

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3490**  
**ANSWERED ON 01.04.2022**

**SPECIAL POLICY TO COMPLETE RAILWAY PROJECTS**

3490 # SHRI REWATI RAMAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has formulated any special policy during the year 2021-22 to complete the incomplete railway projects due to which travel is not gaining momentum;
- (b) whether Government has prepared any list of the incomplete railway projects during the year 2021-22; and
- (c) the details of the work completed on the railway track being laid to connect Ayodhya with Prayagraj during the year 2021-22?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 3490 BY SHRI REWATI RAMAN SINGH ANSWERED IN RAJYA SABHA ON 01.04.2022 REGARDING SPECIAL POLICY TO COMPLETE RAILWAY PROJECTS**

(a) & (b): As on 01.04.2021 across Indian Railways, 484 Railway projects (187 New Line, 46 gauge Conversion and 251 Doubling) of 51,165 Km length, costing approx. ₹7.53 lakh crore are in different stages of planning/sanction/execution, out of which, 10,638 Km length has been commissioned and an expenditure of approx. ₹2.14 lakh crore has been incurred upto March, 2021.

The details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. [www.indianrailways.gov.in](http://www.indianrailways.gov.in)> Ministry of Railways> Railway Board> about Indian Railways> Railway Board Directorates> Finance (Budget)> Rail Budget/Pink Book (year)> Railway-wise Works, Machinery and Rolling Stock Programme (RSP).

The completion of any Railway project(s) 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. and all these factors affect the completion time and cost of the project(s). However, Railways is making all the efforts for expeditious completion of projects.

Railway has reviewed all the projects based on last mile connectivity, missing links, traffic potential on the project, capacity enhancement, availability of land, forest/wild-life clearance etc. and based on the review, Railway projects have been prioritized. Presently, Railway's focus is on completion of capacity enhancement projects and last mile connectivity projects. Budget outlay has been provided to the projects in a rationalized manner and budget has been allotted to the projects which are in advance stage of completion, priority projects, important New Line &

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National projects, executable & important Gauge conversion projects and the projects which are important from the throughput enhancement considerations. Thus, focused attention is given in fund allotment, rather than thinly spreading the resources without commensurate results.

Since 2014, there has been substantial increase in Budget allocation and commensurate commissioning of projects across Indian Railways. The Average Annual Budget allocation in the Indian Railways for New Line, Gauge Conversion and Doubling projects during 2014-19 has increased to ₹26,026 crore per year from ₹11,527 crore per year during 2009-14, which is 126% more than average annual budget outlay of 2009-14. The Annual budget allocation for these Projects for Financial Year 2019-20 was ₹39,836 crore (246% more than average annual budget allocation during 2009-14) and ₹43,626 crore in Financial Year 2020-21 (278% more than the Average Annual Budget allocation during 2009-14). For Financial year 2021-22, highest-ever budget outlay of ₹52,398 crore has been provided for these projects, which is 355% more than average annual budget outlay of 2009-14.

During 2014-21, across Indian Railway, 17,720 km length (3,681 km New Line, 4,871 km Gauge Conversion and 9,168 km Doubling) has been commissioned at an average of 2,531 km/year which is 67% more than the average commissioning during 2009-14 (1520 km/year).

(c) Ayodhya to Prayagraj is already connected through Rail network via Akbarpur, Jaunpur and via Pratapgarh. During 2021-22, Sultanpur- Ayodhya Cantt- Ayodhya Junction has been electrified between Prayagraj to Ayodhya route.

For capacity augmentation, Railways has taken up Doubling of Barabanki - Akbarpur- (Length- 161 km costing ₹1,116 Crore), Akbarpur- Jaunpur (Length- 77km costing ₹776 crore) and Janghai- Phaphamau (Length-47 km costing ₹414 Crore)

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