

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO. 298  
TO BE ANSWERED ON 23.03.2022**

**LALITPUR-SINGRAULI RAILWAY LINE PROJECT**

**\*298. SHRI VISHNU DATT SHARMA:**

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

- (a) whether sufficient funds have been allocated for Lalitpur-Khajuraho-Singrauli railway line project;**
- (b) if so, the details thereof;**
- (c) if not, the reasons therefor;**
- (d) whether efforts are being made for further improvement of infrastructure and services at Katni railway station; and**
- (e) if so, the details thereof and if not, the reasons therefor?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 298 BY SHRI VISHNU DATT SHARMA TO BE ANSWERED IN LOK SABHA ON 23.03.2022 REGARDING LALITPUR-SINGRAULI RAILWAY LINE PROJECT**

**(a) to (c): Yes, Sir. Sufficient funds have been allotted for Lalitpur-Satna-Rewa-Singrauli (541 km) new line project. The project was included in the Budget 1997-98. The latest anticipated cost of the project is ₹8766 crore. An expenditure of ₹2466 crore has been incurred upto March, 2021.**

**So far Lalitpur- Khajuraho (165 Km.) and Khajuraho- Mahoba (65 Km) sections have been commissioned. Project involve acquisition of 1745 hectare revenue land and forestry clearance of 628 hectare land, out of which acquisition of 1205 hectare revenue land and forestry clearance of 144 hectare has been completed. Balance land acquisition of 540 hectare Revenue land and forestry clearance of 484 hectare land has been taken up. Work taken up in Panna-Satna (73Km) and Rewa-Sidhi ( 09 Km) section where land is available.**

**Till 2013-14, Lalitpur-Satna-Rewa-Singrauli new line project did not get the adequate fund allocation due to overall limited availability of funds, but since 2014-15, adequate funds have been allotted to the project. Revised outlay of ₹775 crore has been provided for this project for the year 2021-22, further ₹700 crore proposed for the project in the Budget 2022-23.**

**Since 2014, there has been substantial increase in budget outlay for infrastructure projects and safety works and commensurate commissioning of projects. Average annual Budget outlay for Infrastructure and safety works, falling fully/partly in State**

of Madhya Pradesh, during 2014-19 has been enhanced to ₹4,213 crore per year from ₹632 crore per year during 2009-14, which is 567% more than average annual budget outlay of 2009-14. For financial year 2019-20, budget outlay of ₹6,906 crore (993% more than average annual budget outlay of 2009-14), for financial year 2020-21 Budget outlay of ₹6,509 crore (930% more than average annual budget outlay of 2009-14) and for financial year 2021-22, budget outlay of ₹7,700 crore (1118% more than average annual budget outlay of 2009-14) has been provided for these works. For financial year 2022-23, highest ever budget outlay of ₹12,110 crore has been proposed for these works, which is 1816% more than average annual budget outlay of 2009-14.

During 2014-21, 1327 Km (293 km of New line, 579 km of Gauge conversion and 455 km of Doubling projects) falling fully/partly in the State of Madhya Pradesh have been commissioned at an average rate 189.57 km per year, which is 553.7% more than average commissioning during 2009-14 (29 Km/Yr.).

(d) & (e): Katni Railway Station is a Non Suburban Grade-3 category station. Various developmental works such as installation of 02 nos of Escalators on Platform No.1, installation of high Mast (100 feet), provision of new second entry gate on Platform No.2, provision of new chequered tiles on platform No.5 and provision of granite in foot over bridge steps on safety grounds, etc. have been carried out at the station.

Further up-gradation/ modernization of stations on Indian Railways is a continuous and on-going process and priority is accorded to higher category of station over lower category of stations while sanctioning and executing the works depending upon need, volume of passenger traffic and availability of funds.