

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 126
TO BE ANSWERED ON 31.07.2024**

CONSTRUCTION OF UNDERBRIDGES AND OVERBRIDGES

†*126 SMT. SANDHYA RAY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of various developmental works related to railways carried out in Madhya Pradesh including Bhind and Datia districts during the last ten years;**
- (b) the status of construction work of underbridges and overbridges in the said districts;**
- (c) the total amount of funds allocated for the said work along with the time schedule fixed for its completion;**
- (d) whether there is any delay in the said construction work and if so, the reasons therefor; and**
- (e) the status of work of the Amrit Bharat Railway Station in Datia district along with the time schedule fixed for the completion thereof including the total amount of funds allocated for the said work?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 126 BY SMT. SANDHYA RAY TO BE ANSWERED IN LOK SABHA ON 31.07.2024 REGARDING CONSTRUCTION OF UNDERBRIDGES AND OVERBRIDGES

(a) to (e): Railway projects/surveys are not sanctioned State-wise/District-wise/Region-wise/Constituency-wise, but sanctioned Zone wise as Indian Railways' projects may span across State boundaries/Parliamentary Constituencies.

As on 01.04.2024, 28 Railway projects (08 new lines, 02 gauge conversion and 18 doubling), costing ₹ 81,797 crore for 5,345 km length, falling fully/partly in Madhya Pradesh including Bhind and Datia districts are under different stages of planning/approval/execution. Out of which, 1,952 km length has been commissioned and an expenditure of ₹ 36,898 crore has been incurred upto March 2024. These include:

- 08 New Line Projects covering total length of 1,962 km at a cost of ₹ 38,643 crore, out of which 468 km length has been commissioned and an expenditure of ₹ 11,091 crore has been incurred upto March 2024.**
- 02 Gauge Conversion Projects covering total length of 809 km at a cost of ₹ 9,297 crore, out of which 380 km length has been commissioned and an expenditure of ₹ 5,220 crore has been incurred upto March 2024.**
- 18 Doubling Projects covering total length of 2,574 km at a cost of ₹ 33,857 crore, out of which 1,104 km length has been commissioned and an expenditure of ₹ 20,587 crore has been incurred upto March 2024.**

Presently, 53 Nos. of Surveys (15 New Line and 38 Doubling) falling fully/partly in the State of Madhya Pradesh including Bhind and Datia districts having a total length of 5,064 Km have been taken up under PM Gati Shakti National Master Plan (NMP) for the development of

multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency and remove gaps for seamless movement of people, goods and services, connectivity to industrial clusters, ports, mines, power plants, agricultural zones including tourist and cultural places.

Sanctioning of Railway projects is continuous and dynamic process of Indian Railways. Railway infrastructure projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, connecting to unconnected towns and cities, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

The details of Railway projects including allotment of funds and expenditure, project-wise and Zonal Railway wise are made available in public domain on Indian Railways website.

However, in the state of Madhya Pradesh including Datia and Bhind district, Jhansi – Mathura 3rd line of 274 Km, costing ₹ 5190 crore and Jhansi – Manikpur doubling of 431 Km, costing ₹ 4330 crore have been taken up. New line from Tikamgarh to Mawai and Guna – Etawah rail line have been commissioned. Further, Final Location Survey of Mahoba to Bhind new line via Orai and Rath has been sanctioned.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects falling fully/partly in State of Madhya Pradesh including Bhind and Datia districts. Average annual Budget allocation for infrastructure projects and safety works and commensurate commissioning, falling fully/partly in the state of Madhya Pradesh including Bhind and Datia districts are as under:-

Budget allocation:

| Period | Average Outlay | Increase w.r.t. average allocation of 2009-14 |
|----------------|-------------------------|--|
| 2009-14 | ₹ 632 crore/year | - |
| 2023-24 | ₹ 13,607 crore | 21.5 times |
| 2024-25 | ₹ 14,738 crore | 23 times |

Commissioning:

| Period | Average Commissioning | Increase w.r.t. commissioning in 2009-14 |
|----------------|--------------------------------|---|
| 2009-14 | 145 Km (29 km/year) | - |
| 2014-24 | 2249 Km (224.9 km/year) | More than 7.5 times |

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Railway acquires the land through State Government. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land acquisition Authority.

Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site etc. All these factors affect the completion time of the project/s.

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are taken up on the basis of its

impact on safety in train operations, mobility of trains & impact for road users and feasibility, availability of funds etc.

During the period from 2014-24, total 1062 Nos. Road Over Bridges (ROBs)/Road Under Bridges (RUBs) were constructed in the State of Madhya Pradesh including 01 No. ROB & 03 Nos. RUB in Datia and 04 Nos. ROB in Bhind District respectively.

Fund of ₹ 692 Cr. has been allocated in the year 2024-25 for sanctioned works of ROBs/RUBs in Madhya Pradesh including fund of ₹ 9.91 Cr. for 04 Nos. works of ROBs/RUBs in Datia District and ₹ 15.6 Cr. for 04 Nos. works of ROB in Bhind District.

Presently, 442 Nos. of ROBs/RUBs are sanctioned in the State of Madhya Pradesh which include 04 Nos. of ROB/RUB works at the cost of ₹ 57.48 Cr. in Datia district and 04 Nos. ROBs works at a cost of ₹ 177.53 Cr. in Bhind districts. All the ROB/RUB works in Datia and Bhind district are being executed by the Railway at its own cost. The details of ROBs/RUBs in Datia and Bhind district are tabulated as under:

| S. N. | LC No. | Location / Section | ROB /RUB | Remarks |
|--------------|---------------|---------------------------|-----------------|--|
| 1 | 351 | Basai Yard | ROB | General arrangement drawing (GAD) has been approved. Tender has been finalized. |
| 2 | 377 | Chirula – Datia | RUB | GAD has been approved. Tender has been finalized. |
| 3 | 388 | Sonagir-Kotra | RUB | GAD has been approved. Tender has been finalized. |
| 4 | 389 | Sonagir-Kotra | RUB | GAD has been approved. Tender has been finalized Excavation of Thrust bed completed |

| | | | | |
|----------|-----------|-----------------------|------------|--|
| 5 | 50 | Bhind Yard | ROB | GAD has been approved. Tender has been finalized. Work of Diversion of Road is in progress. |
| 6 | 28 | Malanpur-Gohad | ROB | GAD has been approved. Tender has been finalized. Design of Test pile has been prepared |
| 7 | 33 | Gohad Yard | ROB | GAD has been approved. Tender has been finalized. Design of Test pile has been prepared |
| 8 | 40 | Soni Yard | ROB | GAD is under approval. |

Completion of any ROB/RUB work depends on various factors like cooperation of State Governments for consent of 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, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works. Therefore, it is quite difficult to fix definite timelines for completion of ROBs/RUBs.

Ministry of Railways has recently launched Amrit Bharat Station scheme. This scheme envisages development of stations on a continuous basis with a long-term approach. So far 1324 station have been identified under this scheme, out of which 80 stations including Bhind and Datia Railway stations in the state of Madhya Pradesh are identified for development under this scheme. At Bhind and Datia railway stations, tenders have been awarded and various developmental works like improvements of buildings, platforms, circulating area etc. have been taken up.

The details of allocation for development and maintenance of stations are maintained zonal Railway-wise and not state-wise or station-wise or work-wise. Development of stations and provision of Passenger amenities including Amrit Bharat Station Scheme are generally funded under Plan Head – 53 ‘Customer Amenities’. Bhind and Datia Railway stations falls under the jurisdiction of North Central Railway. During the year 2024-25, a total ₹ 788.71 crore has been allocated for North Central Railway.

Development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables etc.,) infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.
