

1	2	3	4	5	6
18.	Nagaland	111	0.476	61	539.15
19.	Odisha	310	1.700	127	1004.31
20.	Punjab	67	0.314	0	60.42
21.	Rajasthan	1025	5.764	377	2534.70
22.	Sikkim	15	0.066	0	22.08
23.	Tamil Nadu	270	1.368	112	924.94
24.	Telangana*	330	1.399	121	590.30
25.	Tripura	65	0.213	20	210.96
26.	Uttarakhand	65	0.346	5	131.08
27.	Uttar Pradesh	612	3.045	225	808.49
28.	West Bengal	163	0.693	0	197.08
TOTAL		8214	39.07	3012	17916.28

@ Sanctioned under the erstwhile Integrated Watershed Management Programme (IWMP), which has been amalgamated as the Watershed Development Component (WDC) of the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY) with effect from 2015-16.

* As per final audited details received from Andhra Pradesh and Telangana after bifurcation of erstwhile Andhra Pradesh

^ erstwhile Jammu and Kashmir

** As on 30.11.2019 reported by States

As on 30.11.2019 including releases under the erstwhile IWMP.

Note: There is no sanctioned project in Goa.

Doubling/electrification/new rail line projects in Tamil Nadu

2115. SHRI A. VIJAYAKUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has taken up a number of projects for doubling/ electrification/ new railway lines in Tamil Nadu;

(b) if so, whether the allocation made for railway projects are not matching with the required funds and thereby causing huge delay in completion of railway projects in Tamil Nadu; and

(c) if not, the reasons therefor and the target fixed for major projects in Tamil Nadu?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Presently, 09 New Line Projects covering a length of 871 Km at a cost of ₹11,612 crore, 08 Doubling Projects covering a length of 592 Km at a cost of ₹5,673 crore and 10 Railway Electrification projects covering route Km of 1633 route Km at a cost of ₹1570 crore, falling fully/partly in the State of Tamil Nadu are under different stages of planning/sanction/execution. The aggregate cost of these 27 projects is ₹18,855 crore.

The project-wise details of projects including expenditure and outlay 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).

(b) and (c) Average Budget Allocation for Infrastructure projects and safety works, falling fully/partly in State of Tamil Nadu, for 2014-19 is ₹1,979 crore, which is 225% of the average annual Budget outlay of 2009-14 (₹879 crore).

Allocation of Budget for infrastructure projects and safety works falling fully/partly in State of Tamil Nadu, for 2019-2020 is ₹2,410 crore, which is 274% of the average annual Budget outlay of 2009-14 (₹879 crore).

The timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. All these factors vary from project to project and site to site and affect the completion time and cost of the project, which is finally worked out at the completion stage. Therefore, confirmed timeline for completion of projects cannot be given.

Setting up of special courts for resolving farmers' problem

2116. SHRI SANJAY SINGH: Will the Minister of AGRICULTURE AND FARMERS WELFARE be pleased to state:

(a) the reasons for not setting up of special courts for farmers to resolve their payment-related problems;