

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2555
TO BE ANSWERED ON 03.01.2018**

RAIL PROJECTS IN JHARKHAND

**†2555. SHRI VIJAY KUMAR HANSDAK:
SHRI RAM TAHAL CHOUDHARY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the number and details of rail projects underway in the State of Jharkhand at present, project-wise and zone-wise;**
- (b) the number and details of those projects which are lagging behind their schedule, project-wise;**
- (c) the cost overrun due to delay in completion of such projects, project-wise along with the details thereof; and**
- (d) the steps taken for timely completion of these projects?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(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. 2555 BY SHRI VIJAY KUMAR HANSDAK AND SHRI RAM TAHAL CHOUDHARY TO BE ANSWERED IN LOK SABHA ON 03.01.2018 REGARDING RAIL PROJECTS IN JHARKHAND.

(a): At present, 12 new line and 18 doubling projects falling fully/partly in Jharkhand have been taken up, details of which are as under:-

(₹ in crore)					
S. No	Project	Railway Zone	Latest Anticipated cost	Exp. Upto Mar'17	Outlay 2017-18
Details of Railway projects falling fully/partly in the State of Jharkhand					
New Lines					
1	Barwadih-Chirmiri	SECR*	1147	0.1	05
2	Gaya-Bodhgaya-Chatra, Gaya-Natesar (Nalanda) (97 km)	ECR*	4543	15	15
3	Gaya-Daltonganj via Rafiganj (136 km)	ECR	2860	02	05
4	Hansdiha-Godda (30 km)	ER*	550	349	450
5	Koderma-Tilaiya (68 km)	ECR	468	351	155
6	Deoghar-Sultanganj including Banka-Barahat and Banka-Bhitiah Road (147 km)	ER	749	619	01
7	Koderma-Giridih(102 km)	ECR	926	653	30
8	Koderma-Ranchi (203 km)	ECR	3132	2259	300
9	Rampurhat-Mandarhill via Dumka (130 km) with new Material Modification for Rampurhat-Murarai (29.48 km)- 3rd line	ER	1132	1120	27
10	Pirpainti-Jasidih (97 km)	ER	916	150	378
11	Chitra-Basukinath (37 km)#	ECR	859	02	50
12	Godda-Pakur (80 km)#	ECR	1723	02	50
Doublings					
1	Bondamunda-Ranchi (159 km)	SER*	1724	206	160
2	Chakradharpur-Goilkera 3rd line (34 km)	SER	355	78	50
3	Danea-Ranchi Road (25 km)	ECR	324	102	75
4	Patratu-Sonnagar 3rd line (277 km)	ECR	3406	225	70
5	Dongaposi-Rajkharwan 3rd line (75 km)	SER	583	405	60
6	Garhwa Road-Ramna (32 km)	ECR	348	106	100
7	Jarangdih-Danea Patch (29 km)	ECR	332	74	75
8	Kharagpur-Adityapur 3rd line	SER	1312	11	80
9	Manoharpur-Bondamunda 3rd line(30 km)	SER	365	95	60

10	Rajkharswan-Chakradharpur 3rd Line (20 km)	SER	181	111	50
11	Mohishila-Kali Pahari link doubling with one addl loop line at Mohana (5km)	SER	43	08	27
12	Ramna-Singrauli (160 km)	ECR	2436	150	25
13	Ranchi Road-Patratu section patch doubling (31 km)	ECR	348	25	25
14	Sini-Adityapur 3rd line (22 km)	SER	208	202	08
15	Tinpahar- Sahibganj as PH-1 of doubling of Tinpahar-Bhagalpur (38 km)	ER	183	247	03
16	Goelkera-Manoharpur 3rd line (Chakradharpur-Bondamunda section) (40km)	SER	397	259	60
17	Garwa Road-Rail over rail (10 km)	ECR	263	00	01
18	Gomoh-Flyover for down trains (15 km)#	ECR	95	00	05

Included in Budget subject to approval of Government.

*SECR – South East Central Railway; ECR – East Central Railway; SER – South Eastern Railway.

(b) to (d): Every railway project requires a number of clearances from various Ministries and Departments of State/Central Governments. These, inter-alia, include clearances inherent to land acquisition, forestry clearance and permission for crossing from departments like National Highway Authority of India, Public Works Department, Irrigation canals etc; and also clearances of Archaeological Survey of India if the alignment passes in vicinity of a protected monument, local bodies for projects passing through urban areas, etc which are part of project execution. Process of seeking the approvals/clearances causes. As a result, most of the ongoing projects are facing cost overruns. In addition, as per the prevailing system, funds are allocated on yearly basis based on the Gross Budgetary Support from Ministry of Finance & internal generation. In view of the uncertainty with regard to funding, no timeframe for completion of projects can be fixed. Therefore, magnitude of cost overruns cannot be quantified.

To expedite completion of projects, Railways have arranged additional funds by way of loan from LIC for funding throughput enhancement projects and regular coordination meetings are held with Ministries/Department/State Government Authorities to expedite above-mentioned clearances. Other measures taken to expedite completion are prioritization of projects, delegation of powers at field level, inviting the State Governments to participate with Railways for resource mobilization for projects, etc.
