

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 791
ANSWERED ON 22.07.2022

SOCIAL IMPACT ASSESSMENT

791 SHRI B. LINGAIAH YADAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether some State Governments have not shared any information with the Railways regarding the Social Impact Assessment or any other survey related to the railway projects;
- (b) whether some divisional railway authorities had not information about the surveys being done;
- (c) whether Railways had informed the State Governments that no foundation stones shall be laid in its holdings and the decision on all the projects would be taken only after evaluating the Detailed Project Report (DPR); and
- (d) if so, the details thereof and present status zone/State-wise till date, along with corrective steps being taken in this regard?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS 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. 791 BY SHRI B. LINGAIAH YADAV ANSWERED IN RAJYA SABHA ON 22.07.2022 REGARDING SOCIAL IMPACT ASSESSMENT

(a) Social Impact Assessment (SIA) is conducted by the State Government for land acquisition under The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013. However, SIA is not required for land acquisition under the provisions of Railway Act, 1989. Information regarding the Social Impact Assessment or any other Survey related to Railway projects are shared by State Governments, wherever required.

(b) The information about surveys being conducted is regularly shared with the Divisional Railway authorities.

(c)&(d) No, Sir. However, Detailed Project Report (DPR) is prepared for those projects which are found feasible after survey. Projects are appraised based on parameters brought out in DPR. After firming up of various parameters, further sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog., approval of Cabinet Committee on Economic Affairs etc. Sanctioning of projects is a continuous process.

As on 01.04.2022, across Indian Railways, 452 Railway projects (183 New Line, 42 Gauge Conversion and 227 Doubling) of 49,323 Km length, costing approx. ₹7.33 lakh crore are in different stages of planning/sanction/execution, out of which, 11,518 Km length has been commissioned and an expenditure of approx. ₹2.35 lakh crore has been incurred upto March, 2022.

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> 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).

..P/2

Since 2014, there has been substantial increase in fund allocation for New Line, Gauge Conversion and Doubling Projects and commensurate commissioning of Projects in Indian Railways. The Average Annual Budget allocation for these works during 2014-19 increased to ₹26,026 crore per year from ₹11,527 crore per year during 2009-14 (126% more than average annual budget allocation during 2009-14). The Annual Budget allocation increased to ₹39,836 crore in Financial Year 2019-20 (246% more than average annual budget allocation during 2009-14), ₹43,626 crore in Financial Year 2020-21 (278% more than the Average Annual Budget allocation during 2009-14) and ₹56,716 crore for Financial year 2021-22 which is 392% more than average annual budget allocation during 2009-14. For Financial Year 2022-23, highest-ever budget outlay of ₹67,001 crore has been provided for these works, which is 481% more than average annual budget outlay of 2009-14.

During 2014-22, across Indian Railway, 20,628 km length (3,970 km New Line, 5,507 km Gauge Conversion and 11,151 km Doubling) has been commissioned at an average of 2,579 km/year which is 70% more than the average commissioning during 2009-14 (1,520 km/year).

Various steps taken by the Government for speedy sanction and fast tracking of railway infrastructure projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.
