

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:156
ANSWERED ON:07.03.2013
RAILWAY PROJECTS IN J & K
Acharia Shri Basudeb

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of the ongoing/pending railway projects in Jammu and Kashmir (J&K), project-wise;
- (b) the reasons for inordinate delay in completion and the resultant escalation of cost thereof;
- (c) the details of the funds allocated/spent thereon, project-wise;
- (d) the steps taken/being taken by the Railways to expedite completion thereof to avoid escalation of cost; and
- (e) the details of other projects proposed to be included in the 12th Plan period for J&K ?

Answer

MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL)

(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. 156 BY SHRI BASUDEB ACHARIA TO BE ANSWERED IN LOK SABHA ON 07.03.2013 REGARDING RAILWAY PROJECTS IN J&K.

(a) : Construction of Udhampur-Srinagar-Baramulla new line (273 km) has been taken up in Jammu & Kashmir. The overall progress of the project as on 31.12.2012 is 48%. The project is divided into three legs and progress thereof is as under:-

Section	Progress upto 31.12.2012	Target date of completion
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Udhampur-Katra (25 km)	92%	2013-14
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Katra-Qazigund (129 km)	13%	Qazigund-Banihal (19 km) section in 2012-13 and Katra-Banihal (110 km) by 2017-18
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Qazigund-Baramulla (119 km)	Completed and commissioned	
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Doubling of Jalandhar-Jammu Tawi rail line falling partly in J&K State is a 203 km long project, out of which 184 km portion has already been completed and commissioned. Work on the remaining 19 km is also at an advance stage of execution.

(b): Work on Udhampur-Katra section (25 km) has been delayed due to problem of squeezing and swelling faced in Tunnel T-1 and problem of excessive seepage faced in Tunnel T-3. Work on Katra-Banihal section (110 km) remained suspended for more than a year after geological problems were faced during construction. As a result, the gestation period of the project has been prolonged leading to increase in project cost. However, apart from general escalation, cost of the project has also increased due to various other factors like increase in prices of cement and steel, enhancement in security provisions due to adverse law and orders situation and introduction of new items like electrification, access roads and approach roads for stations which were not envisaged initially. The

cost of the project which was initially assessed as Rs. 3077 crore as per the Detailed Project Report (DPR) is presently estimated to be Rs. 19565 crore.

(c): An expenditure of Rs. 8537 crore has been incurred on the project upto December, 2012. An outlay of Rs. 1100 crore has been proposed for the work for 2013-14 in Railway Budget proposals 2013-14.

(d): Consultant was appointed and remedial solution has been found to the problems faced in Tunnel T-1 and T-3 of Udhampur-Katra section. To find a solution to the geological problems faced on Katra-Qazigund section, an Expert Committee was appointed to examine various issues involved including alternative alignment. As per the Committee's recommendations, work on this section has recommenced in September, 2009 along the old alignment by adopting local re-alignment/abandonment of certain stretches.

(e): Surveys for Jammu-Poonch and Bilaspur-Mandi-Leh new lines falling fully/partly in J&K State have been completed. These are high cost projects and their funding issue is yet to be sorted out.