

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 4827
TO BE ANSWERED ON 24.03.2021**

RAIL CONNECTIVITY TO RAJASTHAN

†4827. SHRI DEVJI M. PATEL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of those districts and tehsil headquarters in Rajasthan where there is no rail facility;**
- (b) whether there is any proposal to formulate any action plan to connect all the district headquarters of the State of Rajasthan with superfast train service;**
- (c) if so, the details thereof; and**
- (d) whether any action plan has been formulated by the Government to connect Jalor city and Sirohi district headquarters with the superfast train service and if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND
CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(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. 4827 BY SHRI DEVJI M. PATEL TO BE ANSWERED IN LOK SABHA ON 24.03.2021 REGARDING RAIL CONNECTIVITY TO RAJASTHAN

(a): Railway projects are not sanctioned State-wise,/ district-wise/ tehsil-wise, but sanctioned Zone-wise as Indian Railways' network spans across various State boundaries.

Further, Railway projects are taken up on the basis of remunerateveness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throwforward of ongoing projects, overall availability of funds and competing demands.

As on 01.04.2020, 5998 Route Kilometre length of Railway network is available in the State of Rajasthan.

Further, as on 01.04.2020, 11 new line projects of total length 1228 Km falling fully/partly in the State of Rajasthan have been taken up to improve connectivity, out of which 69 Km length has been commissioned and an expenditure of ₹1,930 crore has been incurred upto March, 2020. District and Tenshil Headquarters falling enroute will be connected on completion of these projects.

Rajasthan is covered by Northern Railway, Western Railway, North Western Railway, West Central Railway and North Central Railway Zones of Indian Railways. The details of allotment of funds and expenditure project-wise and Zonal Railway wise 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), Pink Book (year)>Railway wise Works Machinery & Rolling Stock Programme.

Average annual Budget allocation on infrastructure projects and safety works, falling fully/partly in Rajasthan during 2014-19 has increased to ₹ 2,951 crore per year from ₹ 682 crore per year during 2009-14. Thus, the average annual Budget allocation during 2014-19 is 333% more than average annual allocation of 2009-14. Budget allocation for these projects in 2019-20 has been increased to ₹4,686 crore which is 587% more than average annual budget allocation of 2009-14, Budget outlay of ₹ 4,986 crore has been proposed for these projects for Financial Year 2021-22, which is 631% more than average annual Budget outlay of 2009-14.

Execution of two cost sharing projects namely Ratlam-Dungarpur via Banswara New Line (Length-189 Km., anticipated Cost- ₹ 4,262 crore) and Ajmer (Nasirabad)-Tonk-Sawai Madhopur(Chauth Ka Barwara) New Line (Length-165 Km, anticipated Cost – ₹ 1,980 crore) are held up as Government of Rajasthan has not fulfilled their earlier commitment of providing land free of cost and sharing 50% construction cost of these projects.

(b) & (c): Indian Railways do not operate train services on District-wise or State-wise basis as Railway network straddles across State boundaries. However, train connectivity is generally available. Besides, introduction of new train is an ongoing process in Indian Railways subject to operational feasibility, traffic demand, availability of resources etc.

(d): Survey for construction of new line between Jalore to Udaipur via Sirohi Road (267Km) was completed in the year 2017-18. As per the survey report, cost of the project was assessed as ₹ 6,626 crore with rate of return of (-) 6.20%. The project could not be taken forward being financially unviable.