

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3418
TO BE ANSWERED ON 23.03.2022**

THIRD LINE BETWEEN CHHAPRA AND KACHERI

3418. DR. ALOK KUMAR SUMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the commissioning of third line between Chhapra Kacheri (CI) and Chhapra (CPR) of 3 kms. is pending since long and causing congestion at Chhapra despite repeated requests to complete it;**
- (b) if so, the details thereof along with the reasons for delay and the time stipulated to complete the said work;**
- (c) whether the private bus operators have developed nexus with the officials of Railways to keep it pending so as to earn more profit by running private buses;**
- (d) if so, whether the Ministry is likely to fix the responsibility on the construction department for delaying the said work;**
- (e) if so, the details of requests/representations received and action initiated in this regard; and**
- (f) whether non execution of this work on time has led to cost escalation of the project and if so, the details 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. 3418 BY DR. ALOK KUMAR SUMAN TO BE ANSWERED IN LOK SABHA ON 23.03.2022 REGARDING THIRD LINE BETWEEN CHHAPRA AND KACHERI

(a) to (f): Chhapra Kacheri will be connected with Chhapra Junction, once the Yard Remodeling of Chhapra i.e. works related to 2nd entry to Chhapra and doubling of Chhapra Balia are completed, which are in advance stage of completion. Hence, there is no intentional delay on the part of Railway or any nexus of Railway's officials with private bus operators.

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).