

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 915**  
**ANSWERED ON 09.02.2024**

**PROGRESS OF RAILWAY PROJECTS**

915 SHRI ZALA KESRIDEVSINHJI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry could provide an update on the status and progress of key railway projects across the country, emphasizing their impact on regional development;
- (b) the proposed route of railway projects to be started from Mumbai to Ahmedabad and Ahmedabad to Ayodhya; and
- (c) the measures being taken to ensure timely completion and efficient execution of railway projects, particularly those crucial for enhancing connectivity and economic growth?

**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. 915 BY SHRI ZALA KESRIDEVSINHJI ANSWERED IN RAJYA SABHA ON 09.02.2024 REGARDING PROGRESS OF RAILWAY PROJECTS**

(a) to (c): As on 01.04.2023, across Indian Railway, 459 Railway Infrastructure projects (New Line, Gauge Conversion and Doubling) of 46,360 Km length, costing approx. ₹7.18 lakh crore are in planning/approval/construction stage, out of which 11,872 Km length has been commissioned upto March, 2023. These include:-

- (i) 189 New line projects of total length 20,659 Km, costing approx. ₹3.99 lakh crore are in planning/approval/construction stage, out of which 2,903 Km length has been commissioned upto March, 2023.
- (ii) 39 Gauge Conversion projects of total length 5,405 Km, costing ₹48,580 crore are in planning/approval/construction stage, out of which 3,514 Km length has been commissioned upto March, 2023.
- (iii) 231 Doubling projects of total length 20,296 Km, costing approx. ₹2.70 lakh crore are in planning/approval/construction stage, out of which 5,455 Km length has been commissioned upto March, 2023.

Zone-wise/year-wise details of all Railway Projects including cost, expenditure and outlay are made available in public domain on Indian Railways website.

Railway Infrastructure projects enable socio-economic development of the region including better integration of the region with the mainstream, faster movement of goods and services, improving, logistics efficiency, enhance line capacity, increase in direct and indirect employment opportunities for the people of the region, reduces operational bottlenecks, development of tourism industry and increase in industrial activities in the region.

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Mumbai is already connected to Ahmedabad and similarly, Ahmedabad is also connected to Ayodhya through Broad Gauge route on Indian Railway network. The Railway projects are sanctioned/executed and surveyed Zonal Railway wise and not State wise/UT wise/city wise as the Railways' projects may span across various state boundaries. Furthermore, Railway Infrastructure Projects 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.

The Average Annual Budget allocation for New Line, Gauge Conversion and Doubling Projects across Indian Railways is indicated below:

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹11,527 crore/year	-
2023-24	₹67,199 crore	Nearly 6 times

The details of commissioning of New Lines, Gauge Conversion and Doubling sections across Indian Railways is given below:-

Period	Total Commissioning	Commissioning per day	Increase in commissioning w.r.t average commissioning during 2009-14
2009-14	7,599 km	4.2 km/day	-
2022-23	5,243 km	14.4 km/day	Nearly 3.5 times

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). As such, the confirmed time frame for completion of projects cannot be ascertained at this stage.

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Various steps taken by the Government for speedy approval and implementation of rail 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.

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