ₹53 crore have also been provided to the project in addition to original allotment in order to expedite the project.**

**(e) and (f): For Panna-Satna section (72.60 km), Land acquisition of balance 119 Hectare is in advanced stage. Works have been taken up wherever land is available.**

**• BUDGET ALLOCATION FOR INFRASTRUCTURE PROJECTS AND SAFETY WORKS FALLING FULLY/PARTLY IN THE STATE OF MADHYA PRADESH:**

- Average Annual Budget allocation for Infrastructure projects and Safety works, falling fully/partly in the State of Madhya Pradesh, during 2014-19 has increased to ₹4213 crore per year from ₹632 crore per year (during 2009-14). Thus the average annual budget**

**allocation during 2014-19 is 567% more than Average Annual Budget allocation of 2009-14 (₹632 crore per year).**

- **Annual Budget allocation for infrastructure projects and safety works falling fully/partly in the State of Madhya Pradesh, during 2019-20 has increased to ₹6,906 crore, which is 993% more than Average Annual Budget allocation of 2009-14 (₹632 crore per year).**
- **Total Budget Estimate (BE) outlay for infrastructure projects and safety works, falling fully/partly in the State of Madhya Pradesh for financial year 2020-21 is ₹6509 crore, which is 930% more than average annual budget outlay of 2009-14 (₹632 crore per year) and also 54% more than average annual budget outlay of 2014-19 (₹4213 crore per year).**
- **COMMISSIONING OF NEW LINE, GAUGE CONVERSION AND DOUBLING PROJECTS (FALLING FULLY/PARTLY IN THE STATE OF MADHYA PRADESH):**
  - **During 2009-14, 145 km length (80 km of Gauge Conversion and 65 km of Doubling) falling fully/partly in the State of Madhya Pradesh, have been commissioned at an average rate 29 km per year.**
  - **During 2014-19, 790 km length (268 km of New Line, 298 km of Gauge Conversion and 224 km of Doubling) falling fully/partly in the State of Madhya Pradesh, has been commissioned at an average rate 158 km per year, which is 444% more than commissioning during 2009-14.**

- **During 2019-20, 173 km length (87 km of Gauge Conversion and 86 km of Doubling) falling fully/partly in the State of Madhya Pradesh has been commissioned in the State which is 497% more than average commissioning in 2009-14.**

**Completion of any Railway project 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 site, number of working months in a year for particular project site due to climatic conditions, etc. and all these factors differ from project to project and affect the completion time of the project. As such, firm completion time of the project cannot be ascertained at this stage.**

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