

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO.1606
TO BE ANSWERED ON 04.12.2024**

**NEW RAILWAY LINES CONSTRUCTED /UNDER CONSTRUCTION
IN TELANGANA**

1606 SHRI GODAM NAGESH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of various ongoing railway projects in Telangana;**
- (b) the number of new railway lines constructed/under construction in Telangana;**
- (c) the status of the said project;**
- (d) the number of unmanned level crossings in the country;**
- (e) the steps taken by the Government to eliminate level crossings in the country especially in Telangana;**
- (f) the details of works fund allocated and measures taken to expedite the progress of the said work; and**
- (g) the measures taken to mitigate the problem of water logging in subways?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION&BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO.1606 BY SHRI GODAM NAGESH TO BE ANSWERED IN LOK SABHA ON 04.12.2024 REGARDING NEW RAILWAY LINES CONSTRUCTED /UNDER CONSTRUCTION IN TELANGANA

(a) to (c): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Telangana are covered under South Central Railway and South Western Railway zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railways website.

As on 01.04.2024, 20 projects(07 New Lines and 13 Doubling), covering total length of 2,298 Km length, costing Rs.32,946 crore, falling fully/partly in the state of Telangana, are at various stages of planning and implementation, out of which 474 Km length has been commissioned and an expenditure of Rs.9,958 crore has been incurred upto March' 2024. The status of the work is summarized as:

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (Km)	Exp upto March 2024 (Rs. in cr.)
New Line	7	997	245	4433
Double Line	13	1301	230	5526
Total	20	2298	474	9958

Budget allocation for infrastructure projects and safety works falling fully/partly in the State of Telangana is as under:

Year	Budget outlay
2023-2024	Rs.4,418 cr
2024-2025	Rs.5,336 cr

The details of commissioning / laying of new track falling fully/partly in the State of Telangana during 2009-14 and 2014-24 is as under :-

Period	Total Length Commissioned	Average Length Commissioned	increase w.r.t. average commissioning during 2009-14
2009-14	87 Km	17.4 Km/year	-
2014-24	650 Km	65 Km/year	Nearly 4 times

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

(d) to (g): All Unmanned level crossings (UMLCs) on runninglines of Broad Gauge (BG) network of Indian Railway including in the State of Telangana have been eliminated by 31.01.2019.

Presently there are 263 Nos. of manned Level Crossing (LCs) in the State of Telangana. Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) for elimination of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

During 2014-24, 437 nos. ROB/RUBs have been constructed in the State of Telangana. As on 01.04.24, there are 136 Nos. sanctioned works of Road Over Bridge (ROB)/Road Under Bridge (RUB) at cost of Rs 4705 Cr in the state of Telangana. Funds of 168 crore for construction of ROB/RUBs has been allocated in the State of Telangana for the year 2024-25.

Railways have taken following measures to expedite the progress of ROB/RUB works:

(i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

(ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.

(iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

(iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants then Railway may permit them to execute the work on a single entity basis.

Further, Railways have taken several remedial measures to mitigate the problem of water logging in subways. Adequate drainage arrangement has been made as integral part of planning of new Road Under Bridge (RUB)/Subways. In existing RUBs/subways remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to Road under Bridge (RUB), provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements. In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users.