

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2190**  
**ANSWERED ON 09.08.2024**

**APPROVAL TO RAILWAY PROJECTS IN AYODHYA**

2190 SHRI PRAMOD TIWARI:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether two railway projects, one relating to rail line from Ayodhya to Chitrakoot via Amethi and another from Akbarganj via Amethi to Ayodhya have been proposed;
- (b) if so, the details thereof including the length of the respective rail line and the amount earmarked for the purpose;
- (c) whether the projects are still awaiting approval;
- (d) if so, the present status thereof, and
- (e) the time by when approval is likely to be accorded?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2190 BY SHRI PRAMOD TIWARI ANSWERED IN RAJYA SABHA ON 09.08.2024 REGARDING APPROVAL TO RAILWAY PROJECTS IN AYODHYA**

(a) to (e): Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes including connectivity to hilly and border areas, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

Ayodhya to Chitrakoot is connected via Prayagraj & Pratapgarh and Ayodhya to Amethi is also connected via Pratapgarh with existing rail network. Lalganj to Ayodhya via Akbarganj, Raebareilly (116 km) new rail line has been included in the budget subject to requisite Government approvals.

Moreover, to boost the capacity of existing rail connectivity, doubling of Lucknow-Barabanki-Akbarganj-Jaunpur, Varanasi-Prayagraj-Manikpur, Lucknow-Utretia-Sultanpur-Zafraabad-Varanasi and Utretia-Raebareilly-Amethi-Chilbila-Janghai-Varanasi have been completed and commissioned in last few years. Works on doubling of Jhansi-Khairar-Manikpur and Bhimsen(Kanpur)-Khairar has been taken up. Amethi exists on Raebareilly-Pratapgarh section, Akbarganj exist on Utretia – Sultanpur and Ayodhya exists on Barabanki-Akbarpur section of Indian Railway Network.

As on 01.04.2024, 68 Projects (16 New Line, 03 Gauge Conversion and 49 Doubling) of a total length 5,874 km, costing ₹92,001 crore, falling fully/partly in Uttar Pradesh are in planning/approval/construction stage, out of which 1313 Km length has been commissioned and an expenditure of ₹28,366 crore has been incurred upto March, 2024.

- (i) 16 New Line projects covering total length of 1,740 km at a cost of ₹29,156 crore, out of which 297 km length has been commissioned and an expenditure of ₹8,672 crore has been incurred upto March 2024.
- (ii) 3 Gauge Conversion projects covering total length of 261 km at a cost of ₹2453 crore and an expenditure of ₹26 crore has been incurred upto March 2024.
- (iii) 49 Doubling projects covering total length of 3873 km at a cost of ₹60,392 crore, out of which 1016 km length has been commissioned and an expenditure of ₹19,668 crore has been incurred upto March 2024.

Average Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Uttar Pradesh is as under:

<b>Period</b>	<b>Average Outlay</b>	<b>Increase w.r.t. average annual allocation during 2009-14</b>
2009-14	₹1109 crore/year	-
2023-24	₹17,507 crore	More than 15.50 times
2024-25	₹19,848 crore	More than 17.50 times

Average Annual commissioning for infrastructure projects and safety works, falling fully/partly in the State of Uttar Pradesh is as under:-

<b>Period</b>	<b>Commissioning</b>	<b>Increase w.r.t. average annual commissioning during 2009-14</b>
2009-14	199.2 km /Yr	-
2014-24	490.2 Km/Yr.	Approx 2.50 times

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