

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.4020  
TO BE ANSWERED ON 18.03.2020**

**SURVEY OF RAILWAY LINES IN ODISHA**

**†4020. SHRI BASANTA KUMAR PANDA:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether a survey has been conducted last year in Odisha to introduce a new railway line from Bargarh to Nuapada, Nuapada to Bolangir and Kantabaaji to Junagarh;**
- (b) if so, whether the work on the said project has been started or likely to be started in the near future;**
- (c) if so, the details thereof; and**
- (d) if not, the reasons therefor?**

**ANSWER**

**MINISTER OF RAILWAYS AND COMMERCE & INDUSTRY**

**(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. 4020 BY SHRI BASANTA KUMAR PANDA TO BE ANSWERED IN LOK SABHA ON 18.03.2020 REGARDING SURVEY OF RAILWAY LINES IN ODISHA**

**(a) to (d): Survey for a new line between Bargarh and Naupada (136 km) has been completed in 2018-19. Traffic Study and Financial Appraisal for the new line between Bargarh Road to Naupada was done by Odisha Rail Infrastructure Development Limited (ORIDL), a Joint Venture (JV) company of State Government of Odisha and Ministry of Railways. This report was examined by Railway Board and was not found to be financially viable. To improve the Financial viability, Government of Odisha has been requested to bear the entire cost of land and Rehabilitation and Resettlement cost (RR cost).**

**Survey for a new line between Bolangir and Naupada (100 km) was completed in 2014 and the cost of the project was assessed at ₹787.34 crore. Project could not be taken forward being financially unviable.**

**Junagarh is already connected with Kantabanji via Lanjigarh. No survey has been done for direct line between Kantabanji to Junagarh.**

**At present, 36 Projects, costing ₹49,984 crore for 4,567 km length, falling fully/partly in the State of Odisha are under different stages of planning/approval/execution, out of which 664 km length has been commissioned. This includes:**

**10 New Line Projects, covering a length of 1,269 km at a cost of ₹16,598 crore, out of which, 80 km length has been commissioned and an expenditure of ₹4,260 crore has been incurred upto March 2019.**

**1 Gauge Conversion (GC) project, covering a length of 140 km at a cost of ₹1349 crore, out of which, 90 km length has been commissioned and an expenditure of ₹191 crore has been incurred upto March 2019.**

**25 Doubling Projects, covering a length of 3,159 km at a cost of ₹32,037 crore, out of which, 494 km length has been commissioned and an expenditure of ₹8,246 crore has been incurred upto March 2019.**

**BUDGET ALLOCATION (FOR THE PROJECTS FALLING FULLY/PARTLY IN THE STATE OF ODISHA):**

**Average annual Budget allocation for the projects, falling fully/partly in the State of Odisha for Infrastructure projects & safety works, during 2014-19 has increased to ₹4,126 crore per year, from ₹838 crore per year (during 2009-14). Thus, the average annual budget allocation during 2014-19 is 392% more than average annual budget allocation during 2009-14.**

**Total allocation of Budget for Infrastructure projects & safety works, falling fully/partly in the State of Odisha, in 2019-20 is ₹4,568 crore, which is 445% more than average annual budget allocation during 2009-14, (₹838 crore).**

**COMMISSIONING OF PROJECTS (FALLING FULLY/PARTLY IN THE STATE OF ODISHA):**

**During 2009-14, 267 km (56 km of New line, 83 km of Gauge conversion and 128 km of Doubling) projects, falling fully/partly in the State of Odisha, have been commissioned at an average rate of 53 km per year.**

**During 2014-19, 588 km (136 km of New line and 452 km of Doubling) projects, falling fully/partly in the State of Odisha, have been commissioned at an average rate of 118 km per year, which is 120% more than commissioning achieved during 2009-14.**

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