

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 393
TO BE ANSWERED ON 30.03.2022**

NEW RAILWAY LINE TO KUTCH IN GUJARAT

† *393. SHRI VINOD L. CHAVDA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is likely to lay any new railway line in Kutch and other Districts of Gujarat;**
- (b) if so, the details thereof;**
- (c) whether the Government proposes to start train service from Delhi to Kutch in view of the demand being made in this regard since the last five years; and**
- (d) 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 (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 393 BY SHRI VINOD L. CHAVDA TO BE ANSWERED IN LOK SABHA ON 30.03.2022 REGARDING NEW RAILWAY LINE TO KUTCH IN GUJARAT

(a) and (b): Railway projects are not sanctioned State-wise/ district-wise as Indian Railways' projects may span across State/ district boundaries.

As on 01.04.2021, 36 projects (04 new lines, 21 gauge conversion and 11 doubling), of total length 4002 km costing ₹ 33,139 crore falling fully/partly in Gujarat state are under different stages of planning/approval/execution. Out of which, 908 km length has been commissioned and an expenditure of ₹ 11,093 crore has been incurred upto March, 2021. These include:

- 04 New Line Projects covering a length of 479 km at a cost of ₹5006 crore, out of which 79 km length has been commissioned and an expenditure of ₹ 1793 crore has been incurred upto March 2021.**
- 21 Gauge Conversion Projects covering a length of 1,911 km at a cost of ₹12,970 crore, out of which 557 km length has been commissioned and an expenditure of ₹ 5,583 crore has been incurred upto March 2021.**
- 11 Doubling Projects covering a length of 1,612 km at a cost of ₹15,163 crore, out of which 272 km length has been commissioned and an expenditure of ₹ 3,717 crore has been incurred upto March 2021.**

These include 02 projects namely Gauge Conversion of Bhuj-Naliya with extension from Naliya to Vayor (126 km) and Palanpur-Samakhayali doubling (247 km) of total length 373 km costing ₹2860 crore falling fully/partly in Kutch district of Gujarat State, out of which 113 km length has been commissioned and an expenditure of ₹1875 crore has been incurred upto March, 2021.

Gujarat is covered under Western Railway and North Western Railway Zones of Indian Railways. The Zone-wise details of Railway projects including allotment of funds and expenditure, project-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.

Since 2014, there has been substantial increase in budget outlay for infrastructure projects and safety works. Average annual Budget allocation for Infrastructure and safety works, falling fully/partly in State of Gujarat, during 2014-19 has been enhanced to ₹ 3,327 crore per year from ₹ 589 crore per year during 2009-14, which is 465% more than average annual budget outlay of 2009-14. For financial year 2019-20 budget allocation of 4,803 crore (716% more than average annual allocation of 2009-14), and for financial year 2020-21 Budget outlay of ₹4,071 crore (591% more than average annual budget allocation of 2009-14) has been provided for these works. For financial year 2021-22, highest ever Budget outlay of ₹ 4,924 crore (original budget outlay of ₹4484 crore and additional outlay of ₹ 440 crore) have

been provided for these works, which is 736% more than average annual budget outlay of 2009-14.

During 2014-21, 928 km sections (142 km New line, 302 km Gauge conversion and 484 km doubling) falling fully/partly in Gujarat state, have been commissioned, at an average rate of 132.57 km per year.

(c) and (d): Owing to resource and operational constraints including line capacity constraints on sections enroute and terminal constraints in Delhi area, introduction of a train between Bhuj/Gandhidham and Delhi is not feasible at present.

However, Bhuj/Gandhidham – Delhi sector is being adequately served by 03 pairs of trains viz. 14311/12 Bareilly-Bhuj Ala Hazrat Express (Tri-weekly), 14321/22 Bareilly-Bhuj Express (4 days a week) and 12474/73 Shri Mata Vaishno Devi Katra-Gandhidham Sarvodaya Express (Weekly).
