

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1101
TO BE ANSWERED ON 26.07.2023**

ONGOING RAILWAY PROJECTS IN ODISHA

1101. SHRI RAMESH CHANDRA MAJHI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the ongoing railway projects in the country especially in Odisha including Nabarangapur and Malkangiri Parliamentary Constituency, project/area-wise;**
- (b) the details of the targets fixed for development of new lines/gauge conversion/doubling projects in Odisha including Nabarangapur and Malkangiri Parliamentary constituency during the current year;**
- (c) the details of the funds allocated for the development of railway projects in Odisha in the budget during 2023-24;**
- (d) the details of the steps taken by the Railways to speed up these pending railway projects in Odisha;**
- (e) the details of the projects out of the above that are lagging behind the schedule; and**
- (f) the time by which these projects are likely to be completed?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 1101 BY SHRI RAMESH CHANDRA MAJHI TO BE ANSWERED IN LOK SABHA ON 26.07.2023 REGARDING ONGOING RAILWAY PROJECTS IN ODISHA

(a) to (f): The Railway projects are sanctioned/executed Zonal Railway wise and not State-wise/Parliamentary Constituency-wise/Area-wise as the Railways' projects may span across State boundaries.

As on 01.04.2023, across Indian Railways including Odisha, 459 Railway Infrastructure projects (189 New Line, 39 Gauge Conversion and 231 Doubling) of total length 46,360 Km, costing approx. ₹7.18 lakh crore are in planning/sanction/construction stage, out of which, 11,872 Km length has been commissioned and an expenditure of approx. ₹2.61 lakh crore has been incurred upto March, 2023.

Odisha:

As on 01.04.2023, 35 Projects (12 New Lines, 1 Gauge Conversion and 22 Doubling) of total length 4,257 Km, costing ₹52,189 crore, falling fully/partly in Odisha including those falling fully/partly in Nabarangapur and Malkangiri Parliamentary Constituency are in planning/sanction/construction stage, out of which, 1184 Km length has been commissioned and an expenditure of ₹20,141 crore has been incurred upto March, 2023.

Railway Infrastructure projects falling fully/partly in Odisha are covered by East Coast Railway, South Eastern Railway and South East Central Railway zones of Indian Railway. 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.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of Projects. Average Annual Budget allocation for Infrastructure projects and safety works, falling fully/ partly in State of Odisha, during 2014-19 has been enhanced to ₹4,126 crore per year, which is 392% more than the Average Annual Budget allocation of ₹838 crore per year during 2009-14. The allocation has 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), ₹6,471 crore for Financial Year 2021-22 (672% more than the Average Annual Budget allocation of 2009-14) and ₹9,734 crore for Financial Year 2022-23 (which is 1062% more than the Average Annual Budget outlay of 2009-14). For FY 2023-24, highest ever budget outlay of ₹10,012 crore has been provided for these works, which is 1095% more than average annual budget allocation of 2009-14. (₹838 Crore/Year)

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, 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), which is finally worked out at the completion stage.

Various steps being taken by the Government 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.

During 2014-23, 1,583 km sections (384 Km New Line and 1,199 Km Doubling) falling fully/partly in the State of Odisha have been commissioned at an average rate 175.89 Km per year, which is 229% more than commissioning during 2009-14 (53.4 Km/year).
