

(c) and (d) The comparative position showing average annual capital expenditure during 2009-10 to 2013-14 *viz-a-viz* average annual expenditure during 2014-15 to 2017-18 is given below:

(₹ in crore)							
Capital Expenditure (CE): From 2009-10 to 2013-14							
Years	2009-10	2010-11	2011-12	2012-13	2013-14	Total	Average Annual CE
CE	39671.85	40792.74	45061.02	50383.45	53989.26	229898.32	45979.66
(₹ in crore)							
Capital Expenditure (CE): From 2014-15 to 2017-18							
Years	2014-15	2015-16*	2016-17*	2017-18*	Total	Average Annual CE	
				(provisional)			
CE	58718.93	93519.79	108290.14	101988.53	362517.39	90629.35	

\* Includes Public Private Partnership (PPP) projects.

#### **Delayed railway projects**

430. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether more than three-fifth of the total 349 delayed Central projects belong to the Railway sector causing a cost overrun of ₹1.73 lakh crore;

(b) if so, the details thereof;

(c) whether it is a fact that as many as 36 projects of Railways, out of the monitored 350 projects, reported time overrun or delay of 12 months to 261 months;

(d) if so, the details thereof and the reasons for the delay; and

(e) the details of steps taken or proposed to be taken by Government for the timely completion of railway projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (d) At present, 500 Railway projects including 180 New Lines, 57 Gauge Conversion and 263 Doubling Projects are in different stages of execution. The completion of Railway projects requires clearances from various departments of State

Government and Central Ministries like acquisition of land, statutory clearances like forestry and wild life clearances, shifting of utilities etc. leading to time overrun and cost overrun.

(e) For timely completion of the projects, Railway is holding regular meetings with State Government and concerned Central Government officials on various issues involving alignment, land acquisition, forestry and wild life clearances, law and order problems, shifting of utilities etc.

For important projects, capacity enhancement projects, last mile connectivity etc., institutional financing has been done by arranging loan from M/s Life Insurance Corporation of India Limited for ₹1.5 lakh crore, which has increased Railways' capacity for committed fund provision for essential projects.

#### **Train from Samastipur to New Delhi**

†431. SHRI RAM NATH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government had decided to run several new trains for providing travel facility to public;

(b) if so, the details thereof;

(c) the reasons for not providing any train from Samastipur to New Delhi despite Samastipur junction being the largest railway station of North Bihar from where all the trains pass;

(d) whether Government has made any plan to run any train from Samastipur to New Delhi; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Yes, Sir. During 2017-18, Indian Railways introduced 169 train services to cater to the travelling needs of the passengers. This includes the service of 15705/15706 Katihar-Delhi Champaran Humsafar Express serving the Samastipur-Delhi sector.

(d) and (e) At present, Samastipur is connected to Delhi area by 14 pairs of train services which are adequately catering to the needs of passengers of Samastipur-Delhi

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†Original notice of the question was received in Hindi.