

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2041
ANSWERED ON 17.03.2023

ONGOING AND PROPOSED RAILWAYS PROJECTS IN UTTAR PRADESH

2041 SHRI HARNATH SINGH YADAV:
SHRI VIJAY PAL SINGH TOMAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of ongoing railway projects in various States including Uttar Pradesh, along with the estimate time of completion;
- (b) whether Government has proposed to undertake any new railway projects in Uttar Pradesh; and
- (c) if so, the details thereof and if not, the reasons therefor?

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.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 2041 BY SHRI HARNATH SINGH YADAV AND SHRI VIJAY PAL SINGH TOMAR ANSWERED IN RAJYA SABHA ON 17.03.2023 REGARDING ONGOING AND PROPOSED RAILWAYS PROJECTS IN UTTAR PRADESH

(a): The Railway projects are sanctioned/executed Zonal Railway wise and not State-wise as the Railways' projects may spans across State boundaries. As on 01.04.2022, across Indian Railways including Uttar Pradesh, 452 Railway Infrastructure projects (183 New Line, 42 Gauge Conversion and 227 Doubling) of total length 49,323 Km, 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.

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 New Line, Gauge Conversion and Doubling Projects across Indian Railways 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 for these projects 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), ₹56,716 crore for Financial year 2021-22 (392% more than Average Annual Budget Allocation during 2009-14) and ₹67,001 crore in Financial Year 2022-23 (481% more than average annual budget allocation of 2009-14). For Financial Year 2023-24, highest ever budget outlay of ₹67,199 crore has been proposed for these works, which is 483 % more than Average Annual Budget allocation of 2009-14 (₹11527 Crore/Year).

During 2014-22, across Indian Railway, 20,628 km sections (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 annual commissioning during 2009-14 (1,520 km/year).

..P/2

Uttar Pradesh

As on 01.04.2022, total 74 Railway infrastructure Projects (16 New Lines, 5 Gauge conversion and 53 Doubling), of total length 6,921 km, costing ₹98,449 crore falling fully/partly in Uttar Pradesh are under different stages of planning/approval/execution, out of which 1169 Km length has been commissioned and an expenditure of ₹23,209 Crore has been incurred upto March' 2022. These include:

- 16 New Line Projects of total length 1,743 km costing ₹29,577 crore, out of which 260 Km length has been commissioned and an expenditure of ₹5,361 crore has been incurred upto March' 2022.
- 5 Gauge Conversion Projects of total length 558 km costing ₹3,850 crore, out of which 238 Km length has been commissioned and an expenditure of ₹1,473 crore has been incurred upto March' 2022.
- 53 Doubling Projects of total length 4,620 km costing ₹65,023 crore, out of which 671Km length has been commissioned and an expenditure of ₹16,375 crore has been incurred upto March' 2022.

New Line, Gauge Conversion and Doubling Projects falling fully/partly in Uttar Pradesh are covered by Northern Railway, North Central Railway, North Eastern Railway, East Central Railway and West Central Railway zones of Indian Railways.

Zone-wise details of all 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).

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects across Indian Railways.

Average Annual Budget allocation for Infrastructure projects & safety works, falling fully/partly in State of Uttar Pradesh, during 2014-19 has been enhanced to ₹5,278 crore per year from ₹1,109 crore per year during 2009-14, which is 376% more than Average Annual Budget allocation during 2009-14. These allocations have increased to ₹8,403 crore in Financial Year 2019-20 (658% more than the Average Annual Budget allocation of 2009-14),

₹8,576 crore in Financial Year 2020-21 (673% more than the Average Annual Budget allocation of 2009-14), ₹14,128 crore for Financial Year 2021-22 (1,174% more than the Average Annual Budget outlay of 2009-14) and ₹14,761 crore in Financial Year 2022-23 (1,231% more than the Average Annual Budget outlay of 2009-14). For Financial Year 2023-24, highest ever Budget allocation of ₹17,507 crore has been proposed for these projects, which is 1479% more than the average annual Budget allocation of 2009-14(₹1109 crore per year).

During 2014-22, 2450 Km sections (204 km New line, 678 km Gauge conversion and 1568 km Doubling) falling fully/partly in the State of Uttar Pradesh have been commissioned at an average rate 306.25 km per year, which is 54% more than commissioning during 2009-14 (199.2 Km/Yr.).

(b) and (c): New Line Projects are considered on the basis of demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives and Railways' own requirements. They are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.
