

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**LOK SABHA**  
**UNSTARRED QUESTION NO. 3015**  
ANSWERED ON 13.12.2024

**IPRCL'S FEASIBILITY STUDY FOR NEW RAIL ROUTE**

3015. SHRI DUSHYANT SINGH:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

**पत्तन, पोत परिवहन और जलमार्ग मंत्री**

- (a) whether the Indian Port Rail and Ropeway Corporation Limited (IPRCL) has conducted any feasibility studies/surveys to establish a rail route connecting Jaisalmer, Barmer, Bhavtada via Sanchor to Kandla Port for enhancing cargo transportation and transshipment capabilities, if so, the details thereof and if not, the reasons therefor;
- (b) the details of the key findings of IPRCL's feasibility study, including the estimated cost for the project with both diesel and electric traction options and the financial and engineering assessments conducted as part of the study;
- (c) whether the Government have a detailed roadmap and project suggestions, outlining the steps for project preparation, stakeholder engagement, and the formation of a Joint Venture (JV) or Special Purpose Vehicle (SPV) for the project's execution;
- (d) if so, the details thereof; and
- (e) whether the Government of Rajasthan is cooperating in the said project, if so, the details thereof and if not, the reasons therefor?

**ANSWER**

MINISTER OF PORTS, SHIPPING AND WATERWAYS  
(SHRI SARBANANDA SONOWAL)

(a) & (b) IPRCL had conducted feasibility study covering traffic report, financial report and engineering survey report for the proposed new rail connectivity from Jaisalmer to Bhabhar via Barmer with a proposed connection to Deendayal Port, Kandla via Palanpur, Gandhidham in January, 2018 for enhancing cargo transportation and transshipment capabilities. In the Detailed Project Report, the estimated cost of the project was Rs. 2177.01 Cr. for diesel traction and Rs. 2555.71

Cr. for electric traction. The key findings of the feasibility report is annexed **[Annexure-I]**.

(c) to (e) IPRCL had submitted copies of the Report to the Government of Rajasthan with a roadmap outlining the action to be taken by Government of Rajasthan & Deendayal Port Authority (DPA) which includes Preparation of Detailed Project Report (DPR) and its approval from Railways, on boarding of key stakeholders, formation of JV / SPV for implementation of the Project and Project Execution (agreement between IPRCL and JV / SPVs for implementation). Due to high value rail project, which is likely to affect adversely on Port finances, Ministry of Ports, Shipping and Waterways has requested Ministry of Railways to include the said project under the PM Gatishakti plan.

**Salient Features of the feasibility Report:**

|           |                                     |   |   |
|-----------|-------------------------------------|---|---|
| <b>1</b>  | <b>States served</b>                | : | Rajasthan, Gujarat  |
| <b>2</b>  | <b>Districts served</b>             | : | Rajasthan – Barmer, Jalor, Jaisalmer<br>Gujarat – Banaskantha   |
| <b>3</b>  | <b>Tehsils served</b>               | : | Rajasthan – Barmer, GudhaMalani,<br>Chohtan, Sanchore, Shiv, Fatehgarh,<br>Jaisalmer<br>Gujarat: Tharad, Vav, Diyodar |
| <b>4</b>  | <b>Important places</b>             | : | Jaisalmer, Shiv, Barmer. Dhorimana,<br>Tharad, Bhabhar  |
| <b>5</b>  | <b>Length</b>                       | : | Route length – 357.28 km<br>Construction length – 350.44 km   |
| <b>6</b>  | <b>Ruling gradient</b>              | : | 1 in 150 (compensated)  |
| <b>7</b>  | <b>Yards</b>                        |   |   |
|           | a. Gradient                         | : | 1 in 1200   |
|           | b. Length                           |   | 1200 m  |
| <b>8</b>  | <b>Curves</b>                       |   |   |
|           | a. Maximum curvature                | : | 2.92 degree (at one location)   |
|           | b. No. of curves and length         |   | 115 and length – 64.53 km   |
| <b>9</b>  | <b>Earth work</b>                   |   |   |
|           | a. Cut                              |   | Max. depth = 16.49 m  |
|           |                                     | : | Volume = 64,03,868 m <sup>3</sup>   |
|           | b. Bank                             |   | Max. height = 11.37 m   |
|           |                                     |   | Volume = 62,18,303 m <sup>3</sup>   |
| <b>10</b> | <b>Bridges</b>                      |   |   |
|           | a. Major bridges                    | : | 50 inc. 34 canal crossings  |
|           | b. Minor bridges                    | : | 256   |
|           | c. Road Over Bridges – ROB          | : | 31  |
|           | d. Road Under Bridges – RUB         | : | 56  |
| <b>11</b> | <b>Standard of signaling</b>        | : | MACLS std-III Class B features  |
| <b>12</b> | <b>No. of new stations</b>          | : | 2 Junction, 19 crossing, 3 halt   |
| <b>13</b> | <b>New level crossings</b>          |   | Nil   |
| <b>14</b> | <b>Land required to be acquired</b> | : | Rajasthan – 986.8 hectares<br>Gujarat – 246.2 hectares  |

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