

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 116
TO BE ANSWERED ON 02.02.2022**

CONSTRUCTION OF NEW RAILWAY LINE BETWEEN GAYA-DALTONGANJ

116. SHRI VISHNU DAYAL RAM:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways is aware about the fact that the project related to the construction of a new railway line Gaya-Sherghati-Imamganj-Daltonganj is still pending;**
- (b) if so, the timeline for completion of the project;**
- (c) whether the Railways is aware about the fact that the project related to the construction of a new railway line upto Chirimiri-Ambikapur is still pending; and**
- (d) if so, the details thereof and the time by which the said project is likely to be completed?**

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(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. 116 BY SHRI VISHNU DAYAL RAM TO BE ANSWERED IN LOK SABHA ON 02.02.2022 REGARDING CONSTRUCTION OF NEW RAILWAY LINE BETWEEN GAYA-DALTONGANJ

(a) and (b) : Gaya-Daltonganj via Rafiganj (136.88 Km) new rail line project was included in Budget in the year 2008-09. Anticipated cost of the project is ₹ 2,860.55 crore. Final Location Survey has been taken up.

Railway has reviewed all the projects based on last mile connectivity, missing links, traffic potential on the project, capacity enhancement, availability of land, forest/wild-life clearance etc. and based on the review, Railway projects have been prioritized. Presently, Railway's focus is on completion of capacity enhancement projects and last mile connectivity projects. As such, no confirmed timeline can be given for completion of this project.

Since 2014, there has been substantial increase in Budget allocation and commensurate commissioning of projects. Average Annual Budget allocation for Infrastructure projects & safety works, falling fully/ partly in State of Bihar, during 2014-19 has been enhanced to ₹ 3,061 crore per year from ₹ 1,132 crore per year during 2009-14, which is 170% more than Average Annual Budget allocation during 2009-14. These allocations have been increased to ₹ 4,093 crore in Financial Year 2019-20 (262% more than the Average Annual Budget allocation of 2009-14) and ₹ 4,489 crore in Financial Year 2020-21 (297% more than the Average Annual Budget allocation of 2009-14). For Financial Year 2021-22, highest ever budget outlay of ₹ 5,560 crore {Original Budget Outlay (BE) ₹ 5150 crore and additional allotment ₹ 410 crore} has been provided for these projects, which is 391% more than the Average Annual Budget Outlay of 2009-14 (₹ 1,132 crore per year).

During 2014-21, 968 Km length (317 Km New Lines, 345 Km Gauge Conversion and 306 Km Doubling) falling fully/partly in the State of Bihar has been commissioned at an average rate of 138.29 Km per year, which is 117% more than the commissioning during 2009-14 (63.6 Km per year).

Similarly, average annual Budget allocation for infrastructure and safety works, falling fully/partly in State of Jharkhand during 2014-19, has been enhanced to ₹ 2,089 crore per year from ₹ 457 crore per year during 2009-14, which is 357% more than average annual budget outlay of 2009-14. Budget outlay for these projects has been increased to ₹ 2,493 crore for Financial Year 2019-20 (446% more than average annual outlay of 2009-14) and ₹ 3,221 crore for Financial Year 2020-21 (605% more than average annual budget outlay of 2009-14). For Financial Year 2021-22, highest-ever budget outlay of ₹ 4,182 crore (Original Budget Estimate (BE) ₹ 4079 crore and Additional outlay ₹ 103 crore) has been provided for these projects, which is 815% more than average annual budget outlay of 2009-14.

During 2014-21, 863 Km sections (433 Km New Lines and 430 Km Doubling) falling fully/partly in the State of Jharkhand has been commissioned at an average rate of 123.29 Km per year, which is 115% more than the average annual commissioning during 2009-14 (57.4 Km per year).

(c) and (d): Updating survey for new line between Barwadih-Chirmiri (Ambikapur) (182 Km) was conducted in year 2010-2011. The then Planning Commission was requested (March, 2012) to accord 'In Principle' approval to the work of new line between Barwadih and Ambikapur (182 Km) at a cost of ₹ 1104.50 crore. Planning Commission has accorded (June 2012) 'In Principle' approval to the aforesaid project with the condition that the Railway gets land free of cost from concerned State Govt. and approach Coal India, which has huge investible surplus, with the request to jointly develop this project as a joint venture. Accordingly, State Government of

Chhattisgarh, Jharkhand and Coal India Ltd were requested in May 2013 to provide land free of cost and develop this project jointly. At that time, neither State Governments of Chhattisgarh and Jharkhand nor Coal India Ltd. responded. As such project could not be taken forward.

Now, Chattisgarh Railway Corporation Ltd, (CRCL) a Joint Venture Company of Government of Chattisgarh and Ministry of Railways has identified this project for assessment of economic viability and feasibility of Barwadih-Ambikapur (182 Km) new line. State Government of Chhattisgarh has requested M/s South Eastern Coalfields Limited (SECL) for investment in this project. Accordingly, Ministry of Railway, has also requested Ministry of Coal to consider proposal of State Government.

Since 2014, there is substantial increase in budget allocation for infrastructure projects and commensurate commissioning Average Budget allocation for Infrastructure projects & safety works, falling fully/ partly in State of Chhattisgarh, during 2014-19 has been enhanced to ₹2,274 crore per year from ₹311 crore per year (during 2009-14) which is 631% more than average annual budget outlay during 2009-14 (₹311 crore per year). Total Budget allocation for these projects in 2019-20 has been ₹3,269 crore (951% more than average annual budget outlay of 2009-14, and ₹3874 crore for Financial Year 2020-21(1146% more than average annual budget outlay of 2009-14).

For Financial Year 2021-22, ₹3,730 crore has been provided for these works which is 1099% more than the average annual budget outlay of 2009-14 (₹311 crore per year).

Since 2014-21, 637 Km sections (132 km of New line and 505 km of Doubling) falling fully/partly in Chhattisgarh have been commissioned at an average rate 91 km per year, which is 1322% more than commissioning during 2009-14 (6.4 Km per year).