

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 112
TO BE ANSWERED ON 07.12.2022**

GATI SHAKTI PLATFORM

**112. SHRI RAHUL RAMESH SHEWALE:
SHRI CHANDRA SEKHAR SAHU:
DR. PRITAM GOPINATHRAO MUNDE:
SHRI GIRISH BHALCHANDRA BAPAT:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Gati Shakti platform has expedited many stalled rail projects;**
- (b) if so, the number of rail projects so expedited by using Gati Shakti platform during the last one year, State-wise, particularly in Maharashtra and Odisha;**
- (c) the details of funds sanctioned for railway projects under Gati Shakti and details of funds so far incurred on various such projects; and**
- (d) the extent to which the use of the National Master Plan (NMP) portal is helping the Railways to cut time and cost of critical infrastructure projects?**

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. 112 BY SHRI RAHUL RAMESH SHEWALE, SHRI CHANDRA SEKHAR SAHU, DR. PRITAM GOPINATHRAO MUNDE AND SHRI GIRISH BHALCHANDRA BAPAT TO BE ANSWERED IN LOK SABHA ON 07.12.2022 REGARDING GATI SHAKTI PLATFORM

(a) Yes, Sir.

(b) & (c) The Railway projects are sanctioned/executed Zonal Railway wise and not State-wise as the Railways' projects may span across State boundaries.

Under the Gati Shakti platform, 36 projects (5 New Line, 9 Gauge Conversion and 22 Doubling) of a total length of 1043 km costing approx. ₹14,199 crore have been sanctioned across Indian Railways during the last one year which include 1 Gauge Conversion project of total length of 84 km costing ₹955 crore falling fully/partly in the State of Maharashtra and 3 projects (2 New Line and 1 Doubling) of a total length of 32.16 km costing ₹625.82 Crore falling fully/partly in the State of Odisha.

Zonal Railway wise 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.

Various steps being taken by the Railways for effective and speedy implementation of rail projects include (i) setting up of Gati Shakti units (ii) prioritization 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.

MAHARASHTRA:

As on 01.04.2022, 34 Railway Projects (16 New Lines, 2 Gauge Conversion and 16 Doubling) of total length 6,118 Km, costing ₹80,079 crore, falling fully/partly in Maharashtra are under different stages of planning/approval/execution, out of which, 1154 Km length has been commissioned and an expenditure of ₹21,297 crore has been incurred upto March, 2022.

Since 2014, there has been substantial increase in budget allotment and commensurate commissioning of Railways infrastructure projects. Average annual Budget allocation for infrastructure projects and safety works, falling fully/ partly in the State of Maharashtra, during 2014-19 has been enhanced to ₹4,801 crore per year from ₹1,171 crore per year during 2009-14, which is 310% more than average annual Budget allocation during 2009-14. These allocations have been increased to ₹7,281 crore in Financial Year 2019-20 (522% more than the average annual Budget allocation of 2009-14), ₹6,700 crore in Financial Year 2020-21 (472% more than the average annual Budget allocation of 2009-14) and ₹8,547 crore in Financial Year 2021-22 (630% more than the average

annual Budget allocation of 2009-14). For Financial Year 2022-23, highest ever budget allocation of ₹11,903 crore has been provided for these projects, which is 916% more than the average annual Budget allocation of 2009-14 (₹1,171 crore per year).

During 2014-22, 1,141 km sections (118 km of New Line, 136 km of Gauge Conversion and 887 km of Doubling) falling fully/ partly in Maharashtra have been commissioned at an average rate of 142.69 km per year, which is 144% more than average annual commissioning during 2009-14 (58.4 km per year).

Odisha:

As on 01.04.2022, 35 Projects (11 New Lines, 1 Gauge Conversion and 23 Doubling) of total length 4,609 Km, costing ₹55,759 crore, falling fully/partly in Odisha are under different stages of planning/approval/execution, out of which, 1039 Km length has been commissioned and an expenditure of ₹21,729 crore has been incurred upto March, 2022.

Average Annual Budget allocation for Infrastructure projects & safety works, falling fully/ partly in State of Odisha, during 2014-19 has been enhanced to ₹4,126 crore per year from ₹838 crore per year during 2009-14, which is 392% more than the Average Annual Budget allocation during 2009-14. These allocations have been increased to ₹4,568 crore in Financial Year 2019-20 (445% more than the Average Annual Budget allocation of 2009-14), ₹5,296 crore in Financial Year 2020-21 (532% more than the Average

Annual Budget allocation of 2009-14) and ₹6,471 crore for Financial Year 2021-22 (672% more than the Average Annual Budget allocation of 2009-14). For Financial Year 2022-23, highest ever Budget outlay of ₹9,734 crore has been provided for these projects, which is 1062% more than the Average Annual Budget outlay of 2009-14 (₹838 crore per year).

During 2014-22, 1,135 km sections (264 km of New Line and 871 km of Doubling) falling fully/ partly in Odisha have been commissioned at an average rate of 141.88 km per year, which is 166% more than average annual commissioning during 2009-14 (53.4 km per year).

(d) The PM Gati Shakti National Master Plan (NMP) was launched in October'21 by Hon'ble Prime minister to bring in a transformative approach in planning and execution of infrastructural transportation projects. The NMP aims to bring in synergy between the infrastructural sectors such as railways, shipping, roadways, telecommunications, pipelines, etc. in order to avoid duplication and wastage of precious national resources with the overall objective of developing Multi-Modal connectivity and reducing cost of logistics in the country. Reduced costs along with the Make India initiative will substantially improve the global competitiveness of Indian manufacturing. Indian Railways has immediately imbibed the principles of Gati Shakti in its project planning process. Over 342 railway projects have been mapped on the Gati Shakti GIS platform developed by BISAG-N.