

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1340
TO BE ANSWERED ON 09.02.2022**

LAYING NEW RAILWAY LINES IN RAJASTHAN

1340. SHRI NIHAL CHAND:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Union Government is considering to lay new railway lines in the country including Rajasthan and if so, the details thereof;**
- (b) whether proposals of various States related to laying of new railway lines in the country are under consideration of the Union Government and if so, the details thereof;**
- (c) whether the Government is considering to conduct the Gajsinghpur - Padampur - Beenjhbayala - Goluwala - Hanumangarh - Rawatsar - Nohar railway line of Rajasthan which was announced in the year 1998; 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 UNSTARRED QUESTION NO. 1340 BY SHRI NIHAL CHAND TO BE ANSWERED IN LOK SABHA ON 09.02.2022 REGARDING LAYING NEW RAILWAY LINES IN RAJASTHAN.

(a): Yes, Sir. The Railway projects are surveyed/ sanctioned Zonal Railway wise and not State/UT-wise as the Railways' projects may span across State/UT boundaries. As on 01.04.2021, across Indian Railways including Rajasthan, 187 New line projects of 21,037 Km length, costing approx. ₹4.06 lakh crore are in different stages of planning/sanction/execution, out of which commissioning of 2,621 Km length has been achieved and expenditure of approx. ₹1.06 lakh crore has been incurred upto March, 2021.

During 2014-21, 3,681 km section of New Line has been commissioned at an average of 525.86 km/year which is 52% more than the average annual commissioning of New line section during 2009-14 (345.40 km/year).

RAJASTHAN

As on 01.04.2021, 11 New Line projects covering a length of 1228 km costing ₹15,920 crore falling fully/partly in the State of Rajasthan are in different stages of planning/sanction/execution, out of which, 107 km length has been commissioned and an expenditure of ₹2,260 crore has been incurred upto March, 2021.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects. Average Annual Budget allocation for Infrastructure projects & safety works, falling fully/ partly in State of Rajasthan, during 2014-19 has been enhanced to ₹2,951 crore per year from ₹682 crore per year during 2009-14, which is 333% more than Average Annual Budget allocation during 2009-14. These allocations have been increased to ₹4,686 crore in Financial Year 2019-20 (587% more than the Average Annual Budget allocation of 2009-14) and ₹4,582 crore in Financial Year 2020-21(572% more than the Average Annual Budget allocation of 2009-14). For Financial Year 2021-22, highest ever budget outlay of ₹6,006 crore {Original Budget Outlay (BE) ₹4,986 Crore and additional allotment ₹1,020 Crore} has been provided for these Projects, which is 781% more than the Average Annual Budget outlay of 2009-14 (₹682 crore per year).

During 2014-21, 1947 Km (176 km of New line, 637 km of Gauge conversion and 1134 km of Doubling projects) have been commissioned in the state at an average rate 278.14 km per year, which is 74% more than commissioning during 2009-14 (159.6 Km/Yr.)

(b): Proposals/suggestions/representations, both formal and informal regarding Railway projects are received from State Governments, Ministries of Central Government, elected representatives, organizations/rail users etc. by Railways at various levels including Railway Board, Zonal Railways, Division Office etc. As receipt of such proposals/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. New line projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon throw forward of ongoing projects, overall availability of funds and competing demands.

(c) and (d): Gajsinghpur, Hanumangarh and Nohar already exist on railway network. Gajsinghpur is connected to Hanumangarh via Sri Ganganagar and via Suratgarh also. Hanumangarh-Nohar line also exists. Survey of Gajsinghpur - Padampur – Beenjhbayala – Goluwala – Hanumangarh – Rawatsar – Nohar was completed in 2015-16. Project could not be taken forward being financially unviable.
