

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1538
TO BE ANSWERED ON 31.07.2024**

INCOMPLETE/PENDING RAILWAY PROJECTS IN BUNDELKHAND

†1538. SHRI UJJWAL RAMAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that a number of railway projects are lying incomplete/pending for the last several years in many States of the country and if so, the details thereof;**
- (b) whether many projects in Bundelkhand are lying pending for years attributing to lack of funds due to which the work on incomplete projects is not gaining momentum and if so, the details thereof;**
- (c) whether the incomplete projects which are proposed to be completed include construction of under bridges at 11 crossings on Manikpur-Allahabad route, installation of colour light signals at five stations on the Banda-Manikpur route, construction of 18 underground road bridges on the Khairada-Ingohata route, reconstruction of the Hamirpur-Ghatampur bridge and raising of the railway track and if so, the details thereof; and**
- (d) the details of time period by which these incomplete/pending railway projects are likely to be completed?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING 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. 1538 BY SHRI UJJWAL RAMAN SINGH TO BE ANSWERED IN LOK SABHA ON 31.07.2024 REGARDING INCOMPLETE/PENDING RAILWAY PROJECTS IN BUNDELKHAND

(a) to (d): The Railway projects are sanctioned/executed Zonal Railway wise and not State-wise/ district wise/region wise as the Railways' projects may span across state boundaries.

As on 01.04.2024, across Indian Railways including Bundelkhand, 488 Railway Infrastructure projects (187 New Line, 40 Gauge Conversion and 261 Doubling) of total length 44,488 Km, costing approx. ₹7.44 lakh crore are in planning/approval/construction stage, out of which, 12,045 Km length has been commissioned and an expenditure of approx. ₹2.92 lakh crore has been incurred upto March, 2024.

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

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

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹11,527 crore/year	-
2024-25	₹68,634 crore	Nearly 6 times

-:2:-

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

Period	Total Length Commissioned	Average Length Commissioned	Increase w.r.t. average commissioning during 2009-14
2009-14	7,599 km	4.2 km/day	-
2014-24	31,180 km	8.54 km/day	More than 2 times

In 2023-24, 5,309 km sections have been commissioned across Indian Railways including Bundelkhand.

Moreover, in major projects passing through Bundelkhand region, sufficient budget allocation have been provided in FY 2024-25 also, such as Jhansi-Khairar-Manikpur-Bhimsen doubling (₹900 Crore), Jhansi-Mathura 3rd line (₹366 Crore) and Lalitpur-Singrauli new line (₹850 Crore). Colour Light Signaling is already provided in Banda-Manikpur section of Jhansi division.

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 of the project(s).

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of level crossing (LC) is a continuous and dynamic process of Indian Railways. Such works are taken up in phases on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc. There are 11 Nos. of Level Crossings (LCs) on Manikpur-Allahabad section and 18 Nos. of Level Crossings (LCs) on Jhansi-Khairar-Igohata section, out of which, 01 No. of Road Under Bridge (RUB) and 15 Nos. of ROB/ RUB have been completed in Manikpur-Allahabad and Jhansi-Khairar-Igohata section respectively. Remaining works are at various stages of planning, estimation & execution.

There is a well established system of inspection of railway bridges on Indian Railways. All the railway bridges are inspected twice a year, one before the onset of monsoon and one detailed inspection after the monsoon. In addition, certain railway bridges are also inspected more frequently depending upon their condition. Repair / strengthening / rehabilitation / rebuilding of railway bridges is undertaken whenever so warranted by their physical condition as ascertained during these inspections. All railway bridges are safe in the Hamirpur - Ghatampur section for train movement at permitted speed.
