

popular routes particularly in upper class gets exhausted within short duration of opening of reservation. However, during lean periods and on other routes, confirmed accommodation is available for longer duration in most of the trains.

Waiting list of trains is monitored on regular basis and to cater to additional rush during peak periods, special trains are run and load of existing trains are augmented subject to operational feasibility. Further, with a view to providing confirmed accommodation to waiting list passengers and to ensure optimal utilisation of available accommodation, an Alternate Train Accommodation Scheme (ATAS) known as "VIKALP" has been introduced to cover all types of trains on all sectors. For this facility, waiting list passenger has to give an option at the time of booking of ticket and passengers with waiting list status at the time of preparation of first reservation charts are shifted to other trains, subject to availability of vacant accommodation.

(c) Introduction of trains is an ongoing process on Indian Railways, subject to traffic justification, operational feasibility, commercial viability, availability of resources, etc. Indian Railways do not run trains on state-wise basis as railway network and trains run across state boundaries. During the period 2014-15 to 2019-20 upto February, 2020, Indian Railways have introduced 24 train services (in single), serving the stations located in the State of Haryana.

#### **New railway line in Karnataka**

3177. DR. L. HANUMANTHAIHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has received any proposal from the Government of Karnataka to construct new railway line from Dharwad to Belgaum and Shivamogga to Mangalore *via* Sringeri;

(b) if so, the details thereof and the present status of the said railway line; and

(c) the time-frame fixed for its completion?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Proposal/requests/representations from State Governments or various public representatives and other organisations for Railway works/projects are received at Divisional Offices, Zonal Offices and in the Ministry from time to time. As receipt of such proposal is a

continuous and dynamic process and is spread over different departments and offices, compendium of such proposals is not maintained.

Work of Belgaum-Dharwad new line (73.10 Km.) has been included in Budget 2019-20 at a cost of ` 988.30 crore, subject to requisite Government approvals. Government of Karnataka has given in-Principle approval for providing land free of cost and to share 50% cost of the project. Detailed Project Report (DPR) has been prepared. Project has been processed for requisite approvals.

Survey for new line from Shivamogga to Mangalore via Sringeri (228 Km.) has been completed in 2018-19. The cost assessed was ` 3289 crore with Rate of Return of (-) 13.11%. Project could not be taken forward being financially unviable.

Railway projects are sanctioned Zonal Railway-wise, not State-wise, as Indian Railway's Network Straddles across various State boundaries. However, details of projects falling fully/partly in the State of Karnataka are as under:-

Presently, total 35 ongoing projects of total length 4,403 Km., costing ` 44,208 crore, falling fully/partly in the state of Karnataka are in different stages of planning/sanctioning/execution, out of which commissioning of 679 Km. length has been achieved, this includes:-

- 20 new line projects of total length 2,502 Km., costing ` 28,428 crore, out of which, commissioning of 245 Km. length has been achieved and an expenditure of ` 3,755 crore has been incurred upto March, 2019.
- 15 doubling projects of total length 1,901 Km., costing ` 15,780 crore, out of which, commissioning of 435 Km. length has been achieved and an expenditure of ` 6,790 crore has been incurred upto March, 2019.

**Budget allocation (for the project falling fully/partly in the State of Karnataka):**

Average annual Budget allocation for Infrastructure and safety works, falling fully/partly in the State of Karnataka, has increased to ` 2,702 crore, during 2014-19, from ` 835 crore (during 2009-14). Thus, the average annual budget allocation for 2014-19 is 224% more than average annual Budget allocation during 2009-14.

Total Budget Estimate (BE) outlay for Infrastructure and safety works, falling, fully/partly in the State of Karnataka, in 2019-20 is ` 3,386 crore, which is 306% more than average annual Budget outlay of 2009-14.

**Commissioning of the new line/gauge conversion/doubling projects (falling fully/partly in the State of Karnataka):**

During 2009-14, 565 Km. (206 Km. New line, 185 Km Gauge conversion and 174 Km. Doubling) projects, falling fully/partly in Karnataka have been commissioned at an average rate of 113 Km. per year.

During 2014-19, 735 Km. (253 Km. of New line and 482 Km. of Doubling) projects, falling fully/partly in Karnataka have been commissioned at an average rate of 147 Km. per year, which is 30% more than commissioning during 2009-14.

The 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.

**Connecting villages with cities under PMGSY**

†3178. SHRI REWATI RAMAN SINGH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the number of villages/settlements having a population of 500 persons in plains and those having a population of 250 in hilly and desert areas respectively, having been connected with cities under Pradhan Mantri Gram Sadak Yojana (PMGSY) during last year;

(b) the extent to which the Government has succeeded in achieving the targets set for the last year under this scheme; and

(c) the targets set by Government under PMGSY for financial year 2020-21?

THE MINISTER OF RURAL DEVELOPMENT (SHRI NARENDRA SINGH TOMAR): (a) The unit for Pradhan Mantri Gram Sadak Yojana (PMGSY) is a Habitation

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†Original notice of the question was received in Hindi.