

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 3002
ANSWERED ON 20.12.2024

RAILWAY CONNECTIVITY IN GUJARAT

3002# DR. PARMAR JASHVANTSINH SALAMSINH:

Will the Minister of RAILWAYS be pleased to state:

whether any proposal is under consideration to enhance railway connectivity in Gujarat, particularly for connecting Dakor, Pavagadh and Ujjain for the benefit of devotees?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

Dakor and Ujjain are existing railway stations on Indian Railway Network. Further, the survey for Gauge Conversion of Champaner-Pavagadh-Pani Mines (52 Km) has been sanctioned. Moreover, for further improving the connectivity, surveys for construction of (i) Ujjain bypass line from Naikheri-Chintaman Ganesh Railway Station (11 Km), (ii) Nagda bypass line (13 Km), (iii) 3rd and 4th line between Ratlam and Vadodara (259 Km) and (iv) Ratlam-Nagda quadrupling (41 Km) have been sanctioned.

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Railway infrastructure projects, falling fully/partly in the State of Gujarat, are covered under Western Railway and North Western Railway zones of Indian Railway. Zone-wise details of Railway projects, including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

As on 01.04.2024, 42 Railway projects (6 New Line, 22 Gauge Conversion and 14 Doubling), of total length of 2,947 Km, costing ₹30,826 crore, falling fully/partly in the State of Gujarat, are at various stages of planning and implementation. Out of these, 826 Km length has been commissioned and an expenditure of ₹9,336 crore has been incurred upto March 2024. The status of work is summarized as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New Line	6	537	105	3332
Gauge Conversion	22	1634	671	4655
Doubling/ Multitracking	14	776	50	1349
Total	42	2947	826	9336

Total 29 Nos. of projects (New Line, Gauge Conversion and Doubling) of total length of 1,272 Km, costing approx. ₹17,372 crore, falling fully/partly in the State of Gujarat, have been sanctioned in last three years (i.e. 2021-2022, 2022-2023, 2023-2024) and current Financial Year i.e. 2024-2025.

Total 49 Nos. of surveys (New Line, Gauge Conversion and Doubling), of total length of 3,791 Km, falling fully/partly in the State of Gujarat, have been sanctioned in last three years (i.e. 2021-2022, 2022-2023, 2023-2024) and current Financial Year i.e. 2024-2025.

Construction works on the flagship high speed bullet train project have gathered momentum in Gujarat. Now, 100% land acquisition has been completed. Construction of viaduct for 225 Km, out of about 352 Km section of this project falling in the State of Gujarat, has also been completed.

Western Dedicated Freight Corridor (DFC) also passes through Gujarat. About 565 route km of Western DFC is situated in Gujarat, which is about 37% of overall route length of Western DFC. Full project length falling in the State of Gujarat has been commissioned.

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Budget allocation for infrastructure projects and safety works, falling fully/ partly in the State of Gujarat, is as under:-

Period	Outlay
2009-14	₹589 crore/year
2024-25	₹8,743 crore (nearly 15 times)

The details of commissioning/laying of new track, falling fully/partly in the State of Gujarat during 2009-14 and 2014-24, is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	660 Km	132 Km/year
2014-24	2,244 Km	224 Km/year (nearly 02 times)

The completion of any Railway project 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.
