

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.3655
TO BE ANSWERED ON 22.03.2023**

LIFESPAN OF RAILWAY BRIDGE

†3655. SHRI GUMAN SINGH DAMOR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the Amrit Bharat Station Scheme and the works proposed to be executed under the said scheme;**
- (b) the average design life of a railway bridge;**
- (c) the number of such bridges in the country which have completed twice the years of its design life;**
- (d) whether new bridges are proposed to be constructed in place of such bridges and if so, the details thereof;**
- (e) the number of level crossings between Dahod and Ratlam Stations under the Western Railway; and**
- (f) the time by which railway overbridges are proposed to be constructed in lieu thereof?**

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.3655 BY SHRI GUMAN SINGH DAMOR TO BE ANSWERED IN LOK SABHA ON 22.03.2023 REGARDING LIFESPAN OF RAILWAY BRIDGE

(a) The Amrit Bharat Station Scheme has recently been launched by Ministry of Railways for development of Railway Stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

The scheme involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, 'Roof Plazas' as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

1275 stations have been selected based on the proposals received from Zonal Railways, stations located in major cities and towns.

(b) to (d) Design life of Railway bridges depends upon design discharge, location of bridge, type of material used etc. and generally varies from 50 to 100 years or more. There are number of Railway bridges of varying ages on Indian Railways. The age of the bridge does not have any direct relevance on the physical condition of the bridge.

Safety of Bridges across the country is accorded high priority by Indian Railways. Railways follow a well established system of inspection of each bridge twice a year, once before the onset of monsoon and once after monsoon by the designated officials.

Each year, bridges are identified for Repair/ Rebuilding/Rehabilitation/Strengthening, based on priority of repair depending on their physical condition and functionality assessed during these inspections, which is an ongoing process.

(e) and (f) There are 07 Nos. of Level Crossings (LCs) between Dahod and Ratlam stations. ROB works are sanctioned on cost sharing basis with State Govt. in lieu of 6 LCs and RUB work is sanctioned in lieu of 1 LC. Completion of ROB/RUB works depends on various factors like cooperation of State Governments in consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, etc. All these factors affect the completion time of the projects / works. Therefore, it is not feasible to indicate definite timeline for completion of above ROB/RUB works.
