

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 259
TO BE ANSWERED ON 27.11.2024**

CONSTRUCTION OF IDENTIFIED RAILWAY LINES

259 DR. SHASHI THAROOR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the railway lines for the energy, mineral, and cement corridors, port connectivity corridors, and high-traffic density corridors have been identified;**
- (b) if so, the status of construction of such identified lines;**
- (c) if not, the reasons therefor; and**
- (d) whether any of the identified lines, especially the port connectivity corridor lines, pass through Kerala?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING 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. 259 BY DR. SHASHI THAROOR TO BE ANSWERED IN LOK SABHA ON 27.11.2024 REGARDING CONSTRUCTION OF IDENTIFIED RAILWAY LINES

(a) to (d): Railway projects are surveyed/sanctioned/executed Zonal Railway-wise and not State/area-wise/district-wise as the projects may span across State boundaries. Furthermore, Railway infrastructure projects are taken up on the basis of remunerativeness, last mile connectivity, operational requirements, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

For seamless movement of people, goods and services and enhanced logistics efficiency, presently, 624 no. of surveys (New Lines, Gauge Conversion and Doubling) having a total length of about 49,520 km including the projects situated in energy, mineral and cement corridors; high traffic density corridors & port connectivity corridors have been taken up on Indian Railways under the PM Gati Shakti National Master Plan (NMP) by providing connectivity to industrial clusters, agricultural zones, ports, mines, power plants, remote areas, tourist and cultural places, etc.

As on 01.04.2024, 488 projects (187 New Lines, 40 Gauge Conversion and 261 Doubling) of total length 44,488 km, costing approx. ₹7.44 lakh crore are in various stages of planning/approval/construction, out of which, 12,045 km length has been commissioned and the expenditure of approx. ₹2.92 lakh crore has been incurred upto March, 2024.

Zone-wise and year-wise details of all Railway projects including cost, expenditure and outlay are made available in public domain on the Indian Railways website.

The average annual budget allocation for New Lines, Gauge Conversion and Doubling projects on Indian Railways is given below:

| Period | Average Outlay | Increase w.r.t. Average Allocation of 2009-14 |
|----------------|---------------------------|--|
| 2009-14 | ₹11,527 crore/year | - |
| 2024-25 | ₹68,634 crore | Nearly 6 times |

The details of commissioning of New Lines, Gauge Conversion and Doubling projects across Indian Railways is given below:-

| Period | Total Length Commissioned | Average Length Commissioned | Increase w.r.t. Average Commissioning during 2009-14 |
|----------------|----------------------------------|------------------------------------|---|
| 2009-14 | 7,599 km | 4.2 km/day | - |
| 2014-24 | 31,180 km | 8.54 km/day | More than 2 times |

KERALA

As on 01.04.2024, 08 projects (02 New Lines and 06 Doubling projects) of 419 km length, costing ₹12,350 crore falling fully/partly in the State of Kerala are in planning/approval/construction stages and the expenditure of ₹3,046 crore has been incurred upto March 2024.

Since 2014, there has been substantial increase in the fund allocation and commensurate commissioning of projects in the State of Kerala as under:-

| Period | Average Outlay | Increase w.r.t. Average Allocation of 2009-14 |
|----------------|------------------------|--|
| 2009-14 | ₹372 crore/year | - |
| 2024-25 | ₹3,011 crore | Around 8 times |

Execution of important infrastructure projects falling fully/partly in the State of Kerala is held up due to delay in land acquisition as only about 64 ha land has been acquired out of total requirement of about 475 ha.

Railway has already paid ₹2,112 crore to the Government of Kerala for land acquisition. Support of the Government of Kerala is needed to expedite the land acquisition.

Completion of any Railway project depends on various factors like quick land acquisition by State Governments, forest clearance by officials of forest department, deposition of the cost share by the 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. and all these factors affect the completion time and cost of project(s).