

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 588  
TO BE ANSWERED ON 16.09.2020**

**RAILWAY PROJECTS IN MAHARASHTRA**

**†588. SHRI ASHOK MAHADEORAO NETE:**

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

- (a) the State-wise number of railway projects in Maharashtra regarding which the construction works were started a decade ago;**
- (b) the reasons for not completing the works till date;**
- (c) the stages at which the said railway projects are at present; and**
- (d) the steps taken/proposed to be taken by the Union Government to complete the said projects at the earliest without further delay and to prevent further cost escalation?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(SHRI PIYUSH GOYAL)**

**(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. 588 BY SHRI ASHOK MAHADEORAO NETE TO BE ANSWERED IN LOK SABHA ON 16.09.2020 REGARDING RAILWAY PROJECTS IN MAHARASHTRA**

**(a) to (c): Railway Projects are sanctioned Zonal Railway-wise; not State-wise as Railway Network straddles across various State boundaries. However, 39 Projects costing ₹86,696 crore for 6,722 km length falling fully/partly in Maharashtra are under different stage of planning/approval/execution. These include:**

- **16 New Line Projects covering a length of 2,017 km at a cost of ₹42,003 crore, out of which 62 km length has been commissioned and an expenditure of ₹4,141 crore has been incurred upto March 2020.**
- **5 Gauge Conversion Projects covering a length of 1,146 km at a cost of ₹11,080 crore, out of which 589 km length has been commissioned and an expenditure of ₹5,048 crore has been incurred upto March 2020.**
- **18 Doubling Projects covering a length of 3,559 km at a cost of ₹33,613 crore, out of which 375 km length has been commissioned and an expenditure of ₹8,652 crore has been incurred upto March 2020.**

**Out of these 39 projects, following 8 projects (3 New Lines, 3 Gauge Conversion and 2 Doubling) have been sanctioned and work started upto 2010-11. List of these projects is as under:**

<b>S.No.</b>	<b>Name of project</b>	<b>Length (km)</b>	<b>Year of sanction</b>
	<b><u>NEW LINES</u></b>		
<b>1.</b>	<b>Ahmednagar-Beed-Parli Vaijnath</b>	<b>261.25</b>	<b>1995-96</b>
<b>2.</b>	<b>Baramati-Lonand</b>	<b>63.65</b>	<b>1998-99</b>

<b>S.No.</b>	<b>Name of project</b>	<b>Length (km)</b>	<b>Year of sanction</b>
<b>3.</b>	<b>Wardha-Nanded via Yavatmal-Pusad</b>	<b>284</b>	<b>2008-09</b>
	<b><u>GAUGE CONVERSION</u></b>		
<b>4.</b>	<b>Jabalpur-Gondia including Balaghat-Katangi</b>	<b>300</b>	<b>1996-97</b>
<b>5.</b>	<b>Chhindwara-Nagpur</b>	<b>150</b>	<b>2005-06</b>
<b>6.</b>	<b>Ratlam-Mhow-Khandwa-Akola and MM of Fatehabad-Chandrawati Ganj-Ujjain</b>	<b>495.56</b>	<b>2008-09</b>
	<b><u>DOUBLING</u></b>		
<b>7.</b>	<b>Daund-Gulbarga Doubling (224.90 km) and Pune-Guntakal Electrification (641.37 km)</b>	<b>225</b>	<b>2009-10</b>
<b>8.</b>	<b>Godhani-Kalumna Chord</b>	<b>13.7</b>	<b>2010-11</b>

**Details of all ongoing 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.**

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

- **Average annual Budget allocation on infrastructure projects and safety works, falling fully/partly in the State of Maharashtra, during 2014-19 has increased to ₹4,801 crore per year from ₹1,171 crore per year (during 2009-14). Thus, the average annual Budget allocation during 2014-19 is 310% more as compared to average annual allocation of 2009-14.**
- **Average annual Budget allocation on infrastructure projects and safety works, falling fully/partly in the State of Maharashtra,**

during 2014-20 has increased to ₹5,214 crore which is 345% more as compared to average annual budget allocation of 2009-14 (₹1,171 crore per year).

- **Total allocation of Budget for infrastructure projects and safety works falling fully/ partly in State of Maharashtra, for Financial Year 2020-21 is ₹6,700 crore, which is 472% more than the average annual Budget allocation of 2019-14 (₹1,171 crore per year) and also 40% more than average annual budget allocation of 2014-19 (₹4801 crore per year).**
- **COMMISSIONING OF NEW LINE, GAUGE CONVERSION AND DOUBLING PROJECTS (FALLING FULLY/PARTLY IN THE STATE OF MAHARASHTRA):**
  - **During 2009-14, 292 km length (111 km of New Line, 135 km of Gauge Conversion and 46 km of Doubling) falling fully/partly in the State of Maharashtra, have been commissioned at an average rate 58 km per year.**
  - **During 2014-19, 596 km length (87 km of New Line, 92 km of Gauge Conversion and 417 km of Doubling) falling fully/partly in the State of Maharashtra, have been commissioned at an average rate 119 km per year, which is 104% more than commissioning during 2009-14.**
  - **During 2019-20, 183 km of Doubling falling fully/partly in the State of Maharashtra, has been commissioned in the State which is 216% 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.**

**(d): In the overall interest of the nation and to ensure that projects are completed in time without cost overrun, lot of monitoring is done in Railways at various levels (field level, Divisional level, Zonal level and Board level) and regular meetings are held with the officials of State Government and concerned authorities regarding quick land acquisition, forestry clearances, tackling law and order issues and to resolve the pending issues that are obstructing the progress of projects.**

**To ensure that projects are completed even before time, Railway has adopted the concept of incentives to the contractor in the form of bonus clause in contracts which will further enhance the pace of execution of projects.**

**Funds for capacity enhancement projects have been arranged through institutional financing for assured funding capacity enhancement projects.**

**\*\*\*\*\***