

**TABLE 38 : IMPLEMENTATION OF CENTRAL SECTOR PROJECTS - STATUS  
(End-March)**

(Number of projects)

| Sector/Year               | 2001      | 2002      | 2003      | 2004      | 2005      | 2006      | 2007      | 2008      | 2009      | 2010      | 2011      | 2012      | 2013      | 2014      | 2015      | 2016      |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1                         | 2         | 3         | 4         | 5         | 6         | 7         | 8         | 9         | 10        | 11        | 12        | 13        | 14        | 15        | 16        | 17        |
| <b>1. Atomic energy</b>   | <b>1</b>  | <b>3</b>  | <b>4</b>  | <b>6</b>  | <b>6</b>  | <b>6</b>  | <b>5</b>  | <b>5</b>  | <b>5</b>  | <b>4</b>  | <b>3</b>  | <b>5</b>  | <b>4</b>  | <b>4</b>  | <b>4</b>  | <b>4</b>  |
| a) Ahead                  | 0         | 0         | 1         | 1         | 2         | 1         | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 1         | 3         | 2         | 5         | 4         | 4         | 3         | 0         | 2         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| c) Delayed                | 0         | 0         | 1         | 0         | 0         | 1         | 1         | 4         | 3         | 3         | 2         | 4         | 3         | 4         | 4         | 4         |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 1         | 1         | 1         | 0         | 0         | 0         |
| <b>2. Civil aviation</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>2</b>  | <b>3</b>  | <b>18</b> | <b>8</b>  | <b>5</b>  | <b>6</b>  | <b>8</b>  | <b>7</b>  | <b>4</b>  |
| a) Ahead                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 0         | 0         | 0         | 0         | 1         | 0         | 0         | 2         | 1         | 4         | 2         | 1         | 2         | 2         | 0         | 1         |
| c) Delayed                | 0         | 0         | 0         | 0         | 0         | 1         | 1         | 0         | 2         | 7         | 3         | 3         | 3         | 3         | 5         | 1         |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 7         | 3         | 1         | 1         | 3         | 2         | 2         |
| <b>3. Coal</b>            | <b>14</b> | <b>12</b> | <b>6</b>  | <b>6</b>  | <b>8</b>  | <b>10</b> | <b>21</b> | <b>23</b> | <b>35</b> | <b>44</b> | <b>45</b> | <b>50</b> | <b>51</b> | <b>56</b> | <b>73</b> | <b>88</b> |
| a) Ahead                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 4         | 0         | 0         | 0         | 0         | 0         | 2         |
| b) On Schedule            | 6         | 9         | 3         | 4         | 7         | 9         | 20        | 21        | 26        | 16        | 25        | 31        | 22        | 24        | 33        | 43        |
| c) Delayed                | 8         | 3         | 3         | 2         | 1         | 1         | 1         | 1         | 8         | 24        | 20        | 19        | 28        | 30        | 37        | 42        |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 0         | 1         | 2         | 3         | 1         |
| <b>4. Finance</b>         | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  |
| a) Ahead                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| c) Delayed                | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| <b>5. Fertilisers</b>     | <b>3</b>  | <b>2</b>  | <b>1</b>  | <b>1</b>  | <b>2</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>6</b>  | <b>6</b>  | <b>1</b>  | <b>0</b>  | <b>1</b>  | <b>1</b>  |
| a) Ahead                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 2         | 0         | 0         | 0         | 1         | 1         | 0         | 0         | 0         | 0         | 4         | 4         | 0         | 0         | 1         | 1         |
| c) Delayed                | 0         | 1         | 1         | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 1         | 2         | 1         | 0         | 0         | 0         |
| d) Without D.O.C.         | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 0         | 0         |
| <b>6. Mines</b>           | <b>3</b>  | <b>2</b>  | <b>2</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>3</b>  |
| a) Ahead                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 2         | 1         | 1         | 0         | 1         | 1         | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 3         |
| c) Delayed                | 1         | 1         | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 1         | 1         | 0         | 0         | 0         | 0         | 0         |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| <b>7. Steel</b>           | <b>1</b>  | <b>1</b>  | <b>2</b>  | <b>3</b>  | <b>7</b>  | <b>9</b>  | <b>12</b> | <b>21</b> | <b>28</b> | <b>29</b> | <b>13</b> | <b>16</b> | <b>17</b> | <b>20</b> | <b>25</b> | <b>33</b> |
| a) Ahead                  | 0         | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 0         | 0         | 1         | 2         | 5         | 5         | 6         | 13        | 14        | 3         | 0         | 5         | 2         | 5         | 8         | 13        |
| c) Delayed                | 1         | 1         | 1         | 1         | 1         | 4         | 6         | 7         | 14        | 20        | 7         | 10        | 15        | 13        | 17        | 15        |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 6         | 6         | 1         | 0         | 2         | 0         | 5         |
| <b>8. Petro-chemicals</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>1</b>  |
| a) Ahead                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| b) On Schedule            | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 0         |
| c) Delayed                | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 1         | 0         |
| d) Without D.O.C.         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 1         |
| <b>9. Petroleum</b>       | <b>27</b> | <b>30</b> | <b>23</b> | <b>29</b> | <b>28</b> | <b>24</b> | <b>31</b> | <b>34</b> | <b>48</b> | <b>78</b> | <b>77</b> | <b>61</b> | <b>67</b> | <b>76</b> | <b>72</b> | <b>68</b> |
| a) Ahead                  | 3         | 2         | 3         | 4         | 4         | 1         | 1         | 4         | 3         | 5         | 6         | 1         | 0         | 1         | 2         | 2         |
| b) On Schedule            | 19        | 22        | 10        | 13        | 11        | 9         | 5         | 9         | 19        | 29        | 29        | 17        | 20        | 17        | 19        | 21        |
| c) Delayed                | 1         | 4         | 8         | 12        | 13        | 13        | 24        | 20        | 26        | 41        | 32        | 38        | 39        | 50        | 43        | 38        |
| d) Without D.O.C.         | 4         | 2         | 2         | 0         | 0         | 1         | 1         | 1         | 0         | 3         | 10        | 5         | 8         | 8         | 8         | 7         |

(Continued)

**TABLE 38 : IMPLEMENTATION OF CENTRAL SECTOR PROJECTS - STATUS  
(End-March) (Concl'd.)**

| Sector                                 | (Number of projects) |            |            |            |            |            |            |            |            |            |            |            |            |            |            |             |
|----------------------------------------|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
|                                        | 2001                 | 2002       | 2003       | 2004       | 2005       | 2006       | 2007       | 2008       | 2009       | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016        |
| 1                                      | 2                    | 3          | 4          | 5          | 6          | 7          | 8          | 9          | 10         | 11         | 12         | 13         | 14         | 15         | 16         | 17          |
| <b>10. Power</b>                       | <b>25</b>            | <b>32</b>  | <b>35</b>  | <b>41</b>  | <b>44</b>  | <b>56</b>  | <b>57</b>  | <b>57</b>  | <b>62</b>  | <b>77</b>  | <b>81</b>  | <b>101</b> | <b>101</b> | <b>96</b>  | <b>105</b> | <b>111</b>  |
| a) Ahead                               | 0                    | 1          | 2          | 3          | 8          | 4          | 1          | 2          | 0          | 0          | 2          | 1          | 1          | 2          | 1          | 1           |
| b) On Schedule                         | 13                   | 19         | 22         | 26         | 21         | 32         | 42         | 25         | 32         | 42         | 35         | 49         | 44         | 36         | 38         | 43          |
| c) Delayed                             | 11                   | 12         | 11         | 12         | 15         | 20         | 12         | 28         | 28         | 33         | 43         | 50         | 53         | 44         | 63         | 64          |
| d) Without D.O.C.                      | 1                    | 0          | 0          | 0          | 0          | 0          | 2          | 2          | 2          | 2          | 1          | 1          | 3          | 14         | 3          | 3           |
| <b>11. Railways</b>                    | <b>85</b>            | <b>93</b>  | <b>87</b>  | <b>103</b> | <b>130</b> | <b>134</b> | <b>139</b> | <b>138</b> | <b>145</b> | <b>155</b> | <b>138</b> | <b>131</b> | <b>124</b> | <b>282</b> | <b>288</b> | <b>298</b>  |
| a) Ahead                               | 2                    | 1          | 0          | 0          | 0          | 0          | 1          | 0          | 1          | 5          | 2          | 2          | 0          | 0          | 0          | 0           |
| b) On Schedule                         | 5                    | 6          | 5          | 6          | 5          | 7          | 4          | 4          | 10         | 11         | 23         | 25         | 8          | 15         | 11         | 5           |
| c) Delayed                             | 25                   | 20         | 24         | 28         | 23         | 19         | 19         | 22         | 44         | 53         | 28         | 34         | 41         | 37         | 35         | 31          |
| d) Without D.O.C.                      | 53                   | 66         | 58         | 69         | 102        | 108        | 115        | 112        | 90         | 86         | 85         | 70         | 75         | 230        | 242        | 262         |
| <b>12. Surface transport</b>           | <b>22</b>            | <b>12</b>  | <b>100</b> | <b>90</b>  | <b>71</b>  | <b>122</b> | <b>190</b> | <b>204</b> | <b>186</b> | <b>174</b> | <b>145</b> | <b>157</b> | <b>168</b> | <b>151</b> | <b>140</b> | <b>422</b>  |
| a) Ahead                               | 0                    | 0          | 26         | 20         | 1          | 0          | 2          | 9          | 3          | 4          | 1          | 0          | 2          | 0          | 0          | 0           |
| b) On Schedule                         | 6                    | 6          | 30         | 13         | 6          | 43         | 97         | 59         | 39         | 22         | 28         | 49         | 56         | 31         | 5          | 119         |
| c) Delayed                             | 16                   | 6          | 44         | 53         | 62         | 65         | 82         | 131        | 139        | 143        | 114        | 93         | 95         | 23         | 104        | 128         |
| d) Without D.O.C.                      | 0                    | 0          | 0          | 4          | 2          | 14         | 9          | 5          | 5          | 5          | 2          | 15         | 15         | 97         | 31         | 175         |
| <b>13. Telecommunication</b>           | <b>2</b>             | <b>0</b>   | <b>1</b>   | <b>2</b>   | <b>25</b>  | <b>28</b>  | <b>31</b>  | <b>26</b>  | <b>34</b>  | <b>40</b>  | <b>41</b>  | <b>16</b>  | <b>13</b>  | <b>10</b>  | <b>4</b>   | <b>2</b>    |
| a) Ahead                               | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| b) On Schedule                         | 1                    | 0          | 1          | 1          | 3          | 2          | 0          | 0          | 6          | 0          | 1          | 0          | 0          | 0          | 1          | 0           |
| c) Delayed                             | 1                    | 0          | 0          | 1          | 5          | 21         | 23         | 18         | 22         | 35         | 12         | 9          | 5          | 4          | 2          | 2           |
| d) Without D.O.C.                      | 0                    | 0          | 0          | 0          | 17         | 5          | 8          | 8          | 6          | 5          | 28         | 7          | 8          | 6          | 1          | 0           |
| <b>14. Health &amp; family welfare</b> | <b>2</b>             | <b>2</b>   | <b>2</b>   | <b>2</b>   | <b>2</b>   | <b>2</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>9</b>    |
| a) Ahead                               | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| b) On Schedule                         | 2                    | 2          | 2          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4           |
| c) Delayed                             | 0                    | 0          | 0          | 0          | 2          | 2          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4           |
| d) Without D.O.C.                      | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 1           |
| <b>15. Urban development</b>           | <b>0</b>             | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>3</b>   | <b>9</b>   | <b>3</b>   | <b>4</b>   | <b>4</b>   | <b>5</b>   | <b>30</b>  | <b>31</b>   |
| a) Ahead                               | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1           |
| b) On Schedule                         | 0                    | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 2          | 1          | 0          | 2          | 2          | 2          | 6          | 5           |
| c) Delayed                             | 0                    | 1          | 1          | 1          | 1          | 1          | 0          | 0          | 1          | 5          | 2          | 1          | 1          | 1          | 17         | 13          |
| d) Without D.O.C.                      | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 1          | 1          | 1          | 2          | 7          | 12          |
| <b>16. Others</b>                      | <b>1</b>             | <b>0</b>   | <b>0</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>1</b>   | <b>0</b>   | <b>1</b>    |
| a) Ahead                               | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| b) On Schedule                         | 1                    | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0           |
| c) Delayed                             | 0                    | 0          | 0          | 0          | 1          | 1          | 1          | 1          | 1          | 1          | 1          | 1          | 0          | 0          | 0          | 1           |
| d) Without D.O.C.                      | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 0          | 0           |
| <b>Total</b>                           | <b>187</b>           | <b>190</b> | <b>264</b> | <b>286</b> | <b>327</b> | <b>396</b> | <b>491</b> | <b>514</b> | <b>552</b> | <b>631</b> | <b>562</b> | <b>554</b> | <b>558</b> | <b>710</b> | <b>751</b> | <b>1076</b> |
| a) Ahead                               | 5                    | 4          | 32         | 28         | 16         | 6          | 6          | 16         | 8          | 19         | 11         | 4          | 3          | 3          | 3          | 6           |
| b) On Schedule                         | 58                   | 68         | 77         | 73         | 65         | 113        | 179        | 135        | 151        | 128        | 147        | 184        | 156        | 132        | 123        | 258         |
| c) Delayed                             | 65                   | 49         | 95         | 112        | 125        | 149        | 171        | 232        | 288        | 366        | 266        | 264        | 285        | 209        | 328        | 343         |
| d) Without D.O.C.                      | 59                   | 69         | 60         | 73         | 121        | 128        | 135        | 131        | 105        | 118        | 138        | 102        | 114        | 366        | 297        | 469         |

**Notes :**

1. D.O.C. stands for Date of Commissioning.
2. For some delayed projects, information about the delay is not available, but they have date of commissioning.
3. Data relate to central sector projects costing ₹ 1 billion and above up to 2010. From 2011 onwards data pertain to projects costing ₹ 1.5 billion and above.
4. Delay is considered with reference to anticipated date of commissioning up to 2010. From 2011 onwards project is considered with reference to the original schedule of the projects..

**Source :** Ministry of Statistics and Programme Implementation, Government of India.