GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2832
ANSWERED ON 19.03.2021

CONSTRUCTION OF BROAD GAUGE LINE UPTO SARAYAGARH

2832 # SHRI RAM NATH THAKUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the construction of broad gauge line upto Sarayagarh via Sakri-Jhanjharpur-Nirmali was started in the year 2004;

(b) the reasons for its slow pace;

(c) the reasons for non-completion of the said railway line which has been under construction for about sixteen years; and

(d) whether Government is taking cognisance of the helplessness of the public, if so, the timeline by which the said work of the broad gauge line would be completed?

ANSWER

MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION

(SHRI PIYUSH GOYAL)

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

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2832 BY SHRI RAM NATH THAKUR ANSWERED IN RAJYA SABHA ON 19.03.2021 REGARDING CONSTRUCTION OF BROAD GAUGE LINE UPTO SARAYAGARH

(a) to (d): Construction of Sakri-Jhanjharpur-Nirmali-Sarayagarh rail line section involves 02 Railway Projects namely (i) Kosi Bridge including Nirmali – Sarayagarh new line (22 Km) project sanctioned in 2002-03 and (ii) Sakri-Nirmali & Saharsa – Forbesganj (206 Km) Gauge Conversion (GC) project sanctioned in 2004-05. Latest anticipated cost of the projects is ₹516 crore and ₹1471 crore respectively. Works on both the projects have been taken up.

So far, Gauge Conversion of Sakri – Jhanjharpur (20 Km), Saharsa-Sarayagarh-Raghopur (63 Km) sections of Sakri-Nirmali & Saharsa – Forbesganj (206 Km) Gauge Conversion (GC) project and Sarayagarh – Asanpur Kupha (13 Km) section including Kosi Bridge of Nirmali – Sarayagarh new line project has been completed and commissioned. Work has been taken up in balance sections of these projects.

Funds made available to the Gauge Conversion project upto 2014 were not adequate, which adversely affected the progress of the project. However, enhanced funding and push was given to the project from 2014-15 onwards.

Completion of the project depends on various factors like geological and topographical conditions of area, number of working months in a year due to climatic conditions, encountering unforeseen conditions like, flooding. All these factors affect the completion time of the project. As such, no confirmed timeline of completion of the project can be ascertained at this stage.

Average annual Budget allocation for infrastructure and safety works, falling fully/ partly in the State of Bihar during 2014-19, has increased to ₹3,061 crore per year from ₹1,132 crore per year during 2009-14, which is 170% more than average annual budget outlay of 2009-14 and budget outlay of ₹4,489 crore was provided to these projects for financial year 2020-21 which is 297% more than average annual budget outlay of 2009-14. For financial year 2021-22, highest-ever budget outlay of ₹5150 crore has been proposed for these works, which is 355% more than average annual budget outlay of 2009-14.

During 2014-19, 695 Km length (240 Km New Lines, 280 Km Gauge Conversion and 175 Km Doubling) falling fully/partly in the State of Bihar have been commissioned, which is 119% more than the commissioning during 2009-14 (318 Km). During 2019-20, 231 Km length (64 Km New Lines, 45 Km Gauge Conversion and 122 Km Doubling) has been commissioned, which is 263% more than average annual commissioning during 2009-14 (63.6 Km/year).

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